



CITY OF KENMORE



2024

COMPREHENSIVE PLAN



CITY OF KENMORE COMPREHENSIVE PLAN

**Adopted by December 9, 2024
(Ordinances 23-0591 & 24-0623)**

The 2024 Comprehensive Plan is available for viewing on the
City's website: kenmorewa.gov



CITY OF KENMORE, WASHINGTON

ELECTED OFFICIALS



**Mayor
Nigel Herbig**
Position No. 4



**Deputy Mayor
Melanie O'Cain**
Position No. 1



**Councilmember
Joe Marshall**
Position No. 2



**Councilmember
Valerie Sasson**
Position No. 3



**Councilmember
Jon Culver**
Position No. 5



**Councilmember
Debra Srebnik**
Position No. 6



**Councilmember
Nathan Loutsis**
Position No. 7

CITY MANAGEMENT & PROJECT LEAD

Rob Karlinsey
City Manager

Debbie Bent
Community Development Director

Todd Hall
Principal Planner

PLANNING COMMISSION

Dwight Thompson, Chair

Mike Vanderlinde, Vice Chair

Tracy Banaszynski

Derek Wyckoff

Saad Qadri

David Dorrian

Chris Olson



CITY OF KENMORE, WASHINGTON

2024 COMPREHENSIVE PLAN

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INTRODUCTION



INTRODUCTION COMPREHENSIVE PLAN

PURPOSE OF COMPREHENSIVE PLAN

The City of Kenmore Comprehensive Plan is the community's 20-year vision of the City's future and a statement of the City's long-range goals and policies. The Plan serves as the guide for City staff and the City Council in making decisions regarding ordinances, regulations, and public facility investments to ensure that the overall goals and policies are furthered by those decisions. Washington's Growth Management Act (GMA) requires preparation of a Comprehensive Plan with mandatory elements (chapters) addressing land use, housing, economic development, parks and recreation, capital facilities, utilities, transportation and climate and resiliency issues. Certain topics such as open space corridors and essential public facilities must also be considered within Plan Elements. The goals and policies of a Shoreline Master Program are also required to be an element of the Comprehensive Plan. GMA does not limit optional topics and the City has chosen to include the following elements, downtown, community design, natural environment, surface water and public services.

The GMA mandates regular updates (every 10 years) of the Comprehensive Plan to ensure that the Plan remains relevant and responsive to changing conditions. In addition to the 10-year updates, the City must provide a 5-year implementation progress report.

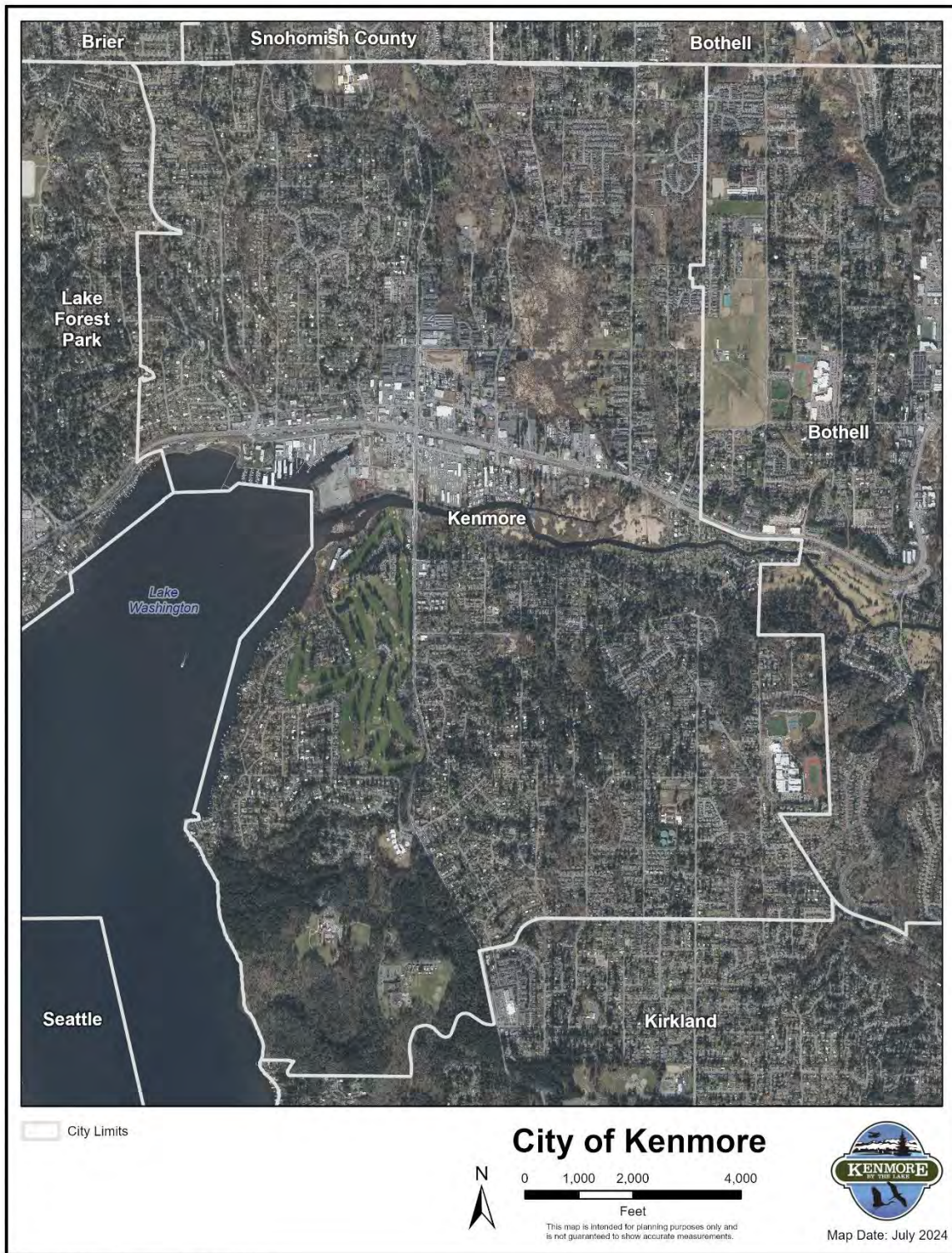
After adoption of the City's original Comprehensive Plan in 2001, the City took the approach of regularly updating individual Elements of the Plan rather than letting the Plan lie static for several years until the next State-mandated update deadline. Each year, the City Council determines which portions of the Plan will be reviewed. For the 2024 Comprehensive Plan update, background information in each Element has been refreshed, and goals, objectives and policies have been reconsidered in light of amendments to the GMA and new planning directions in the region, King County and the City.

PLANNING AREA

The City of Kenmore is located in the northern portion of King County commonly known as the "Northshore" area. Kenmore is defined by its shoreline along Lake Washington as well as the hillsides and Sammamish River valley that ultimately drain to the Lake. State Route (SR) 522 is the main transportation corridor.

As incorporated in 1998, the City of Kenmore boundaries contain about 6.1 square miles of land (see Figure INT-1). The City is bounded by Bothell to the east, Kirkland to the south and Lake Forest Park to the west. The City of Brier in Snohomish County borders the City to the north, along with an area of unincorporated Snohomish County.

**FIGURE INT-1
CITY OF KENMORE**



Source: City of Kenmore GIS

PLANNING PROCESS/CITIZEN INVOLVEMENT

Planning Commission

The City has a seven-member Planning Commission that meets regularly to review elements of the Comprehensive Plan as directed by the City Council. As each Element is considered, the Planning Commission conducts community outreach including workshops, open houses, hearings, surveys, mailings, website and social media posting or other community involvement techniques to engage community members.

In addition to soliciting community input towards the preparation of amendments to the Plan, the Commission:

Revises the Vision Statement based upon input during the visioning process,

Studies current conditions

City Council

Along with assigning Comprehensive Plan updates to the Planning Commission, the City Council reviews the recommendations of the Planning Commission and provides final direction through adoption of an ordinance. In some cases, the City Council holds its own public hearing before making a final decision on recommended Plan amendments.

Regional Coordination

The City works with representatives of special agencies and districts, including A Regional Coalition for Housing (ARCH) and service and utility providers, as well as adjacent jurisdictions. The representatives provide input and perspectives about their responsibilities and their relationship to Kenmore, and they serve as contact points to obtain information.

A draft of the Comprehensive Plan Transportation Element is provided to the Puget Sound Regional Council (PSRC), as the Regional Transportation Planning Organization (RTPO), for certification. Comments are received and changes are integrated into the final Element. Review by the Washington State Department of Commerce and the State agencies occurs with every amendment to the Comprehensive Plan.

PLAN ORGANIZATION

Element Summaries

The Kenmore Comprehensive Plan is divided into several chapters or “Elements” as characterized below.

Land Use Element

The Land Use Element plays the central role of directing land use patterns and guiding land use decision-making. It provides the basis for housing, transportation, public service, utility, and capital facility plans and policies. The Land Use Element serves as a guide for future development, determining suitable locations for various land uses, setting intensity levels for each use, and

identifying areas for open space preservation. Key emphases include supporting diversity, equity, and inclusion, addressing housing and job needs in the broader Puget Sound Region, promoting affordable housing options, and enhancing public access while continuing to protect natural areas.

Downtown Element

The Growth Management Act (GMA) does not require the creation or retention of a downtown area within communities. However, several GMA goals, as well as Countywide Planning Policies, address the containment of sprawl, and the provision of efficient services and utilities, which can be met through development of “regional growth centers” such as a downtown. Downtown areas also can function as a community-enhancing central place, particularly in a community like Kenmore dominated by regional traffic flows along Bothell Way/SR-522.

Community Design Element

The purpose of the Community Design Element is to guide future development and redevelopment that creates the visual identity of Kenmore, while ensuring compatible surrounding development, protection of the natural environment and enhancing streetscape and landscaping.

Natural Environment Element

The purpose of the Natural Environment Element is to clarify the relationship between Kenmore’s natural and built environments, to include policies that support the City’s commitment to preserving and enhancing the natural environment, and to encourage a balanced approach to support Kenmore’s vision of an equitable, inclusive, sustainable, and resilient community. Natural environment systems include Lake Washington, Sammamish River, Swamp Creek, plus smaller rivers/creeks and their associated wetlands which all provide open space and important fish and wildlife habitat. Other natural areas, such as land prone to flooding and geologically hazardous areas (e.g. steep slopes and landslide hazards) are important because of the risk to lives and property posed by developing them. Citywide tree canopy, native vegetation within natural areas, and water quality treatment are all important to support fish and wildlife habitat, and to mitigate the effects of climate change.

Shoreline Element

The Shoreline Element, addresses and manages land use activities along shorelines including Lake Washington, the Sammamish River, Swamp Creek and associated wetlands. The Shoreline Element is implemented through the Shoreline Master Program (SMP), adopted in Title 16 Kenmore Municipal Code (KMC).

Economic Development Element

The Economic Development Element is to articulate how the City of Kenmore will support local businesses, stimulate job growth, broaden the City’s tax base, and improve the economic well-being of Kenmore residents. The purpose of this Element is to provide economic development

policies for the City of Kenmore, as the community's economic base changes over time in response to market forces and in response to the vision of the Kenmore community.

Climate Action Element

The purpose of the Climate Action Element (CAE) is to provide strategies to reduce greenhouse gas (GHG) emissions and respond to the impacts of climate change in our community, as outlined in the Climate Action Plan (CAP). The CAE provides an actionable framework to guide the long-term implementation of mitigation and resilience actions. The CAE also identifies needs and opportunities for ongoing community engagement, education, and dialogue around climate action.

Housing Element

The Housing Element recognizes the vitality of existing neighborhoods, inventories existing and projected housing needs, identifies sufficient land for a variety of housing types and needs, and makes adequate provision for housing needs for all economic segments of the community. The Housing Element is intended to promote and maintain residential neighborhoods, ensure a range of densities and housing types for all incomes, address special needs housing, and the quality of the residential environment.

Transportation Element

The Transportation Element addresses street classifications, levels of service, travel forecasts, travel improvements, alternative modes, funding strategies, and concurrency management. It is based upon current and projected land use and travel patterns. Both local and State transportation facilities are addressed.

Parks, Recreation and Open Space Element

The Parks, Recreation, and Open Space Element provide policies addressing: open space and parks; priorities for park maintenance and acquisition; and coordination and improvement of recreation programs.

Surface Water Element

A separate Surface Water Element is an optional item under the Growth Management Act, although the Act calls for adequate public facilities and services to serve development. The Surface Water Element addresses management of the City's municipal separate storm sewer system, private surface water systems and natural surface water systems.

Public Services Element

An element addressing public services is not directly required by the Growth Management Act, but the Act's goals address providing adequate public services to serve development. The Public Services Element focuses upon citizen participation and communication, efficient municipal services, emergency services, education, and human services.

Utilities Element

The Growth Management Act requires that a utility element address the location and capacity of existing and proposed utilities including electric, telecommunication, and natural gas lines. The Utilities Element addresses electric, communication, and natural gas services as well as water, wastewater, and solid waste services, and conservation.

Capital Facilities Element

The Growth Management Act requires that comprehensive plans include a Capital Facilities Element which addresses capital facility needs sufficient to support the designated land use intensities. The element establishes the levels of service for the necessary capital facilities. The Element includes goals, objectives, and policies which outline level of service standards, infrastructure provided concurrent with development, preparation of capital facility plans, facility funding, and essential public facilities.

Format of Goals, Objectives and Policies

A comprehensive plan is a statement of policy identifying environmental, social, and economic desires, and its accompanying maps are a reflection of stated policies. This means that the goals, objectives and policies play a central role in the plan. The following definitions have guided the preparation of the goals, policies and objectives as used in the plan:

- Goals: Goals are broad, general statements of the desired long-term future state towards which the Plan aims. They indicate what ought to exist in a community or what is desired to be achieved in the future.
- Objectives: Objectives are statements of the desired short-term and more measurable aims of the Plan; the objectives show how a goal will be pursued.
- Policies: A policy describes a particular course or method of action to accomplish the purposes of the comprehensive plan. Policies are decision-oriented statements which guide the legislative or administrative body while evaluating a new project or proposed change in ordinance.

In sum, goals are value-based statements that are hard to measure. Objectives state more specifically how a particular goal will be pursued. Policies help guide the review of development applications, and also help guide the City Council in adopting ordinances or preparing budgets.

For the purposes of the Kenmore Comprehensive Plan, the policies often use “should” rather than shall. The approach is to use “should” in the Comprehensive Plan. The word “shall” would then be used in implementing ordinances or codes.

Implementation Strategies

Each Element contains more specific implementation strategies to move the City closer to achievement of the goals, objectives and policies of the Comprehensive Plan. These strategies identify approaches to regulations, educational or incentive programs, and/or coordination with agencies, service providers, or adjacent jurisdictions.



20-YEAR VISION



KENMORE 20-YEAR VISION

As we look into the future, we see Kenmore as a place that residents, businesses and visitors find welcoming, with courteous people, and that offers a high quality of life to live, raise children, shop, work, recreate, and socialize. In 2035, we see Kenmore as a fun, vibrant waterfront community that

- is connected both visually and physically to its waterfront, recognizing it as a significant local and regional asset
- supports recreation and health through well-maintained parks, trails, and open spaces
- protects natural and environmentally sensitive areas, significant open space, trees, and air and water quality
- provides a safe, reliable and effective system of streets, sidewalks, bike ways, trails, and transit routes, linking significant local and regional destinations
- has its own sense of place and an identifiable, walkable downtown offering commercial, civic, cultural and park spaces, integrated with multifamily housing
- has an economic base that provides a range of goods and services, offers quality employment opportunities, and supports local businesses
- has clear design standards creating attractive, functional, and enduring buildings and places
- supports the character of its single family residential neighborhoods
- offers a diversity of housing types to provide a choice of attractive living accommodations for all residents
- encourages volunteerism and public involvement and works as a good partner with citizens and governments throughout the region
- supports the safety, health, and welfare of all of its citizens
- supports and encourages education and quality schools
- is inclusive and family friendly, with a small town feeling, that fosters a sense of belonging and pride
- supports local arts, culture and history

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



LAND USE ELEMENT



LAND USE ELEMENT

INTRODUCTION

Purpose

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

Growth Management Act

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

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

Although the GMA directs growth at urban densities to the Urban Growth Area (including

Kenmore), lower development densities may be used as a strategy to protect critical areas¹.

VISION 2050

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

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

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

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

Countywide Planning Policies

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

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

¹ Designation and policies for the protection of critical areas including wetlands, fish, and wildlife habitat protection areas, frequently flooded areas, and geologically hazardous areas may be found in the Natural Environment and Shoreline Elements.

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

Tribal Coordination

The City of Kenmore recognizes that a strong relationship with local Tribes is crucial to address issues of mutual concern and advancing in an environment respect and cooperation. The City is dedicated to supporting tribal initiatives aimed at fostering resilient and connected communities through regional collaboration and intergovernmental dialogue.

EXISTING CONDITIONS

History of Kenmore

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

Two hundred years ago, Native Americans were the only people living in what is now the Kenmore area. The Sts’ahp-absh (“people of the Sts’ahp”) or “Meanderers,” lived on the waterway that later became known as the Sammamish Slough (Sammamish River), which they called Sts’ahp (“crooked,” or “meandering”).

The Sts’ahp-absh village was located where the Sammamish Slough enters Lake Washington. One map shows the village near present-day Swamp Creek. The settlement was called Tl’awh-ah-dees (“something growing or sprouting”). Nearby was a spot that may have been a gathering place. It was called Stah-tahb-uhb (“many people talking”). Swamp Creek was Tuhth-q’ahb (“the bark of a seal”). Lake Washington was simply Hah-chu (“the lake”). Tl’awh-ah-dees was one of several sites along the slough that made up the winter quarters of the Sts’ahp-absh.

Beginning in the mid-1800s, abundant timber brought European settlers westward to Washington state, including the Kenmore area. A shingle mill was located at the northern end of Lake Washington at the turn of the 20th century. Rail lines, including the Lake Shore and Eastern trains went around Lake Washington along the route of today’s Burke Gilman Trail and was a major line serving Puget Sound logging areas. After completion of the brick road (now Bothell Way) in 1913-1914, restaurants sprang up in Kenmore. About the time of the completion of the brick road, Kenmore School District built its first school in 1914 on McMasters Street, now NE 181st Street.

After the end of logging and in the days after World War I, Kenmore’s population increased when Puget Mill sold a number of small tracts for residential use. The mill owners held much of the land in what is now Kenmore and when lots were put on the market, many homes were built north of what would be Bothell Way.

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

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

Through much of the 20th century, Kenmore remained an unincorporated area of King County. On August 31, 1998, after a public vote, the City of Kenmore was incorporated.

Physical Setting

Kenmore is situated at the northern end of Lake Washington and the terminus of the Sammamish River. Similar to other Puget Sound lowlands, Kenmore has forested rolling hills and flatlands near bodies of water. Including Lake Washington and the Sammamish River, Swamp Creek is a major north-south waterbody. There are also several unnamed tributaries throughout the city.

Along State Route 522 (SR-522), a major east-west transportation corridor, lies a majority of the city’s commercial and industrial activity. North and south of the SR-522 are several residential neighborhoods that make up the majority of the population. There is some multi-family development located just north and south of 522.

Kenmore’s “downtown” is developing into the city’s cultural and civic center. There is City Hall, the Hangar, and Town Square, all of which developed between 2010-2020. More description about the downtown Kenmore is provided in the Downtown Element.

Historic Structures and Places

The King County Historic Preservation Program maintains an inventory of over 1,000 historic resources located throughout the County. Development proposals for resources listed on the inventory are circulated to the King County Historic Preservation Officer for review and comment. There are approximately 100 sites in Kenmore which are included in the 2010-2011 Historic Reconnaissance-Level Survey conducted by the King County Historic Preservation Program. Some are identified by King County as a landmark, while others are of significance but not formally identified yet as landmarks. One structure in Kenmore, St. Edward Seminary (The Lodge at St. Edward Park), is identified on the State of Washington Heritage Register and the National Register of Historic Places. Several of the more significant sites in Kenmore are identified on **Figure LU-1**. Kenmore sites of local significance are described more fully below.

TABLE LU-1: KENMORE SITES OF LOCAL SIGNIFICANCE

Name	Address	Local Landmark?
ł'ax̓w̓adis (Tl' awh-ah-dees) Park	7515 NE 175 th Street	
St. Edward Seminary (The Lodge at St. Edward State Park)	14477 Juanita Drive NE	Yes (also State and Nationally registered)
Charles Thomsen House	7330 NE 170 th Street	Yes
Kenmore Community Clubhouse	7304 NE 175 th Street	Yes
Inglewood Golf Course Clubhouse	6505 Inglewood Road NE	
St. Thomas Seminary (Bastyr University)	14500 Juanita Drive NE	
Kenmore Air Harbor House	6321 NE 175 th Street	
Northlake Lutheran Church ²	6620 NE 185 th Street	
Church of the Redeemer ³	6220 NE 181 st Street	
Aqua Club	18512 58 th Avenue NE	

ł'ax̓w̓adis (Tl' awh-ah-dees) Park (Native American site)⁴

In April of 2021, Kenmore City Council passed a unanimous motion to change the name of Squire's Landing Park to ł'ax̓w̓adis (Tl' awh-ah-dees), the name of the Lushootseed village previously located in or near present-day downtown Kenmore. ł'ax̓w̓adis translates to "a place where something is grown or sprouts" and honors the Coast Salish People who originally inhabited the area, and the many Indigenous Peoples who still reside here.

St. Edward Seminary/Lodge at St. Edward State Park (Local, State, National register)

The St. Edward Seminary opened doors in 1931 as Washington State's first Catholic seminary for the education of diocesan priests. In the late 1930s, the school became the first fully accredited seminary in the United States. The building is a highly intact, large-scale example of the Late Romanesque Revival style and is the work of architect John Graham Sr. a prolific early 20th century architect in the Pacific Northwest whose most notable commissions in Seattle included the Space Needle, Frederick & Nelson Department Store, Dexter-Horton Building, and

² Local Example of Mid-Century Modern architecture

³ Local example of Mid-Century Modern architecture

⁴ Kenmore Heritage Society, <https://kenmoreheritagesociety.com/digital-collections/first-people-of-kenmore/>

the former Bon Marche building. After declining enrollment, the seminary and its surrounding land were sold in 1977 to the State of Washington to become Saint Edward State Park. Beginning in 2017, Daniels Real Estate rehabilitated and restored the seminary building which had been vacant and fallen into disrepair. The Lodge at St. Edward State Park opened in 2021.

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

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

Charles Thomsen House (Local register)

The Charles M. Thomsen House was built in 1927 and was designated as a King County Landmark prior to Kenmore's incorporation in 1998. While the vast majority of Period Revival style residences in King County are located in Seattle, the handful of Period Revival homes in formerly rural, unincorporated areas of the County consist of variations of the English Cottage and Colonial Revival Styles. The Thomsen House is notable as it is the only known example of a rural residence constructed in the French Provincial Style and it is considered to be in good condition with many original features. The Charles Thomsen House may be eligible for the State of Washington Heritage Register or the National Register.

Kenmore Community Clubhouse (Local register)

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

Inglewood Golf Course Clubhouse

The Inglewood Golf Club, one of the oldest clubs in the Pacific Northwest, opened in 1919. The clubhouse was constructed in 1926 and reflects a French Provincial influence. The building has been restored over the years, with the most recent remodel completed in 2018.

St. Thomas Seminary (Bastyr University)

The St. Thomas Seminary building was completed by the Diocese of Seattle in 1958, opening to educate theology and collegiate students. In 1977, the Diocese of Seattle sold the 316 acres on which the seminary sits, to the State of Washington for use as a state park. In 1996, the seminary and remaining 51 acres were purchased by Bastyr University.

Kenmore Air Harbor House

The Kenmore Air Harbor House dates back to the 1940s when the Bob Munro opened the air harbor. It continues to serve as a maintenance facility for Kenmore Air and general seaplane aviation.

Northlake Lutheran Church

Northlake Lutheran Church was founded in 1960, and the congregation hall opened in 1961, which continues to serve the Kenmore community.

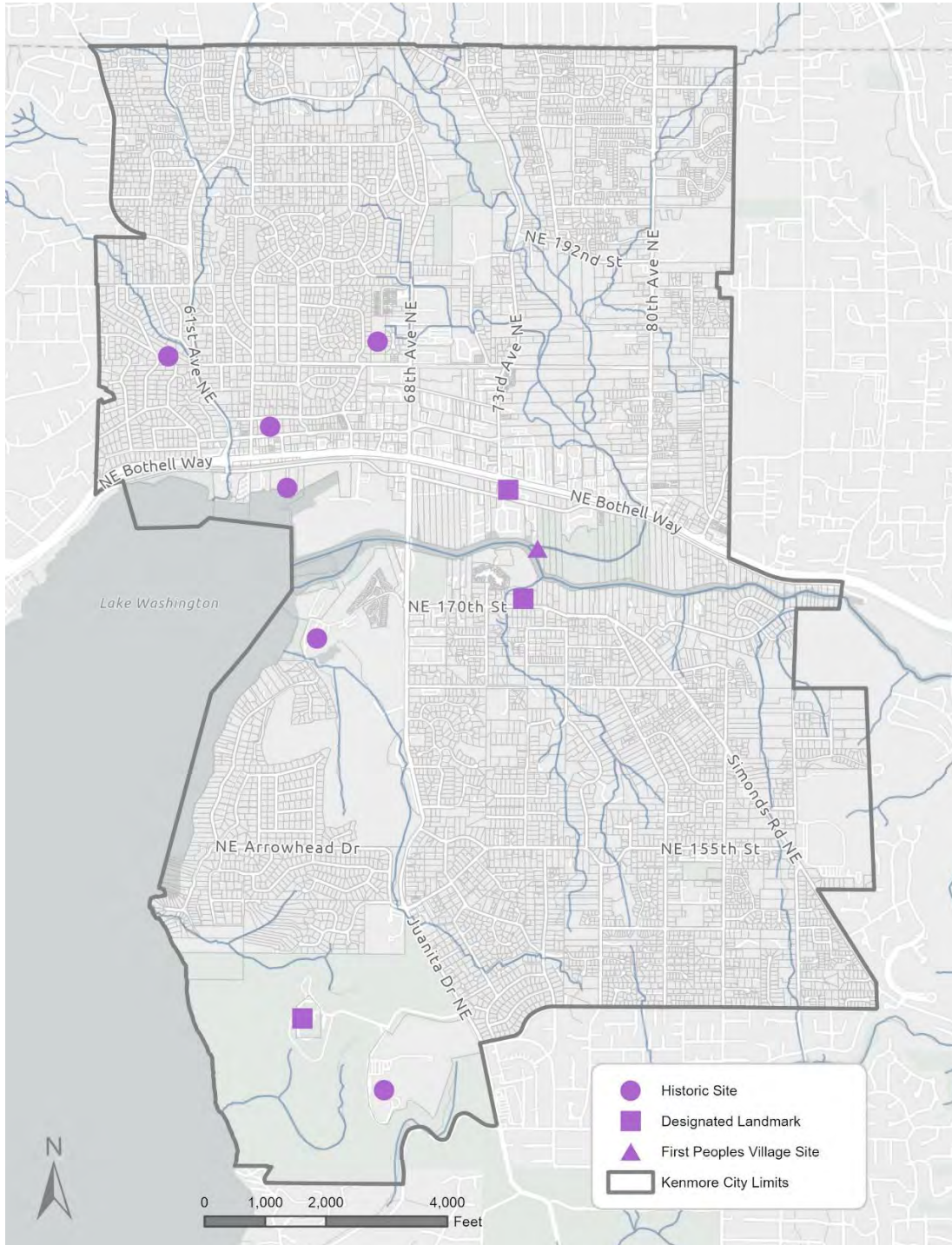
Church of the Redeemer

The Episcopal Church of the Redeemer was designed by Roland Terry, a renowned Northwest architect, who was most known for designing Canlis Restaurant in Seattle. The church opened in 1964 and is located near Bothell Way and 62nd Ave NE.

Aqua Club

The Aqua Club is a year-round private swim and tennis club located in the Uplake neighborhood of Kenmore, Washington, established in 1959. The Club, while private, offers various programs to the community. The Club also has a championship swim team, water polo, water aerobics, and both swim and tennis lessons.

FIGURE LU-1: HISTORICAL RESOURCES AND SITES INVENTORY



Source: City of Kenmore GIS

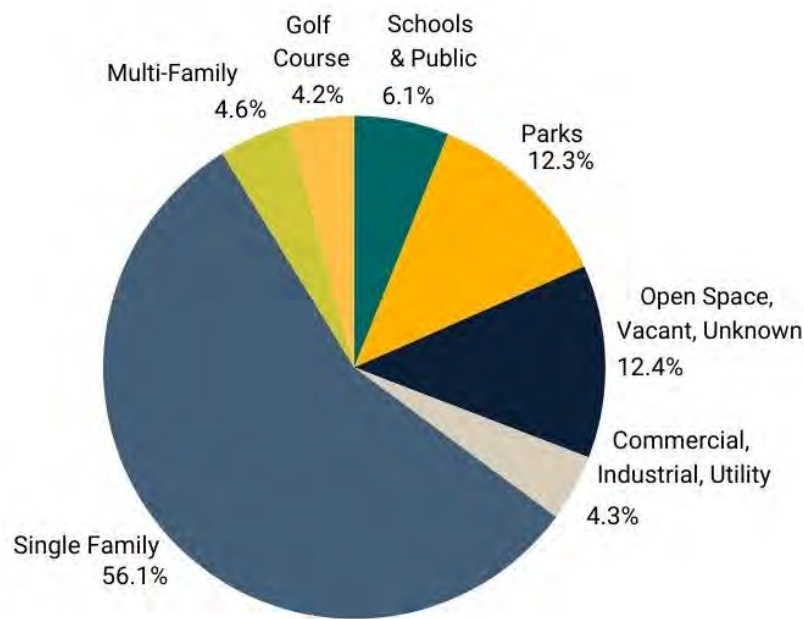
Land Use Patterns

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

Existing Land Uses

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

**FIGURE LU-2
KENMORE CITYWIDE LAND USE PATTERN**



CATEGORY	ACRES	PERCENT
Single-family	1908.7	56.1%
Multi-Family	155.8	4.6%
Commercial, Industrial, Utility	152.1	4.3%
Schools and Public	208.2	6.1%
Parks	423.0	12.3%
Golf Course	144.3	4.2%
Open Space/Tracts Vacant, Unknown	420	12.4%
TOTAL	3,412	100%
Note: Does not include rights-of-way		

Source: King County Department of Assessments

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

Kenmore's Air Harbor

Founded in 1946, Kenmore's Air Harbor is a unique land use in the City. The seaplane base is located on a 5-acre property on the Lake Washington waterfront. With an average 20 single-engine seaplane fleet, it is America's largest seaplane harbor with air service provided daily to downtown Seattle, the San Juan Islands, and Canada. Along with passenger services, the Air Harbor also provides seaplane restoration and maintenance services. The Air Harbor also provides space for approximately 25 private seaplanes. During the peak summer months of July and August, the Air Harbor employs approximately 250 people.

FUTURE LAND USE

Figure LU-3, the Kenmore Land Use Map (provided later in this Chapter), shows the following development patterns in Kenmore:

- **Neighborhoods offering a variety of residential housing types and densities ranging from low-density residential areas to multi-family development.** A key concept of the Vision Statement is to support a diversity of housing types to provide accommodations affordable to all residents.
- **Concentration of commercial and business uses locations where they are currently located or in areas where compatibility can be ensured.** New commercial development would primarily occur in the form of redevelopment in Downtown and adjoining areas to minimize intrusion into predominantly residential neighborhoods and to effectively concentrate these uses where alternative transportation modes are or will be available. However, new opportunities for small-scale retail enterprises or services meeting the daily needs of residents may be located in neighborhoods if compatibility concerns are addressed.
- **Phasing out of heavy manufacturing and industrial uses in favor of mixed uses (commercial and residential) and clean light manufacturing.** Existing heavy manufacturing and industrial uses would be phased out over time through market and regulatory forces, and mixed uses and clean light manufacturing would replace them. New heavy manufacturing and industrial uses are prohibited.
- **Continued development of a vibrant downtown in Kenmore.** Kenmore is both a High Capacity Transit Community and a Candidate Countywide Growth Center. Downtown is central to this vision—providing a focal point for community growth and development, including centrally located multi-family and both mixed-use and standalone commercial development with access to high capacity transit, civic buildings such as City Hall, the Post Office, the Library, the Hangar and Town Square, and other amenities. For more specific details about Kenmore's downtown, see the Downtown Element.

- **Transit-oriented development including the Metro/Sound Transit Park and Ride.** This concentration of pedestrian-oriented mixed use residential development is at intensities that support and are supported by multi-modal transportation options, including bus rapid transit. Transit-oriented development reinforces Kenmore’s designation as a High Capacity Transit Community.
- **Retention of institutional uses including government, schools, and public park properties.** The purpose of this classification is to identify and retain key public and private institutional uses in the City, to promote master planning of facilities, and to prevent conversion of significant properties to other residential or commercial uses without benefit of the rezone process.

Development Capacity

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

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

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

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

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

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

PLAN AMENDMENTS

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

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

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

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

GOALS, OBJECTIVES, AND POLICIES

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

GOAL LU-1 ENHANCE KENMORE’S QUALITY OF LIFE AS A PLACE FOR A DIVERSE RANGE OF RESIDENTS TO LIVE, RAISE CHILDREN, RECREATE, WORK, SHOP, AND SOCIALIZE.

OBJECTIVE LU-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-1.1.1 Recognize and support people of color, indigenous and immigrant populations, and other individuals or groups who have historically been underrepresented in community goal setting and implementation.
- Policy LU-1.1.2 Encourage the involvement of historically marginalized groups when discussing policies that will impact their neighborhoods and communities. Provide outreach in multiple formats and languages.
- Policy LU-1.1.3 Consider the impact of City policies, programs and projects on groups whose voices may not regularly be heard.
- Policy LU-1.1.4 Evaluate planning approaches for potential residential and commercial displacement and use a range of strategies to mitigate displacement impacts.
- Policy LU-1.1.5 Make Kenmore a community where all people love where they live.

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

- Policy LU-1.2.1 Create healthy, viable, and safe neighborhoods where all people can live, work and play, regardless of color, age, income, or ability.
- Policy LU-1.2.2 Through land use policies and development regulations that are consistent with state and federal laws, limit land uses and activities that may result in harmful secondary effects to the community, such as crime, vandalism, or neighborhood deterioration. Consider spacing requirements, buffers, landscaping, access, signage controls, business license and operating requirements, as well as other mechanisms to control secondary impacts.
- Policy LU-1.2.3 Ensure fairness and equity in distributing community amenities such as parks and community facilities to provide all residents with opportunities to enjoy the benefits of a rich social and physical environment.
- Policy LU-1.2.4 Strive to make City capital projects and community events accessible to those with physical impairments.
- Policy LU-1.2.5 Use incentives, regulations and programs to support land use patterns and development standards that encourage physical activity through walking and bicycling.
- Policy LU-1.2.6 Consider small-scale, neighborhood commercial uses within walking or bicycling distance of homes to increase residents' opportunities to meet their daily needs without having to drive.
- 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 LU-1.3 Endeavor to provide a complete community, with high quality design standards, containing housing, shops, workplaces, 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.

- Policy LU-1.3.3 Integrate non-residential uses such as governmental, utility, religious, social, and other institutional uses, where appropriate, into residential neighborhoods to create quality communities which have a full range of public facilities and services. These uses should be sited, designed, and scaled to be compatible with the existing neighborhood.
- Policy LU-1.3.4 Consider code amendments that facilitate middle housing development while providing appropriate design standards consistent with the surrounding neighborhoods.
- Policy LU-1.3.5 Support infill development that creates housing that is affordable, is compatible with surrounding development, and aligns with the City's multi-modal transportation network.
- OBJECTIVE LU-1.4 Encourage the availability of healthy, affordable, culturally acceptable food for all community residents.**
- Policy LU-1.4.1 Through land use regulations and economic development, encourage locally based food production, distribution and choice.
- Policy LU-1.4.2 Where appropriate, encourage the development of community gardens and farmers' markets as a means to encourage community-building, support local agriculture and promote economic development.
- OBJECTIVE LU-1.5 Maintain and enhance all residential neighborhoods by improving infrastructure and walkability and establishing appropriate site development standards.**
- Policy LU-1.5.1 Ensure that zoning regulations provide for a range of housing types and densities, such as lower density neighborhoods, and medium density neighborhoods that combine lower density housing such as single-family, 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-1.5.3 Provide regular and appropriate levels of investment in transportation, surface water and parks maintenance and improvements within residential neighborhoods, consistent with the City's capital improvement priorities. Encourage special districts to provide services and maintain infrastructure within residential neighborhoods consistent with adopted service and capital improvement plans.

Policy LU-1.5.4	Consider opportunities for small-scale neighborhood retail, restaurants, and other service activities in residential areas to increase walkability and enliven residential neighborhoods.
OBJECTIVE LU-1.6	Create a climate that fosters business creation and retention that positively contributes to the City's quality of life.
Policy LU-1.6.1	Provide adequate land for commercial development that enhances community goals, augments the tax base, and does not adversely impact the natural environment.
Policy LU-1.6.2	Support the large number of home-based businesses in Kenmore and recognize their importance as a way to keep jobs closer to home.
Policy LU-1.6.3	Ensure zoning regulations accommodate a range of allowable business and commercial uses in appropriate locations at the neighborhood, community, and regional levels.
Policy LU-1.6.4	Consistent with the City's climate action goals, support phasing out heavy manufacturing and industrial uses in favor of mixed uses (commercial and residential) and clean light manufacturing uses.
OBJECTIVE LU-1.7	Identify and prioritize properties for public acquisition and use.
Policy LU-1.7.1	<p>During the 20-year planning period, identify community needs and site the following facilities or uses in accordance with the Capital Facilities Element, the Housing Element, and the Parks, Recreation and Open Space Element:</p> <ul style="list-style-type: none"> • 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 water bodies, where regulatory measures alone are insufficient.
Policy LU-1.7.2	Encourage public and private community service providers, including the City of Kenmore, to share or reuse facilities when appropriate, to reduce costs, conserve land and provide convenience and amenity for the public. Joint siting and shared use of facilities should be encouraged for schools, community centers, health facilities, cultural facilities, libraries, swimming pools, institutional properties, and other social and recreational facilities.

- Policy LU-1.7.3 Promote site development which provides utilities and infrastructure that are maintainable, aesthetically pleasing, and have several functions, such as surface water facilities designed as accessible open spaces for a development.
- OBJECTIVE LU-1.8 Minimize and reduce the adverse effects of noise through proper land use planning and designed infrastructure features.**
- Policy LU-1.8.1 Establish a transportation demand management program that facilitates transit and micromobility transportation as part of a systemic approach to limit and reduce transportation related noise impacts.
- Policy LU-1.8.2 Identify and establish maximum allowable noise levels for residential and critical areas resulting from the built environment.
- Policy LU-1.8.3 Minimize transportation related noise impacts near residential and critical areas.
- Policy LU-1.8.4 Require noise reducing design features as part of development, reuse/revitalization, restoration, resurfacing, and/or rehabilitation for facilities generating and/or likely to generate noise pollution exceeding established maximums to nearby residential and critical areas to within the acceptable range.
- OBJECTIVE LU-1.9 Incorporate environmental justice criteria and priorities into zoning, land use planning, permitting policies, and development of new projects to identify and address the disproportionate impacts of climate change on overburdened communities such as communities of color and lower-income communities.⁵**
- Policy LU-1.9.1 Develop and implement an environmental justice assessment⁶ process to conduct prior to creating new zoning designations or rezoning.
- Policy LU-1.9.2 Work toward an equitable distribution of growth that reduces the potential for displacement and increases infrastructure and ecosystem resilience by combining zoning restrictions in vulnerable areas with development incentives to build in areas with less climate risk. Consider climate impacts such as extreme heat, flooding, wildfire smoke, and drought when designating zoning locations to accommodate growth.

⁵ Objective 1.9 and Policies LU-1.9.1 – LU-1.9.4 are same as those from Climate Action Element.

⁶ As defined by RCW 70A.02.060, an environmental justice assessment is a review to inform and support an agency's consideration of overburdened communities and vulnerable populations when making decisions and to assist the agency with the equitable distribution of environmental benefits, the reduction of environmental harms, and the identification and reduction of environmental health disparities.

- Policy LU-1.9.3 Identify and expand community-centered anti-displacement strategies and climate-resilient infrastructure to mitigate housing insecurities exacerbated by climate-driven gentrification.
- Policy LU-1.9.4 Promote equitable access for overburdened communities and those that will be disproportionately impacted by climate change, by working with utility providers to ensure affordable energy prices through utility tax rebates for low-income residents.
- Policy LU-1.9.5 Promote middle housing through city policies and codes to allow for broader housing types in identified residential zones, reduce climate-related displacement, and increase access to City transit systems.
- Policy LU-1.9.6 Minimize and mitigate the risk to lives and property posed by wildfires through land use planning tools, such as the Wildland Urban Interface Code, and by protecting human development in wildfire-prone areas.

GOAL LU-2 PROVIDE FOR ORDERLY DEVELOPMENT

OBJECTIVE LU-2.1 Implement the Comprehensive Plan Land Use Map.

- Policy LU-2.1.1 Designate the proposed general distribution, general location and extent of the uses of land, where appropriate, for housing, commerce, offices, recreation, open spaces, public utilities, public facilities, and other land uses. The official Comprehensive Plan Land Use Map is included as **Figure LU-3**.
- Policy LU-2.1.2 Implement a range of residential, commercial, and public land use classifications:
 - a. Table LU-2: Table of Land Use Classifications and Implementing Districts. Utilize the following table to establish land use districts in the City.

TABLE LU-2: TABLE OF LAND USE CLASSIFICATIONS AND IMPLEMENTING DISTRICTS

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

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

- Residential: The purposes of the Residential land use classifications are to implement Comprehensive Plan policies for housing quality, diversity, and affordability, and to efficiently use land, public services (including high-capacity transit), and energy while ensuring environmental protection.
- Low Density Residential: In this classification, land uses are predominantly single detached dwelling units on lot sizes that vary according to district but with an overall base density of one to six dwelling units per acre. In the R-1 and R-4 districts, uses are clustered as appropriate in relation to environmental constraints and the protection of critical areas. Within that context middle housing development may be permitted and may include six of the nine middle housing types within the context of the environmental constraints and protection of critical areas.
- 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 middle housing types. Housing may include single detached dwelling units, duplexes, triplexes, cottage housing, and small-scale apartment buildings, depending on district.

- **High Density Residential:** In this classification, land uses are predominantly larger apartment or condominium buildings with a variety of densities according to district. Base densities generally exceed 75 dwelling units per acre. In the area near the Metro/Sound Transit Park and Ride, development intensities support and are supported by multi-modal transportation options, including high capacity transit. The provision of affordable housing is a key feature of this transit-oriented development.
- **Manufactured Housing Community:** The Manufactured Housing Community classification is intended to ensure consistency with RCW 36.70A.070(2)(c) which requires that sufficient land be available for all types of housing including manufactured housing. The Manufactured Housing Community classification promotes residential development that is higher density than single-family, but single-family in character. This land use classification is assigned to existing manufactured housing communities.
- **Downtown Residential:** The Downtown Residential classification provides higher density residential development in support of the Downtown Commercial classification. Limited retail and office uses are also allowed as part of mixed-use developments. The classification represents an opportunity to provide a range of housing types in the community with attention to appearance and scale.
- **Neighborhood Business:** The purposes of the Neighborhood Business classification are to provide convenient daily retail and personal services for a limited service area, to minimize the impacts of commercial activities on nearby properties, and to provide for limited residential development.
- **Community Business:** The purpose of the Community Business classification is to provide pedestrian-friendly, mixed-use development that both supports larger mixed-use and commercial areas with its residential development, and provides small-scale retail, educational, and personal service uses, and offices, for the local community. Allowable uses include office uses and mixed-use (housing and retail/service)

developments. Commercial uses with extensive outdoor storage and industrial uses would be discouraged in the Community Business classification.

- **Waterfront Commercial:** The purpose of the Waterfront Commercial classification is to focus on existing water-dependent uses, but also to allow eating and drinking places, temporary lodging and other uses to support marina and airport development. Compatible light manufacturing would be appropriate. Office and mixed use multifamily development are desirable for the future.
- **Urban Corridor:** The Urban Corridor classification is located along SR-522. The overall vision is to convert the area on the south side of the highway from a commercial strip corridor to an area of mixed-use development and public spaces, taking advantage of lake views and proximity to transit.

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

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

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

- **Regional Business:** The purposes of the Regional Business classification include to provide for the broadest mix of retail, office, wholesale, and service uses, with compatible storage and light manufacturing uses, serving regional market areas and offering significant employment opportunities. These purposes are accomplished by supporting existing businesses, while encouraging compact and mixed-use development that is supportive of transit and pedestrian travel for the future. Industrial and heavy manufacturing uses are no longer appropriate in this classification.
- **Downtown Commercial:** The Downtown Commercial classification features a mix of private and public uses designed to create a pedestrian-friendly downtown consistent with Kenmore's designation in the Regional

Growth Strategy as a High Capacity Transit Community and as a Candidate King County Countywide Growth Center. Public places, sidewalks, extensive landscaping, transit-orientation, shared or structured parking, protection of environmentally sensitive areas, affordable housing, and high quality design and signage are key features. Permitted uses emphasize mixed or multiple use developments, and include high-density housing, civic and governmental uses, offices, small-scale commercial and retail businesses, and locally oriented professional and personal services.

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

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

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

The Bastyr University Campus Master Plan is adopted for the approximately 50-acre property in the City and is illustrated in **Figure LU-4**. The Bastyr University Master Plan and the applied zoning provide for a coordinated multi-use higher education center meeting the vision of the University and the City to support diverse and continuing education opportunities, strengthen the City's economic base, and protect natural features. **Figure LU-4** is considered a conceptual graphic, and minor modifications (KMC 19.23.050.A) to site development consistent with City master plan and zoning regulations are considered consistent with the Comprehensive Plan. The City's long term interest in the property is to have continued use of the site by Bastyr University or a similar institution with public access/use maintained through the use of a purchase of development rights, out-right purchase of portions of the property, off-site density transfers or joint use agreements.

- **Special Study Area – Plywood Supply:** The City has designated the Plywood Supply property south of NE 175th Street as a Special Study Area while the City works with property owners to complete a master plan that will guide the development of the property. In order to allow the master planning process to proceed, the property will retain its underlying RB designation for comprehensive planning purposes while development of that master plan is proceeding.
- **Special Study Areas—Lakepointe and Glacier Northwest.** Although these are two independent special study areas, given their close proximity and shared waterfront location they should be planned and developed in a consistent and compatible manner.
- **Lakepointe:** The City has designated Lakepointe as a Special Study Area recognizing its significant size and waterfront location on both the Sammamish River and Lake Washington. A cohesive development plan should be prepared for the site to guide development of the property consistent with the following goals:
 1. Develop a mixed-use pedestrian-oriented urban village, providing some affordable housing;
 2. Apply design standards consistent with expectations for Kenmore's downtown;
 3. Minimize surface parking;

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

1. Develop a mixed-use pedestrian-oriented area, providing some affordable housing;
2. Apply design standards consistent with expectations for Kenmore's downtown;
3. Minimize surface parking;
4. Provide public access to, and use of, the Lake Washington waterfront, including a community open space for use by the general public;
5. Provide easily accessible public viewpoints, and protect view corridors to Lake Washington;
6. Provide pedestrian and bicycle linkages to the downtown core, nearby parks and the Burke-Gilman Trail;
7. Recognize and support the site's unique role in the regional transportation network, including connections to bus rapid transit along SR-522, the Kenmore Air Harbor, and a potential Lake Washington passenger ferry;
8. Provide a strong transportation demand management program that facilitates transit use; and
9. Create an environmentally sensitive and sustainable development, including reduced car infrastructure, low impact development, protection of water quality and critical areas, mitigation for impacts to the shoreline edge, and enhancement of fish and wildlife habitat.

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

- a. Primarily located in or near the Downtown area and in the area of transit-oriented development near the Metro/Sound Transit Park and Ride
- b. In or next to Regional, Community, or Neighborhood Business Centers; and,
- c. Where existing or planned transportation capacity should be adequate to accommodate projected travel demand.

Policy LU-2.1.4 Commercial classifications should be:

- a. Located along Principal or Minor arterials or on collector streets that intersect with arterials within 1/2 mile. Existing or planned transportation capacity should be adequate to accommodate projected travel demand;
- b. Located to provide convenient shopping or other services for nearby neighborhoods;
- c. Encouraged near trails to provide opportunities for small-scale pedestrian-oriented development serving passers-by.
- d. Strategically located to maximize the potential success of the hierarchy of commercial classifications. The priority area for commercial development should be the Downtown;
- e. Sized appropriately to accommodate sufficient land to accommodate community business and service needs;
- f. Located in areas with current or planned pedestrian access; and
- g. Commercial designations should be expanded only when it can be demonstrated that conditions have changed since the original commercial classification boundaries were determined, and there is a demonstrated community need.

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

proposed Comprehensive Plan Amendments should include the following elements:

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

Policy LU-2.1.6 Ensure proposed Comprehensive Plan policy amendments result in changes to development regulations, modifications to capital improvement programs, and revised subarea, neighborhood, and functional plans necessary to ensure consistency between the Plan and the implementing regulatory and budgetary frameworks.

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

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

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

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

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

- b. Protect environmentally sensitive areas, including wetlands, groundwater⁷, streams, Lake Washington, the Sammamish River and Puget Sound.
- c. Support tree preservation.
- d. Implement and be consistent with the Comprehensive Plan and other adopted land use goals, policies, and plans;
- e. Be expeditious, predictable, clear, straightforward, and internally consistent;
- f. Treat all members of the public equally and base regulatory decisions wholly on the applicable criteria and code requirements;
- g. Provide clear direction for resolution of regulatory conflict;
- h. Be enforceable, efficiently administered, and provide appropriate incentives and penalties;
- i. Be consistently and effectively enforced;
- j. Create public and private benefits worth their cost;
- k. Be coordinated with timely provision of necessary public facilities and services;
- l. Be coordinated with special purpose districts and other public agencies to promote compatible development standards in Kenmore;
- m. Be responsive, understandable, and accessible to the public;
- n. Provide effective public notice and reasonable opportunities for the public (especially those directly affected) to be heard and to influence decisions;
- o. Avoid intruding on activities involving constitutionally protected freedoms of speech, petition, expression, assembly, association and economic competition, except when essential to protect public health, safety and welfare (and then the restriction should be no broader than necessary); and
- p. Provide for relief from regulations when they would deprive a property of reasonable use, and when such relief would neither

⁷ The protection of the quality and quantity of groundwater used for public water supplies, as required by RCW 36.70A.070(1), may be found in the Natural Environment and Surface Water elements.

endanger public health and safety nor conflict with adopted use policies.

- q. Acknowledge past racial and other inequalities in housing and neighborhood options. Continue to identify and address controllable factors within Kenmore that contribute to disparities and take corrective action.

OBJECTIVE LU-2.3 Establish a system of densities and development standards that allows for efficient infrastructure and service delivery while protecting environmental resources and ensuring 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 should be applied 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-2.3.3 Apply minimum density requirements to residential and mixed-use zones of twelve or more homes per acre when consistent with the vision for a given zone.
- Policy LU-2.3.4 In the Downtown Commercial classification, adopt a minimum floor area ratio (FAR) to promote multi-story development.
- Policy LU-2.3.5 Review Uniform Building codes and make amendments to remove barriers to achieving desired densities, such as increased stories of wood frame construction.
- Policy LU-2.3.6 Use regulations, incentives, open space acquisition, or, where these measures are not adequate, use low density zoning to protect floodplains, riparian corridors, wetlands, and unstable slopes from degradation, and to encourage linking these environmental features into a network of open space, fish and wildlife habitat. In sensitive areas, some density may be transferred onsite to less constrained areas, or density may be transferred off-site to specified receiving areas, such as the Downtown.
- Policy LU-2.3.7 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-2.3.8 In Downtown in the high-density residential classification near the Metro/Sound Transit Park and Ride, and in the Urban Corridor classification east of 73rd Avenue NE, require inclusion of affordable housing in new residential or mixed use development.

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

- Policy LU-2.4.1 Establish priority areas for public facility and service improvements, especially for transportation. These priority areas should be located where public facility and service improvements would most effectively advance the City of Kenmore's growth and development as a Candidate Countywide Growth Center or the City's goals for economic development, neighborhood improvement, environmental protection, energy efficiency or affordable housing. Priority areas will shift over time as improvements are installed and adopted service level standards are attained.
- Policy LU-2.4.2 Implement an annual monitoring program to assess land use development trends, and service and infrastructure provision. If service deficiencies, such as city, county and state roads, public water supply and wastewater treatment, or communication infrastructure are identified, the City of Kenmore and the affected service providers should adopt Capital Improvement Programs to remedy identified deficiencies in a timely fashion, or the City of Kenmore should reassess the land use plan. In particular, the City should continue to promote reliability improvements for electric services in Kenmore.
- Policy LU-2.4.3 Work with communication providers to ensure that broadband service at suitable speeds is available throughout the city.
- Policy LU-2.4.4 Ensure that infrastructure and facilities are sized appropriately to community needs and are located with attention to design standards.
- Policy LU-2.4.5 Consider the effects of improved or new infrastructure such as roads and utilities as potential barriers between neighborhoods or as stimulators of development.
- Policy LU-2.4.6 Through zoning and subdivision regulations, require that residential developments, including manufactured home parks, whether new developments or substantial redevelopments, provide the following improvements:

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

Policy LU-2.4.7 Provide water, sewer, surface water, transportation, and recreational facilities at the time of development.

OBJECTIVE LU-2.5 Encourage development on properties with existing or planned public services and utilities.

Policy LU-2.5.1 Encourage innovative, quality development and redevelopment through a variety of regulatory, incentive, and program strategies. Possible approaches include:

- a. Special development standards for infill or redevelopment sites;
- b. Assembly and resale of sites to providers of affordable housing or mixed-use developments;
- c. Impact mitigation fee structures that favor infill or redevelopment;
- d. Expedited permit processes;
- e. Greater regulatory flexibility; and
- f. Reduced permit fees and/or delayed fees.

OBJECTIVE LU-2.6 Require adequate transitions between land uses of differing intensities and between development and environmentally sensitive areas.

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-2.6.2 Ensure critical area regulations provide sufficient buffer widths consistent with the quality and class of the environmentally sensitive area.

- Policy LU-2.6.3 Locate zoning districts and prepare development regulations that result in gradual transitions between different building intensities.
- OBJECTIVE LU-2.7 Participate in joint planning of services and utilities with special districts, private service providers, neighboring municipalities, King County and Snohomish County, and the State of Washington.**
- Policy LU-2.7.1 Plan in partnership with special districts, private service providers, neighboring municipalities, King and Snohomish Counties, and the State of Washington. The City should strive to balance the differing needs identified by planning partners at various geographic levels and ensure that planning partners honor Kenmore’s needs.
- Policy LU-2.7.2 Prepare functional plans to identify City facility and service needs and define ways to fund these needs consistent with the land use plans and service and finance strategy. Independent special districts and other public agencies should also prepare functional plans which should be considered by Kenmore. The capital facility plans and capital improvement programs prepared by all other agencies which provide services to Kenmore should be consistent with the Kenmore Comprehensive Plan.
- GOAL LU-3 SUPPORT DEVELOPMENT OF KENMORE’S DOWNTOWN AS A KING COUNTY COUNTYWIDE GROWTH CENTER.**
- OBJECTIVE LU-3.1 Take action to support Downtown Kenmore’s candidacy as a King County Countywide Growth Center—a place to equitably concentrate jobs, housing, shopping, and recreational opportunities.**
- Policy LU-3.1.1 Ensure that the combination of jobs and population in the Downtown meets County standards (eventual goal of 30 activity units per acre).
- Policy LU-3.1.2 Continue plans for a mix of uses, providing housing and employment at densities that support high-capacity transit.
- Policy LU-3.1.3 Apply a minimum floor area ratio for new commercial buildings in the Downtown Commercial classification.
- Policy LU-3.1.4 Continue to demonstrate that Downtown is a priority for growth and investment.
- Policy LU-3.1.5 Continue to use design standards to ensure a pedestrian-friendly and attractive Downtown.
- Policy LU-3.1.6 Plan for a variety of housing types including affordable housing.
- Policy LU-3.1.7 Try to retain existing residents and businesses in the community as growth is planned and, if retention is not possible, support relocation.

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

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

GOAL LU-4 IDENTIFY, PRESERVE, AND ENHANCE THE CULTURAL RESOURCES OF KENMORE

OBJECTIVE LU-4.1 Promote and support visual, literary, and cultural arts and activities in the community.

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

Policy LU-4.1.2 Encourage shared, multipurpose use of regional and community facilities for cultural activities to maximize their efficient use and to expand public access to cultural opportunities.

Policy LU-4.1.3 Develop a public art program that provides art in public facilities, projects and places to enhance community character and quality of life. Priority locations should include Downtown, government facilities, and municipal parks. Maintenance and conservation should be considerations in the development and management of public art.

Policy LU-4.1.4 Continue to support Arts of Kenmore and other community art groups.

OBJECTIVE LU-4.2 Promote the preservation of significant historic and archaeological sites and structures.

Policy LU-4.2.1 Establish a partnership between Kenmore, King County, the Kenmore Heritage Society and volunteers in order to pursue historic inventories and studies to promote landmark designation. Use the inventory to guide decision-making in resource planning, environmental review, and resource management.

Policy LU-4.2.2 Encourage land uses and development that retain and enhance significant historic and archaeological resources and sustain historic community sites.

Policy LU-4.2.3 Coordinate with the Tribes, the King County Historic Preservation Officer, and the State Office of Archaeology and Historic Preservation, as appropriate, to review public and private projects to protect and enhance historic and archaeological resources.

Policy LU-4.2.4 Seek funding from King County, the State of Washington, or other agencies to acquire and preserve significant historic resources for use by City and other public agencies.

OBJECTIVE LU-4.3 Encourage local activities which promote the community's history.

Policy LU-4.3.1 Support the efforts of the Kenmore Heritage Society to document Kenmore's history and provide educational materials and resources to all ages.

Policy LU-4.3.2 Work in partnership with the Kenmore Heritage Society, other agencies and special districts to identify places or facilities where a museum or display of historic artifacts and information can be accomplished.

Policy LU-4.3.3 When dedicating new civic facilities, consider naming them in honor of persons of significance to the community or to honor the Indigenous Peoples who still reside in Kenmore.

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

IMPLEMENTATION STRATEGIES

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

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

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

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

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

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

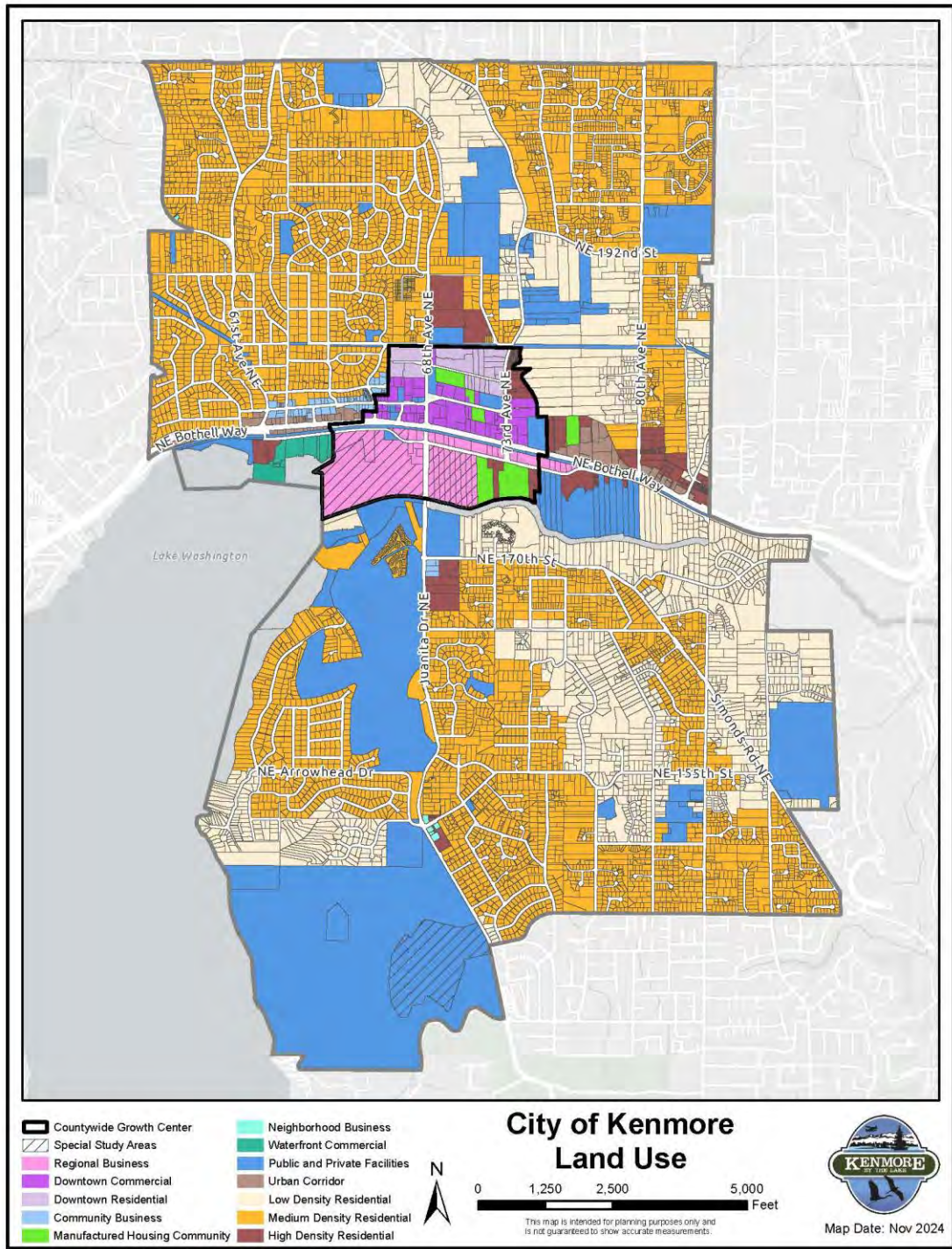
- The King County Urban Growth Capacity Study
- Coordination with special districts and County regarding services
- Support of County historic resources programs

- Coordination with County/State agencies regarding historic/cultural resources during development review.
- Annual monitoring of development to determine whether assumptions made in the Comprehensive Plan regarding rate, nature, and distribution of development remain accurate.

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FIGURE LU-3: KENMORE LAND USE MAP



Source: City of Kenmore GIS

FIGURE LU-4: BASTYR UNIVERSITY MASTER PLAN (2009)



Bastyr University Master Plan

Source: Bastyr University Master Plan, December 2009



DOWNTOWN ELEMENT



DOWNTOWN ELEMENT

INTRODUCTION

The Growth Management Act (GMA) does not require the creation or retention of a downtown area within communities. However, several GMA goals, as well as Countywide Planning Policies, address the containment of sprawl, and the provision of efficient services and utilities, which can be met through development of “regional growth centers” such as a downtown. Downtown areas also can function as a community-enhancing central place, particularly in a community like Kenmore dominated by regional traffic flows along Bothell Way/SR-522.

EXISTING CONDITIONS

Current Development Conditions and Trends

In December 2021, Downtown Kenmore was designated as a King County Candidate Countywide Growth Center by the King County Growth Management Planning Council. Once finalized in 2025-26, Downtown will be identified as one of several other regional centers that accommodate employment and housing. The larger Downtown area includes the four quadrants surrounding the intersection of 68th Ave NE and SR522. Additional information is provided below.

Kenmore’s downtown core adjacent to the intersection of 68th Ave NE and NE 181st Street is continuing to transform into a walkable and vibrant community. Completion of pedestrian and bicycle improvements on 181st Street and 68th Ave NE have enhanced connections to downtown. Completion of public facilities such as City Hall (2010), Kenmore Library (2012), Jack V. Crawford Skate Court (2015), The Hangar and Town Square (2017) provide access to public services and also access to recreation/gathering opportunities. Several mixed-use developments and apartments along 68th Avenue NE (Spencer 68, LINQ, Flyway and the 25 Degrees condominium project), provide new housing opportunities in the downtown. Preservation of existing manufacturing home communities provides affordable housing opportunities downtown. Planned partnerships on city property will bring additional affordable housing downtown. New commercial development and office/service development and renovation of existing commercial buildings (Kenmore Camera, Cooley Smiles) all support a vibrant downtown., City sponsored events such as the farmers market, movies at the Town Square, and various programs and activities at the Hangar all support Downtown.

Kenmore Urban Design Inventory and Analysis

In 2003, the Kenmore Downtown Plan was adopted. At that time, it was noted that the location, frequency and quality of buildings, parking lots, pole signs, sidewalks, crosswalks, landscaping and street trees were elements of urban form that individually and collectively determine visual cohesiveness, comfort, and pedestrian-orientation in urban areas. While there has been a lot of redevelopment in and around the Kenmore Village area (adjacent to NE 181st Street/68th Ave NE), many of the same design characteristics found twenty years ago are still noticeable today.

Issues still impacting design in the Downtown area include:

- Many of the existing buildings are not built to the edge of the street, and are of discontinuous size, location, and shape. These buildings do not form a consistent or recognizable urban form or a continuity of pattern. Typically, buildings that are set back from the street or have

parking lots separating them from the street, discourage pedestrian activity and are simply less pleasant for walking. Many such buildings are found within the Downtown area. However, new development must comply with adopted site and building design standards that address these issues.

- Pole signs are mostly found on the north side of SR-522 between 61st Avenue NE and 80th Avenue NE, where automobile-oriented retail uses predominate. Frequent use of pole signs can create visual clutter, particularly when competing with other street elements such as billboards, telecommunication towers, utility poles, streetlights, etc. New development would have to comply with adopted design standards and sign regulations.
- The predominance of parking lots in the Downtown area is indicative of the overall auto-oriented nature of the region. The numerous access points to and from the parking lots of establishments along SR-522 create potentially hazardous situations as vehicles enter and exit the traffic flow from SR-522. Consolidating driveway access along SR522 is a requirement when new development occurs.
- There are few sidewalks in the Downtown area. Although completion of sidewalks on SR522, 181st Street from 73rd Ave NE to 67th Ave NE and sidewalks and bike lanes on 68th Ave NE/Juanita Drive have improved access to Downtown.
- There is little or no street trees along major arterials and along portions of SR-522, with the exception of those separating SR-522 from the Burke-Gilman trail. However, street trees along SR522, along 68th Ave NE/Juanita Drive and NE 181st Street between 73rd Ave NE and 67th Ave NE have improved the streetscape and access to Downtown.
- Parks and open space uses include Log Boom Park and the Burke-Gilman Trail. Nearby parks include Rhododendron Park, ʔaxʔadis (Tl' awh-ah-dees) Park, and the State Boat Launch facility. The Town Square and Hangar and Jack V Crawford Skate Court and City Hall park also provide opportunities for recreation and gathering.
- Several major natural features exist within the Downtown area, including Swamp Creek, the Sammamish River, and Lake Washington. Steep hillsides sloping to the north offer views to of the Lake.
- In Kenmore, pedestrian destinations and generators include bus stops, grocery stores and other retail establishments, The Hangar and Town Square, City Hall, the Burke-Gilman Trail and trail-oriented businesses, ʔaxʔadis (Tl' awh-ah-dees) Park, Jack V Crawford Skate Court, Kenmore Library, the Park and Ride lot, Log Boom Park, and Rhododendron Park. Nearby mobile home parks, apartments, and senior housing complexes also function as pedestrian generators.
- Sidewalks have been added to SR522 and sidewalks and bike lanes have been added to 68th Ave NE/Juanita Drive improving pedestrian and bicycle access on the City's main north/south and east/west arterials. Crosswalks have been added at key intersections. Nevertheless, SR522 is still a significant barrier. These road corridors essentially "divide" central Kenmore into four quadrants. SR522 is still a significant barrier especially for pedestrian and bike travel, dividing the north and south sides of Downtown.

- Key pedestrian crossings exist at the intersections of SR-522 and 61st, 68th, 73rd and 80th Avenues NE, with crosswalks and pedestrian signalization in place. Additional pedestrian crossings along Bothell Way/SR-522 could help break up the considerable distance pedestrians must currently travel to cross SR-522 (e.g. 65th Avenue NE).
- Both King County Metro and Sound Transit provide frequent bus service to/from surrounding communities from Kenmore Park & Ride and several bus stops located along the SR-522 corridor. The planned Stride SR3 Line, a bus rapid transit provided by Sound Transit, will provide additional fast, frequent, and reliable bus service that will connect Kenmore to the Link 1 Line at Shoreline South/NE 148th Street.

Market Area

The City of Kenmore has the potential to provide retail goods and services for an area beyond its own boundaries. The market area for any commercial district is determined by several factors:

- Distance to surrounding population.
- Natural boundaries and impediments to travel.
- Transportation links.
- Competing development.
- Scope of existing development in the district.

The projected market area for Kenmore lies within an approximate 3-mile radius around the City Center. The area extends west to approximately I-5; south into Lake City; north into Snohomish County; and east to I-405. The existence of regional commercial centers largely determines these boundaries. Kenmore currently loses a significant portion of retail spending by Kenmore residents to businesses outside of city.

Kenmore also has another significant advantage over many other cities, that being its Lake Washington waterfront. With commanding views, and excellent recreational and commercial access, the waterfront is certainly one of the best assets the city has to offer. With future redevelopment, including the 43+ acre Lakepointe site south of SR-522 and west of 68th Avenue NE, Kenmore's market area has the potential to expand its market area from being locally focused to one that is regionally significant.

See the Economic Development Element for more specific market data.

Opportunities for Development

The opportunities for development in Downtown Kenmore are as follows:

Lakepointe

Lakepointe has the potential to offer a high amenity setting for a mix of residential, commercial uses and recreational uses serving a broad market area. Factors affecting its relationship to the Downtown Core are its lakefront site and the barriers represented by SR-522. While Lakepointe may include some traditional neighborhood scale uses, the existing core north of SR-522 between 61st and 73rd Avenues should continue to capture the food and miscellaneous retail spending by

residents north of SR-522. The role of the core should be enhanced with growth in both single- and multi-family housing to the north and multi-family development to the east and west.

Demand by Development Type

The types of development likely to be supported within the area are described in a summary fashion below.

- **Multi-family residential.** Such development is already occurring in the area and reflects the need for increasing density throughout the urbanized area. The area to the east is particularly well suited for such development, located between the commercial core and the public service concentration on 73rd Avenue NE to the east. In 2023 new Transit Oriented Development regulations were adopted supporting higher density residential development with affordable housing recognizing Kenmore's designation as a high capacity transit community and future Bus Rapid Transit along the SR522 corridor.
- **Manufactured housing communities.** The existing manufactured housing communities provide affordable, unsubsidized homeownership for seniors and lower-income households. In 2019 the City adopted regulations to make closure less likely and/or address the impacts of closure of the manufactured housing communities, while at the same time offering landowners the ability to transfer their development rights.
- **Neighborhood commercial development including small-scale neighborhood commercial development.** Additional grocery, drugstore, eating/drinking, miscellaneous retail, personal and business services will be required as the local area and larger market area grow over time. These uses should be increasingly accessible to pedestrians as well as automobiles.
- **Mixed-use development (residential with office and retail).** Horizontal mixed-use, with residential next to commercial is favorable in the area, and conditions allowing for vertical mixed-use developments are likely favorable in the near future. Mixed-use development in the area of 68th Ave NE/NE 181st Street are examples.
- **Corridor commercial.** Such development along SR-522 will continue to be viable given the volume of traffic on SR-522. However, the overall vision is to convert the area from a commercial strip corridor to a mix of non-auto-oriented uses, taking advantage of lake views and proximity to transit. Transit Oriented Development supporting higher residential densities, inclusionary affordable housing and allowing for ground floor commercial uses are currently allowed along the SR522 corridor.
- **Light manufacturing.** Small-scale advanced or artisanal manufacturing could offer significant new employment opportunities. Such uses are permitted in several downtown zones.

Long Term Opportunities

The large parcels like the Plywood Supply site and Lakepointe site south of SR-522 and east of 68th Avenue NE provide an important resource for large-scale planned development in the future.

DOWNTOWN PLANS

The Kenmore Comprehensive Plan focuses upon the establishment of a Downtown core.

General

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

- Integrate and manage Downtown development to support sound ecological principles by responding to natural landforms, providing storm water management, improving water quality and retaining and adding green spaces.
- Identify Downtown view corridors of significant off-site features (i.e. Lake Washington, Cascades, and surrounding hillsides), giving priority consideration to provision of public physical and visual access from the Downtown quadrants to the waterfront.
- Locate new Civic Center facilities (including the Town Green and Community Building) in the northwest quadrant to provide the greatest stimulus to redevelopment. If there is a truly unique opportunity in another quadrant of the Downtown that would meet the balance of Civic Center criteria, it should not be ruled out.
- Locate a multi-modal transportation facility Downtown or close to Downtown, linked with other public facilities and spaces, functioning as a key node within a larger regional system.
- A large, functional, open, outdoor space should be created to function as a focal point and “public square,” providing opportunities for public and private gatherings.

The City developed a Downtown strategy (Kenmore Downtown Plan, April 2003) with four key components and implementation of the strategy is ongoing:

DOWNTOWN STRATEGY

Component 1: Land Use Districts

Component 2: Circulation Plan

Component 3: Strategic Civic Investment Area

Component 4: Implementation Strategies

Land Use Districts

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

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

developments. The District represents an opportunity to provide a range of housing types in the community with attention to appearance and scale.

- **Manufactured Housing Community:** The existing manufactured housing communities in the Downtown provide higher density housing that is more affordable for seniors and lower-income residents.
- **Regional Business with Mixed-Use Master Plan Requirements:** The Regional Business District encompasses the southwest and southeast quadrants of the 68th Avenue NE/SR-522 intersection and includes areas commonly referred to as the Lakepointe and the Plywood Supply areas. Property conditions and overlay districts, and in some locations, design standards, not only recognize Kenmore's position as a regional transportation center for larger scale commercial, office, and multi-family developments, but also promote a mixed-use, compact development with coordinated internal circulation, shared or structured parking, compatible design and signage, and direct access to public transportation. Emphasis is placed on public access to the waterfront, protection of environmentally sensitive areas, building modulation and façade treatments that help create a human scale, and land use/design transitions and linkages to neighboring districts.

Circulation Plan

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

Strategic Civic Investment Area

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

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

Implementation Programs

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

DOWNTOWN KENMORE – COUNTYWIDE GROWTH CENTER

As mentioned previously, Downtown Kenmore was designated as a candidate Countywide Growth Center (CGC) by the King County Growth Management Planning Council in December 2021. Countywide Growth Centers, as defined by King County, are areas for equitably concentrating jobs, housing, shopping, and recreational opportunities. They are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment.

Candidate jurisdictions will identify and plan for countywide centers as part of their 2024 Comprehensive Plan updates. Once completed, King County Growth Management Planning Council will act in 2025-26 to adopt the final set countywide centers, including Downtown Kenmore, at which time the City will submit an application for full designation.

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

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

Figure D-1 Countywide Growth Center



Source: City of Kenmore

Center Criteria

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

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

KEY RECOMMENDATIONS AND ADOPTION OF A NEW DOWNTOWN PLAN

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

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

GOALS, OBJECTIVES, AND POLICIES

Downtown Kenmore

Following are the Downtown goals, objectives and policies. In some cases, policies are cross-referenced in more than one Element, and this is noted by a policy reference in italics (e.g., *Policy LU-2.5.1*).

GOAL DT-1 *MAKE DOWNTOWN THE FOCAL POINT OF THE COMMUNITY.*

OBJECTIVE DT-1.1 *Identify and support Kenmore's Downtown as a center for commercial, civic, cultural, park, and higher density housing uses and activities.*

Policy DT-1.1.1 Consistent with the districts identified in Policy LU-2.1.2, encourage a mix of uses in Downtown including several or all of the following:

- a. Government, educational, health, human service, and public safety facilities;
- b. Retail stores and services;
- c. Professional offices;
- d. Multi-family housing, manufactured housing communities and mixed-use developments;
- e. Underground, under-building, structured, and/or shared parking; and,
- f. Parks and open space.

Policy DT-1.1.2 Identify Downtown Kenmore as part of a High-Capacity Transit (HCT) Community pursuant to VISION 2050 and the King County Countywide Planning Policies. HCTs are cities connected to existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit facilities. As one of 34 HCT communities, Kenmore plays an increasingly important role as a hub to accommodate regional employment and population growth. Targeting growth within these transit-rich communities helps to support mobility and reduces the number and length of vehicle trips.

Policy DT-1.1.3 Work with other organizations to promote civic and community events which foster community pride and promote the Downtown. For example, a farmers' market, activities at the Hangar and Town Square.

OBJECTIVE DT-1.2 *Define Downtown Land Use Districts.*

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

- Policy DT-1.2.2 Support public investment, as well as mixed uses, in the northwest quadrant of the 68th Avenue NE and SR-522 intersection.
- Policy DT-1.2.3 Foster public/private partnerships to stimulate development consistent with Downtown character.
- Policy DT-1.2.4 Develop a Main Street, such as 181st Street, that emphasizes architectural integration, promotes walkability, and helps develop and reinforce a sense of place and identity of downtown Kenmore.

OBJECTIVE DT-1.3 Define varying development intensities and scales within the Downtown.

- Policy DT-1.3.1 Continue to implement and evaluate different intensity or density standards that address the different characters of different areas of Downtown. Types of land uses allowed may be more intensive in regional-serving districts than in local-serving districts.
- Policy DT-1.3.2 Continue to implement and evaluate design and development standards by district such as floor area ratios, building heights, ground-level and upper-story setbacks, building modulation, and façade treatments, dependent upon the regional-serving or local-serving nature of the differing areas. Development standards also should consider topography, view corridors, and compatibility with adjacent residential uses surrounding the different areas of the Downtown.
- Policy DT-1.3.3 Consistent with the Climate Action Plan and Element, promote density near high frequency transit, and encourage infill and redevelopment in and near the Downtown area.

OBJECTIVE DT-1.4 Identify development and redevelopment incentives and infrastructure phasing in the Downtown.

- Policy DT-1.4.1 Invest in transportation, surface water, civic, and park infrastructure and facility improvements in portions of the Downtown where public investment has the most potential to stimulate private reinvestment and redevelopment where strategically financially feasible and sustainable.
- Policy DT-1.4.2 Identify Downtown as a receiving area for density transfers from properties with environmentally sensitive areas or to preserve existing affordable housing.
- Policy DT-1.4.3 Give Downtown locations the highest priority when siting City and government facilities which have significant employment or destination potential.
- Policy DT-1.4.4 Encourage innovative, quality development and redevelopment through a variety of regulatory, incentive, and program strategies. Possible approaches include:
- a. Special development standards for infill or redevelopment sites;

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

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

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

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

Policy DT-1.5.1 Focus design review standards and guidelines towards Downtown as well as commercial and multi-family development Citywide. Ensure that provisions allow for creativity and flexibility while meeting common design principles. (see *Policy LU-10.1.2*)

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

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

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

Policy DT-1.5.5 Require screening of unsightly views, such as heavy machinery, storage areas, loading docks, and parking areas to minimize their visibility from adjacent properties and from arterials.

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

Policy DT-1.5.7 Regulate signs to contribute to the visual coherence of Downtown, while reducing glare and other adverse visual impacts on nearby residents.

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

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

Policy DT-2.1.1 Encourage transit, bicycle, and pedestrian travel through compact development patterns. Multistory construction, structured parking, and other techniques to use land efficiently should be encouraged.

Policy DT-2.1.2 Through zoning regulations, master plan and site plan reviews, or other methods, group compatible uses to reduce conflicts among uses and to increase convenience for businesses, employees, users and pedestrians.

Policy DT-2.1.3 Provide routes for pedestrian, auto, bicycle, transit and truck travel with convenient access to each major destination. Buildings should be close to sidewalks to promote walking and browsing, with parking areas located on the side or rear of buildings.

Policy DT-2.1.4 Off-street parking should not disrupt pedestrian access to commercial uses. Front yard parking should be discouraged, and interconnection of parking lots should be required.

Policy DT-2.1.5 Identify the most desirable placement and orientation of new buildings to improve the overall pedestrian activity and improve the aesthetics of the center.

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

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

Policy DT-2.2.1 Design and implement a sidewalk system in the Downtown. Ensure that crosswalks are identifiable and contribute to the design and intended character of the Downtown.

Policy DT-2.2.2 Provide trail connections to the Burke-Gilman Trail through a pedestrian bridge crossing SR-522 and at signalized intersections.

Policy DT-2.2.3 Continue coordination with Sound Transit in the development of future bus rapid transit (BRT) service in Kenmore, as well as a future garage at Kenmore Park & Ride.

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

Policy DT-2.5.2 Encourage multi-family housing as part of mixed-use developments within Downtown.

Policy DT-2.5.3 Allow multi-family housing in stand-alone complexes within Downtown districts subject to locational criteria, such as sites along secondary access points or sites that would not inhibit commercial or mixed-use development in prime locations.

GOAL DT-3 LINK DOWNTOWN TO THE REST OF THE COMMUNITY.

OBJECTIVE DT-3.1 Strengthen the connections between Downtown and other neighborhoods.

Policy DT-3.1.1 Develop an integrated and hierarchical street tree, signage, and public art program to identify Downtown, government facilities, and parks throughout the community.

Policy DT-3.1.2 Ensure that appropriate development, design, and buffering techniques allow for a graduated transition between the Downtown and adjacent neighborhoods.

OBJECTIVE DT-3.2 Provide safe pedestrian, bicycle, and automobile connections across SR-522 and the Sammamish River.

Policy DT-3.2.1 Consider sidewalk priorities consistent with the Transportation Element and provide a continuous sidewalk system on 68th Avenue NE.

Policy DT-3.2.2 Establish an identifiable and safe bicycle route across SR-522.

Policy DT-3.2.3 Endeavor to reduce traffic volumes through an intra-community transit system.

Policy DT-3.2.4 Consider capacity improvements cautiously to ensure that the improvements will not attract significantly greater pass-through traffic.

OBJECTIVE DT-3.3 Connect Downtown to the Lake Washington and Sammamish River waterfronts, and to area parks and open spaces.

Policy DT-3.3.1 Ensure the sidewalk system is improved to allow for connections to the Burke-Gilman trail and to shoreline access areas established through the Shoreline Master Program permit process.

Policy DT-3.3.2 Establish a primary and secondary path network in and around Downtown with connections to the waterfront. The primary network consists of sidewalks along streets and the Burke-Gilman Trail. The secondary network consists of off-street non-motorized paths encircling and bisecting Downtown blocks.

Countywide Growth Center

The following are goals, objectives and policies specifically related to the Downtown Kenmore Countywide Growth Center. See also Goal 3 in the Land Use Element.

GOAL DT-4 *ENSURE A VARIETY OF LAND USES IN THE DOWNTOWN CENTER.*

OBJECTIVE DT-4.1 *Retain a variety of uses and activities in downtown that serves the needs of existing and future residents and businesses.*

- Policy DT-4.1.1 Promote the countywide growth center as a location for a variety of businesses, including retail, services, office, cultural, and entertainment uses, while ensuring that these uses are compatible with mixed-use development.
- Policy DT-4.1.2 Coordinate land use and infrastructure/services planning such that major public and semi-public uses are located within walking distance to transit.
- Policy DT-4.1.3 Ensure that transit-supportive land uses² are permitted to maximize increased transit ridership.
- Policy DT-4.1.4 Explore opportunities for sustainable, equitable, and resilient transit-oriented development (TOD) that helps create a vibrant downtown. Reduce disparities and improve access to opportunity and equitable outcomes through inclusive community planning.
- Policy DT-4.1.5 Create opportunities and incentives for equitable TOD, and through targeted public and private investments that meet the needs of current and future residents and businesses.
- Policy DT-4.1.6 Explore public-private partnerships, co-location of facilities, regional facility opportunities, and other creative tools to meet the unique public needs of centers, including utilities, transportation, parks, beautification, civic, social, and other improvements and needs. When reviewing and updating land use and sub-area plans, consider potential location for these public needs.

GOAL DT-5 *ACCOMMODATE FOR AND ALLOCATE GROWTH IN THE DOWNTOWN CENTER.*

OBJECTIVE DT-5.1 *The majority of Kenmore's future growth shall be allocated to Downtown Kenmore.*

- Policy DT-5.1.1 Focus housing and employment into downtown and high-capacity transit areas consistent with VISION 2050 Regional Growth Strategy and at densities that maximize transit-oriented development potential.

² See PSRC's 2015 [Transit Supportive Densities and Land Uses](#) report. Among job categories, government, knowledge-based, and entertainment industries are most likely to locate in transit-oriented development and are most likely to benefit from proximity to transit. Education, civic, and cultural institutions, such as universities, libraries, community centers, and museums attract significant travel by a variety of modes, including transit.

- Policy DT-5.1.2 Use State Environmental Policy Act (SEPA) planned actions and exemptions to efficiently accomplish and streamline environmental review in downtown.

GOAL DT-6 *EMPHASIZE THE IMPORTANCE OF MULTI-MODAL TRANSPORTATION OPTIONS IN THE DOWNTOWN CENTER*

OBJECTIVE DT-6.1 *Provide a variety of mobility choices to increase access to, from, and within downtown, with emphasis on walking, bicycling, and transit.*

- Policy DT-6.1.1 Encourage transit-oriented development within downtown that is within a walkable and bikeable distance of high-capacity transit stops to take advantage of local and regional transit options.
- Policy DT-6.1.2 Work with King County Metro and Sound Transit to provide a full range of transit services within the downtown area. Continue to provide and upgrade transit shelters and other amenities, as needed.
- Policy DT-6.1.3 Downtown streetscapes should be safe for pedestrians, bicyclists to meet the needs of all community members consistent with the Diversity, Equity, Inclusion and Accessibility (DEIA) strategy.
- Policy DT-6.1.4 Support transportation demand management and right-size parking strategies to help manage parking for residents, businesses, and during special events in the downtown area.

GOAL DT-7 *ENSURE PARKS, RECREATION AND OTHER CULTURAL AMENITIES ARE KEY ASSETS IN THE DOWNTOWN CENTER*

OBJECTIVE DT-7.1 *Provide for a variety of parks, plazas, pathways, open spaces and public art in downtown.*

- Policy DT-7.1.1 Create opportunities for parks, plazas, pathways, and public art throughout the downtown.
- Policy DT-7.1.2 Parks and open spaces within downtown should linked or adjacent to one another to provide for connectivity.
- Policy DT-7.1.3 Expand hardscapes and other gathering spaces that provide for both small and large events.

IMPLEMENTATION PROGRAMS

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

- Business Retention
- Economic Development
- Infrastructure/Services, ~~and~~
- Regulations/Permitting
- Parks, Open Space, and Recreation
- Architectural/Placemaking
- Streets/Sidewalks/Bike Lanes
- Transfer of Development Rights (TDR) Program for Affordable Housing
- Parking Management
- Update the Four Downtown Quadrant Strategy

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COMMUNITY DESIGN ELEMENT



COMMUNITY DESIGN ELEMENT

INTRODUCTION

Purpose

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

The element is meant to address community goals of improving and maintaining Kenmore's natural and built environment, creating a variety of gathering places, and promoting the diversity of arts and cultural opportunities. The element also addresses the vision of protecting the natural environment through thoughtful building design and landscaping that complements and enhances public and natural spaces.

Countywide Planning Policies

The King County Countywide Planning Policies require jurisdictions to promote a high quality of design and site planning using traditional and innovative environmentally sensitive development practices in both publicly-funded construction (such as civic buildings, parks, bridges, transit stops) and private development.

BACKGROUND

At just over 6 square miles, Kenmore is a community that has developed over time with many established residential neighborhoods and a growing multi-family core in the downtown area along SR-522 (Bothell Way). Most residential neighborhoods outside the SR-522 corridor were built after the 1970s. These neighborhoods of predominantly single-family homes are generally in good condition and are well maintained. Trees are lacking along major arterials and along many residential streets. While most streets lack sidewalks, there are several collectors and minor arterials that have new sidewalks and street trees added.

SR-522 (Bothell Way), which dominates Kenmore's Downtown corridor, is the city's primary east-west corridor highly congested with regional automobile traffic. Included along its length are auto-oriented commercial establishments including gas stations, fast food restaurants, service stations, supermarkets, and other strip retail development that have been prevalent over the last several decades. Parking lots and pole signs dominate much of the appearance of the Downtown core area. While there are some newer developments located just to the north of SR-522, many buildings along the corridor lack a continuity of form, are set back from the street, and often have parking lots separating them from the street.

Completed in 2022, publicly funded infrastructure improvements along the SR-522 corridor from the eastern city boundary to approximately 61st Avenue NE included new sidewalks, landscaping, lighting, transit lanes, public art, and intersection improvements. Through strategic public investments, including City Hall, the Kenmore Library, the Northshore Fire Department

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

COMMUNITY DESIGN POLICY

The Vision for Kenmore is multi-faceted, addressing community pride, residential livability, creation of a vibrant central place, enduring and attractive buildings and community spaces, natural environment protection, an interconnected circulation system, and connection to the waterfront, among others.

The City of Kenmore embraces diversity, equity, and inclusion, is striving to raise awareness of its history, its indigenous peoples, and nurtures the ethnic and cultural traditions of the community. The City also prioritizes sustainability and climate action initiatives, which has been further emphasized through the adoption of the city's first Climate Action Plan and Climate Action Element, both adopted in 2023.

While these priorities and objectives can be divided into separate topics and addressed in other Elements, as they are elsewhere in this Comprehensive Plan, the Community Design Element goals, objectives, and policies are intended to bring together interrelated issues that affect the community environment and physical presence. Kenmore is a community that honors the past while looking forward to an innovative, sustainable, and vibrant future. Kenmore recognizes its role in the greater metropolitan area, while also valuing its role as a welcoming and diverse city with strong community values and culture.

To that end, the policies provide design guidance, particularly addressing:

- Downtown Kenmore as a Countywide mixed-use activity center with high density and intensity infill development
- Kenmore as a vibrant waterfront community that is connected both visually and physically to its waterfront
- Promotion of alternate modes of travel, and streetscape/landscape improvements
- Site design reflecting natural characteristics
- Compatibility in style and scale between uses of different intensities
- Emphasis on increasing vegetation in the community
- Compatible residential development standards.
- Promote inclusivity and sense of belonging through design.
- Site design that protects the natural environment to meet climate action goals.

To address most of the issues, particularly for larger or higher intensity developments, a key program is the design review process in Downtown Kenmore and high visibility areas. Design Standard Areas are identified along the SR-522 corridor, as well as to the north along both 68th Avenue NE and 73rd Avenue north to approximately NE 185th Street. The purpose and intent of

the design review process is to create a community that has attractive, functional, and enduring buildings and places, to create pedestrian-oriented mixed use areas, and to encourage green infrastructure.

GOALS, OBJECTIVES, AND POLICIES

Following are the community design goals, objectives and policies. In some cases, policies are cross-referenced in more than one Element or Element, and this is noted by a policy reference in italics (e.g., *Policy CD-4.5.1*).

GOAL CD-1 INCREASE THE COMMUNITY'S CONNECTION TO THE WATERFRONT.

OBJECTIVE CD-1.1 Maintain, enhance, and protect view corridors to Lake Washington and the Sammamish River.

Policy CD-1.1.1 Identify important public view corridors to Lake Washington and the Sammamish River. Methods to retain existing views include, but are not limited to:

- Retain existing views currently in areas of public ownership, such as on City-owned lands.
- Retain view corridors in existing road rights of way, recreational areas and regional trail corridors such as Log Boom Park, Rhododendron Park, *Ḵ'axw'adis* (Tl' awh-ah-dees) Park, the Burke-Gilman Trail, SR-522, and along 68th Avenue NE, by requiring adjacent new developments to provide visual access.

Policy CD-1.1.2 Evaluate alternative development regulations and tools to maintain and enhance public view corridors to Lake Washington and the Sammamish River. Methods to maintain and enhance view corridors include, but are not limited to:

- Create potential for view corridors by requiring them in the design and permitting of private property development proposals.
- Require future Downtown master plans to capitalize on potential water views through design and development regulations such as design guidelines. These design and development regulations would address massing of buildings, percent of width, building heights, setbacks, signage, and scale of the built and pedestrian environment.
- Address potential interference in visual access, such as a pedestrian bridge connection over SR-522 in Downtown, through appropriate design.

OBJECTIVE CD-1.2 Maintain and enhance the public's ability to physically access and visually enjoy the Lake Washington and Sammamish River waterfronts.

- Policy CD-1.2.1 Consistent with the Parks, Recreation and Open Space Element, establish and implement plans, development policies, regulations, and incentives to provide increased public access to the waterfront.

GOAL CD-2 PROVIDE FOR ENVIRONMENTAL QUALITY, OPEN SPACE, AND VEGETATION.

OBJECTIVE CD-2.1 Protect and reduce impacts to natural and environmentally critical areas, open space, trees, vegetation, natural terrain, and drainage.

- Policy CD-2.1.1 Through development standards, protect wetlands, streams and lakes, retaining habitat value and flood control. Ensure development is designed to be responsive to the environment.
- Policy CD-2.1.2 Through density and development guidelines, minimize development in environmentally sensitive areas such as landslide, erosion, seismic and flood hazard areas.
- Policy CD-2.1.3 During development review, encourage use of natural terrain and drainage, and native plants and landscaping to minimize erosion and promote the efficient use of renewable resources, water and energy.
- Policy CD-2.1.4 Promote the adequate provision of peripheral and internal open space and recreation uses in new development, including trails and parks.

OBJECTIVE CD-2.2 Integrate landscaping into streetscapes and developments and increase the biomass in the community.

- Policy CD-2.2.1 Continue to require tree management and protection plans for development and redevelopment proposals in Kenmore.
- Policy CD-2.2.2 Include requirements in development regulations to increase vegetation such as perimeter landscaping, parking stall/tree ratios, maximum impervious surface ratios, and other techniques. Consider incentives, such as density bonuses, to provide additional usable landscaped areas.
- Policy CD-2.2.3 Require developments to retain exceptional trees and include substantial landscape materials to achieve noticeable biomass.

OBJECTIVE CD-2.3 Encourage cluster residential development along with open space for efficient service delivery and greater environmental protection.

- Policy CD-2.3.1 In development regulations consider allowing lot size averaging, lot clustering, flexible setback requirements, and other techniques to protect environmentally sensitive areas or to achieve greater neighborhood compatibility. Requirements should include that when these techniques are used, the development should be consistent with development surrounding the site.

GOAL CD-3 PROMOTE THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS AND LESSEN THE RELIANCE ON THE AUTOMOBILE.

OBJECTIVE CD-3.1 Create a safe, comfortable, expedient, accessible and attractive circulation system considering vehicles, emergency access, pedestrians, and bicycles where possible.

Policy CD-3.1.1 Adopt street design and construction standards that, in addition to facilitating vehicular access, also:

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

OBJECTIVE CD-3.2 Promote development which encourages non-single occupant vehicle travel and alternate modes of transportation.

Policy CD-3.2.1 Promote mixed-use development to reduce vehicle travel between land uses, particularly in the Downtown districts.

Policy CD-3.2.2 Through development review, promote the appropriate location of parking areas to facilitate non-automobile travel.

Policy CD-3.2.3 Require new development and redevelopment proposals to provide pedestrian and bicycle connections to existing trails, community facilities and services, transit, schools and the surrounding neighborhood.

Policy CD-3.2.4 Ensure zoning and subdivision regulations facilitate the creation of useable open space, community facilities and nonmotorized access. Pedestrian mobility should be prioritized and the impact of automobiles on the character of the neighborhood reduced.

Policy CD-3.2.5 Encourage a “park once downtown” to encourage multi-modal transit options.

OBJECTIVE CD-3.3 In addition to signage, create a system of visual cues on major streets, transit routes, sidewalks, and trails that help lead users to destinations.

Policy CD-3.3.1 Identify key local and regional destinations as follows:

- a. State, County, and City parks and open spaces;
- b. Neighborhood, Community, Regional, and Downtown commercial districts;

- c. Public and Private educational facilities;
- d. Transit centers; and
- e. Government facilities including City Hall, Northshore Utility District Headquarters, Fire Stations, Police Stations, Library, Community Centers, and others

Policy CD-3.3.2 Create a hierarchy of tree and vegetation standards, signs, light standards, public art, kiosks, or other features to direct users to key destinations. Apply these visual cues to the arterials, off-street trail network, and key local and regional destinations.

GOAL CD-4 CREATE ATTRACTIVE, FUNCTIONAL, AND ENDURING BUILDINGS AND PLACES.

OBJECTIVE CD-4.1 Create a sense of place and identity for Kenmore while allowing for diversity.

Policy CD-4.1.1 Through development quality, signage standards, landscape treatments, and public investment visible at community gateways and in a central Downtown, create a sense of identity and place for Kenmore.

Policy CD-4.1.2 Focus design review standards and guidelines towards Downtown as well as commercial and multi-family development Citywide. Ensure that provisions allow for creativity and flexibility while meeting common design principles. (see *Policy CD-4.5.1*)

Policy CD-4.1.3 Based upon input from residents and the business community, periodically update sign regulations to achieve the following:

- a. Create hierarchy of signage sizes and types addressing regionally-oriented mixed-use and commercial districts and locally-oriented mixed-use and commercial districts;
- b. Minimize sign clutter in business and mixed-use districts;
- c. Encourage signs which orient to non-motorists as well as motorists;
- d. Reduce the prevalence of billboards; and,
- e. Allow for sufficient visibility to support businesses.

Policy CD-4.1.4 Require screening of unsightly views, such as heavy machinery, storage areas, loading docks, and parking areas to minimize their visibility from adjacent properties, particularly residential districts, and from arterials. (see *Policy CD-4.5.5*)

OBJECTIVE CD-4.2 Use design standards that promote pedestrian-scale development with human-scale details and an orientation to the street.

Policy CD-4.2.1 Encourage commercial, high density, and mixed-use developments to incorporate features that are oriented to a human-scale such as upper story setbacks, façade modulation, variety in building materials, benches, street trees, plazas, projecting signs, canopies, street lamps, hanging baskets, or other features.

Policy CD-4.2.2 In commercial, multi-family, and mixed-use districts, encourage building, parking and site design treatments that accommodate pedestrians and bicyclists as well as automobiles.

Policy CD-4.2.3 Through design guidelines or standards, encourage appropriate levels of parking in commercial and mixed-use areas, as follows:

- a. Encourage shared and structured parking in the Downtown through requirements and incentives such as density bonuses;
- b. Require minimum parking levels, and discourage excessive parking standards through shared parking, demand studies, and other incentives or requirements where appropriate to avoid underutilized expanses of parking and encourage transit and alternate modes of transportation;
- c. Allow for parking to be visible, but not dominate the street view.

OBJECTIVE CD-4.3 Encourage pedestrian-oriented street design.

Policy CD-4.3.1 In coordination with the sidewalk priority system established in the Transportation Element, promote sidewalks along arterials and local streets, and sidewalk and path connections, where appropriate, to the off-street non-motorized trail network. For safety and aesthetic purposes, promote the use of landscaped buffers between curbs and sidewalks, particularly along arterials. Ensure appropriate levels of illumination. Encourage bus stops to have shelters and benches.

OBJECTIVE CD-4.4 Encourage design and development that promotes public safety.

Policy CD-4.4.1 Include “Crime Prevention through Environmental Design” components in site design guidelines for new development. Where appropriate, techniques may include promoting mixed-use development, visibility of activity areas from surrounding residences and uses, increased pedestrian-level lighting, use of low fences, see-through landscaping, visible building entrances, and other techniques.

Policy CD-4.4.2 Provide street, access, and signage standards that allow for quick emergency vehicle responses.

OBJECTIVE CD-4.5 Encourage sustainable design and development.

Policy CD-4.5.1 Support green building.

OBJECTIVE CD-4.6 Support existing neighborhoods.

Policy CD-4.6.1 Consider establishing a matching grant fund for improvement projects proposed by neighborhood or business groups.

Policy CD-4.6.2 Allow for neighborhood entry markers in sign regulations.

GOAL CD-5 PROMOTE COMPATIBLE DEVELOPMENT IN RESIDENTIAL NEIGHBORHOODS.

OBJECTIVE CD-5.1 Prepare and implement development standards and regulations that acknowledge neighborhood character.

Policy CD-5.1.1 Consider amendments to permitted uses, lot and building dimensional standards, street allowances, and other requirements to achieve compatible development in single-family, multi-family, and mixed-use districts.

Policy CD-5.1.2 Provide a variety of options such as driveways and joint-use driveways in a manner that allows for integration of new development into existing neighborhoods. Match improvement standards to the number of lots to be served. Encourage the interconnection of the local street pattern.

OBJECTIVE CD-5.2 Ensure that new housing is compatible with surrounding development in scale and/or design and provides adequate on-site parking.

Policy CD-5.2.1 Ensure dwellings are designed in accordance with zoning code requirements applied to achieve compatible housing patterns yet allow for individuality, as well as improvement over time.

Policy CD-5.2.2 Develop and apply multi-family design guidelines and standards to achieve quality development and compatibility with surrounding uses. Variation in facades, roof lines, and other building design features should be used to give a residential scale and identity to multi-family developments at the development edge. Require multi-family residential development to provide both common and private open space.

Policy CD-5.2.3 In design guidelines and standards, ensure the provision of common facilities in multi-family developments, such as open space, internal walkways, roads, parking, laundry rooms, solid waste and recycling areas, and mailboxes.

Policy CD-5.2.4 Ensure multi-family parking standards address sufficient off-street parking to accommodate residents and visitors.

GOAL CD-6 PRESERVE AND ENHANCE KENMORE'S UNIQUE IDENTITY AS AN INCLUSIVE AND SUSTAINABLE COMMUNITY.

OBJECTIVE CD-6.1 Provide a community atmosphere that is inclusive and family-friendly, and that fosters a sense of belonging and pride.

Policy CD-6.1.1 Support and develop community events that foster pride in the community such as fairs, parades, community forums, or other events celebrating Kenmore citizens, institutions, history, or other community features.

Policy CD-6.1.2 Provide locations for public gatherings in civic and commercial developments where appropriate. (*see Policy CD-4.5.6*)

Policy CD-6.1.3 Encourage private reinvestment in residential and commercial areas by:

- a. Developing and implementing capital facility plans for transportation, surface water and parks facilities maintenance and improvements;
- b. Supporting housing rehabilitation assistance programs offered by King County or other agencies;
- c. Supporting weatherization programs offered by King County or utilities;
- d. Investigating mechanisms that support historic residential and commercial sites or neighborhoods;
- e. Encouraging liberal refuse pick-up, including large items;
- f. Supporting the formation of business improvement districts; and
- g. Considering funding matches, loans or similar programs for owners rehabilitating commercial buildings and sites.

Policy CD-6.1.4 Provide appropriate resources towards enforcing nuisance ordinances addressing junk cars, noxious weeds, and other blighting influences.

Policy CD-6.1.5 Provide appropriate resources towards building and zoning code enforcement to help ensure sufficient structure and site quality and maintenance.

OBJECTIVE CD-6.2 Maintain compatible development in residential neighborhoods.

Policy CD-6.2.1 Achieve compatibility in residential neighborhoods through the application of development standards addressing building size. Standards may address building height, roof pitch, lot coverage, floor area ratios, setbacks, maximum impervious surfaces, and other aspects that affect building size.

Policy CD-6.2.2 Non-residential uses such as governmental, utility, religious, social, and other institutional uses should consider surrounding neighborhood character when siting such facilities in residential neighborhoods. Design should consider appropriate building form, location of activities on the site, transitions and buffers as appropriate to achieve compatibility.

OBJECTIVE CD-6.3 Seek to integrate development that protects environmental quality, and enhances the community's quality of life.

- Policy CD-6.3.1 Encourage the consolidation of land to achieve development that is functional, attractive, and offers community amenities.
- Policy CD-6.3.2 Require master plans for properties in the Public and Private Facilities land use district, and for developments exceeding a size threshold in the Downtown zones.
- Policy CD-6.3.3 Ensure that developments protect environmentally sensitive areas and develop design solutions that recognize natural features and cultural resources (historic or archaeological) as site and community amenities.

GOAL CD-7 WELCOME TRAVELERS AND RESIDENTS TO THE COMMUNITY.

OBJECTIVE CD-7.1 Promote the development of primary gateways to the City through development quality, design and landscape standards, land use regulations, and street standards.

- Policy CD-7.1.1 Define the primary entrances to the City as follows:
- a. The vicinity of the western city limits along Bothell Way;
 - b. The vicinity of the eastern city limits along Bothell Way;
 - c. The vicinity of the southern city limits along Juanita Drive;
 - d. The vicinity of the southeastern city limits along Simonds Road; and,
 - e. The Kenmore Park & Ride.
 - f. The Burke Gilman Trail.
- Policy CD-7.1.2 Address secondary entrances to the City along arterials not listed in Policy CD-12.1.1.1, as well as waterway entrances from Lake Washington.
- Policy CD-7.1.3 Define gateway entrances through coordinated streetscape improvements such as gateway markers, landscaping, or other methods.
- Policy CD-7.1.4 Through land use and development regulations as well as strategic investment, ensure quality development and infrastructure define Kenmore.

OBJECTIVE CD-7.2 Promote quality urban design and encourage street trees and vegetation along SR-522.

- Policy CD-7.2.1 Apply design and signage regulations to commercial and mixed-use developments along SR-522 addressing building size, orientation, access points, linked parking areas, and other measures to ensure

noticeable, attractive visual appeal. Recognize the need for view corridors to business signs

GOAL CD-8 HONOR AND CELEBRATE THE HISTORY OF KENMORE

- | | |
|-----------------|---|
| Policy CD-8.1.1 | Collaborate with Kenmore Heritage Society to foster knowledge and appreciation of the city's historical resources and heritage. |
| Policy CD-8.1.2 | Participate with local, county, state, and national historical organizations to educate Kenmore residents about the value of local cultural and historical resources through educational and informational exhibits, brochures, events, and the City's website. |
| Policy CD-8.1.3 | Continue to collaborate with community partners to provide information that interprets the history of Kenmore, including historical displays, programs, activities, special events, landmark plaques, and interpretive signage. |
| Policy CD-8.1.4 | Support the preservation of historical buildings, such as the Kenmore Community Clubhouse, former St. Edward Seminary (The Lodge at St. Edward), and the Thomsen Estate, as well as other buildings and sites with historical significance. |

GOAL CD-9 CELEBRATE COMMUNITY DIVERSITY AND PROMOTE CULTURAL AWARENESS

- | | |
|-----------------|--|
| Policy CD-9.1.1 | Connect and partner with community, business, and social service groups and organizations to celebrate the diversity and cultural heritage of Kenmore. |
| Policy CD-9.1.2 | Continue to facilitate city-wide, neighborhood, and community cultural events. |
| Policy CD-9.1.3 | Support programs which engage and educate residents and community leaders about diversity and cultural awareness. |
| Policy CD-9.1.4 | Continue ongoing implementation of the City's Diversity, Equity, Inclusion and Accessibility Strategic Plan policies to educate and foster a community of respect, equity, and mutual understanding. |

GOAL CD-10 SUPPORT ACCESS TO PERFORMANCE AND VISUAL ARTS IN KENMORE

- | | |
|------------------|---|
| Policy CD-10.1.1 | Collaborate with Arts of Kenmore to celebrate and integrate projects and programming that reflect the interests of the community. |
| Policy CD-10.1.2 | Promote and sustain a vibrant creative community which helps celebrate cultural heritage and strengthens community identity. |

Policy CD-10.1.3 Expand Kenmore’s public art collection to include pieces and programs that represent the cultural diversity of the community.

IMPLEMENTATION STRATEGIES

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

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

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

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

- Community events sponsorships
- Capital infrastructure plans
- Nuisance/violation regulations and enforcement
- Development standards addressing neighborhood character and compatibility with surrounding development
- Sign regulations
- Sidewalk standards
- Landscape standards
- Street standards
- Tree retention requirements
- Cluster development regulations.

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

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

REFERENCES

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

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



NATURAL ENVIRONMENT ELEMENT



NATURAL ENVIRONMENT ELEMENT

INTRODUCTION

Purpose

The purpose of the Natural Environment Element is to clarify the relationship between Kenmore's natural and built environments, to include policies that support the City's commitment to preserving and enhancing the natural environment, and to encourage a balanced approach to support Kenmore's vision of an equitable, inclusive, sustainable, and resilient environment. Natural environment systems include Lake Washington, Sammamish River, Swamp Creek, plus smaller rivers/creeks and their associated wetlands which all provide open space and important fish and wildlife habitat. Other natural areas, such as land prone to flooding and geologically hazardous areas (e.g. steep slopes and landslide hazards) are important because of the risk to lives and property posed by developing them. Citywide tree canopy, native vegetation within natural areas, and water quality treatment are all important to support fish and wildlife habitat, and to mitigate the effects of climate change.

Federal and State Requirements

While the Natural Environment Element is not a requirement under the Growth Management Act (GMA), all jurisdictions are required to protect and conserve the natural ecosystems through comprehensive plans and policies, and to develop regulations that reflect natural constraints and protect critical environments. Land use and development is regulated through a variety of management recommendations as established by state and federal agencies in a manner that respects fish and wildlife habitat in conjunction with natural features and functions, including air and water quality. Natural resources and the built environment are managed to protect, improve, and sustain environmental quality.

Additionally, under the federal Clean Water Act, administered by the Washington Department of Ecology, local jurisdictional waterways are managed to prevent and reduce water pollution, clean up polluted waters, and protect and restore water quality to support recreation, business activities, supply drinking water, and protect fish and other aquatic wildlife. Use of water resources for one purpose should, to the fullest extent possible, preserve and promote opportunities for other uses.

Environmentally Critical Areas and Shoreline Master Program

The Critical Areas chapter of the Kenmore Municipal Code designates and classifies environmentally critical, geologic, and flood hazard areas in order to protect these areas to protect life and property from hazards, while also allowing for reasonable use of public and private property. The Critical Areas chapter also includes regulations on fish and wildlife habitats of importance.

The City's Shoreline Master Program applies to "shorelines of the State." In Kenmore, these include Lake Washington, the Sammamish River, and the main stem of Swamp Creek. In addition, wetlands considered "associated" with State Shorelines, such as Swamp Creek No. 3, are also regulated by the Shoreline Master Program. The Shoreline Master Program regulations include Environment designations of Downtown Waterfront, Shoreline Residential, Urban Conservancy, Natural, and Aquatic. The Downtown Waterfront environment is more permissive in terms of uses and development standards than the other designations. The most restrictive environment

designation is the Natural environment. The Shoreline Sub-Element of the Land Use Element addresses shoreline goals, objectives, and policies. The shoreline management chapter of the Kenmore Municipal Code includes regulations implementing the Shoreline Master Program and goals and policies of the Shoreline Sub-Element of the Comprehensive Plan.

Science supported by the State of Washington and partnering agencies play a large role in defining critical areas, identifying functions and values, and identifying protection strategies. The State's Best Available Science (BAS)¹ rule requires integration of science into the establishment and update of the critical area and shoreline regulations.

Countywide Planning Policies

The King County Countywide Planning Policies (CPP) seek to restore the quality of the natural environment and to protect it for future generations. The policies require all jurisdictions to manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak storm water runoff rates. Jurisdictions in shared basins are to coordinate approaches and standards. Jurisdictions also are directed to encourage low-impact development approaches appropriate in Kenmore and to plan for land use patterns and transportation systems that minimize air pollution and greenhouse gas emissions.

All jurisdictions are to collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda for the benefit of Puget Sound and its watersheds.

Environmental Stewardship and Sustainability

The Kenmore community has a high awareness of and greatly value environmental protection. There are many City-sponsored events and nonprofit groups that encourage community involvement and volunteering in stewardship activities that increases community understanding and awareness of the natural environment, promoting sustainable land use activities and low-impact development practices, and how to avoid adverse environmental impacts. The City of Kenmore and its environmental stewards strive to lead by example in the conservation of natural resources, sustainability, and environmental equity.

This element, as well as the Climate Action Element, provide a variety of policies that support environmental stewardship and sustainability.

EXISTING CONDITIONS

Geology

Much of the City of Kenmore is comprised of undulating uplands formed as a result of different glacial depositional processes. Stream erosion, subsequent to glaciation, carved gullies and ravines in the uplands. Drift plains and alternating valleys create a north-south trending "ridge and valley" regional topography, with one major east-west lowland bisecting Kenmore – the Sammamish River Valley where the river empties into Lake Washington. The general topography

¹ Best Available Science (BAS) means current scientific information derived from a valid scientific process, including that used in the process to designate, protect, or restore *critical areas* as defined by WAC [365-195-900](#) through [365-195-925](#). See. KMC 18.20.272.

of Kenmore is varied, ranging from hills up to 500 feet in elevation to the Lake Washington shoreline at 20 feet above sea level.

The Vashon glaciation left a layer of till and recessional sand and gravel deposits that mantle the upland plateaus north and east of Lake Washington. The till and recessional deposits overlie Vashon outwash sand and gravel, and older glacial and nonglacial deposits that overlie bedrock at great depths.

The Vashon and older deposits in the Kenmore area consist of sand and gravel layers interspersed with finer-grained clay and silt layers. These deposits form aquifers and aquitards within the subsurface, controlling water movement from upland to lowland areas and influencing the locations of streams and creeks. Additionally, lodgment till from the Vashon glaciation covers much of the upland but is absent from steeper slopes. Lodgment till, a mixture of sand, gravel, silt, and clay, has low permeability and acts as an aquitard, limiting groundwater flow and recharge of deeper aquifers. It occurs near the ground surface in higher elevations where glacial ridges and swales intersect.

The ground surface in upland margins and former large outwash channels is covered by a veneer of recessional outwash and ice contact deposits. These deposits form during the stagnation and melting of ice sheets. They primarily consist of sand and gravel, similar to recessional outwash, but with added variability. Ice contact deposits often contain lenses of very silty material, till, and lacustrine silt and clay, which can hinder infiltration and groundwater flow.

Over the Vashon glacial soils, we find recent, unconsolidated deposits. These include alluvium, organic-rich materials, and fill. The recent alluvium consists of sand and gravel, with interbeds of organic silt, peat, and silty clay. These deposits are poorly drained and associated with hydric soil conditions, particularly within the floodplains of the Sammamish River and Swamp Creek.

Geologically Hazardous Areas

Geologically hazardous areas in Kenmore include lands with erosion, landslide, and seismic hazards.

The identification of areas susceptible to landslides is necessary in the assessment of grading, building, foundation design, housing density, and other land development regulations. Steeply sloping unconsolidated glacial deposits are highly susceptible to landslides. Landslide hazard areas are found along 61st and 68th Avenues NE, areas south of NE 170th Street, north of Simonds Road, and the Inglewood/St. Edward State Park area along Lake Washington.

Seismic hazard areas are those areas subject to severe risk of earthquake damage as a result of seismically induced settlement or soil liquefaction. The City's Geologic Hazard Areas map identifies the region of Swamp Creek, the Sammamish River basin and the northern end of Lake Washington north of NE 166th Place as a seismic hazard area primarily due to the potential of soil liquefaction during times of seismic activity. Refer to **Figure NE-1** for the map indicating geologic hazard areas in Kenmore. Also refer to the Washington State Department of Natural Resources (DNR) Washington Geologic Survey (WGS) Geologic Information Portal.

Erosion hazard areas are those areas identified by a special study as having "moderate to severe," "severe," or "very severe" erosion potential and include areas likely to become unstable, such as bluffs, steep slopes, and areas of unconsolidated soils. Erosion hazard areas should be protected

by limiting areas allowed to be disturbed, limiting work during the wet season, increasing erosion and sediment controls during construction, minimizing to the greatest extent possible the removal of any vegetation, requiring post-construction revegetation, and creating penalties for lack of sediment/erosion containment during construction.

Air Quality

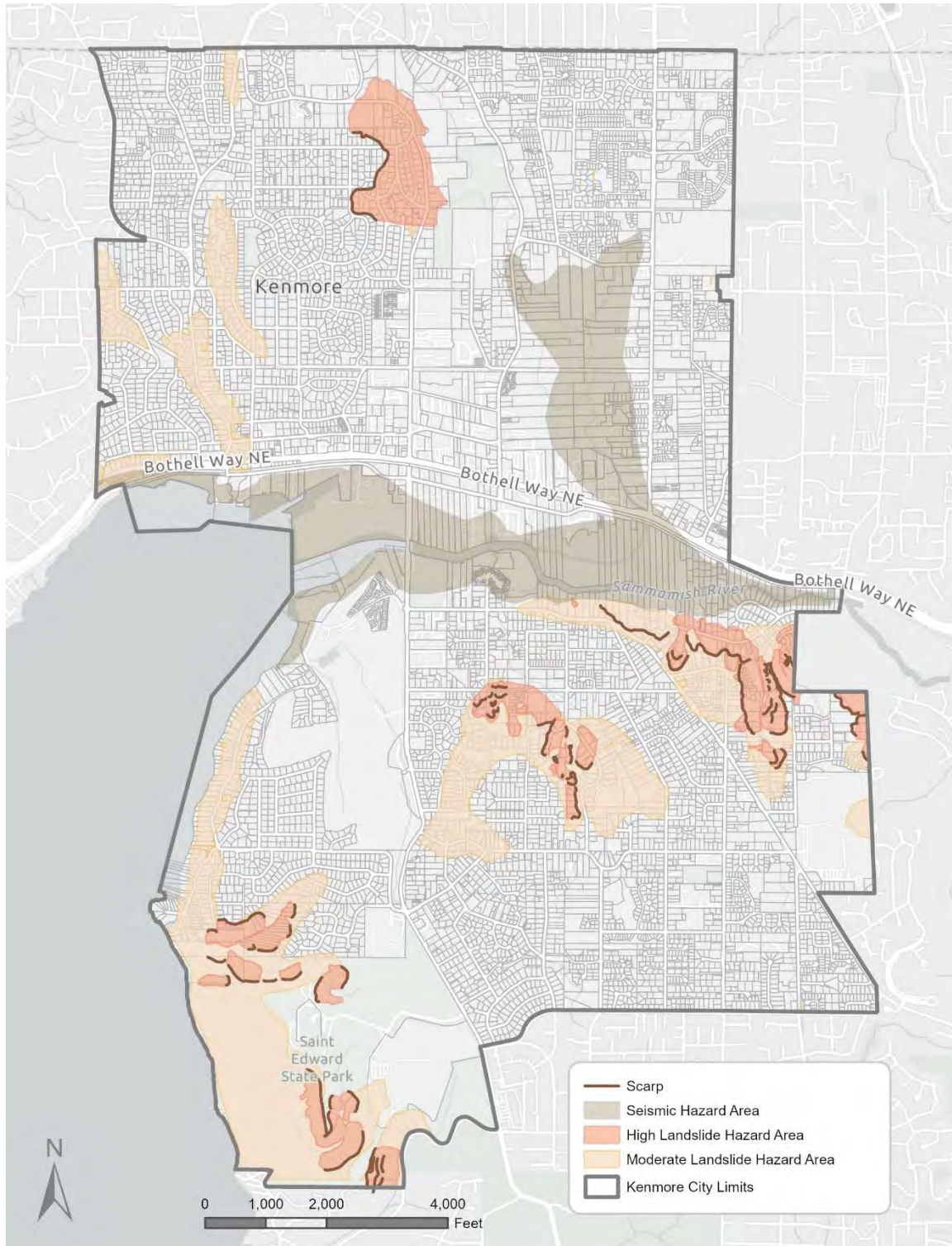
Air quality is generally assessed in terms of concentrations of air-borne pollutants being higher or lower than ambient air quality standards set to protect human health and welfare. To measure existing air quality, the Washington State Department of Ecology, and the Puget Sound Clean Air Agency (PSCAA) maintain a network of monitoring stations throughout the Puget Sound region. Based on monitoring information collected over time, state (Ecology) and federal (U.S. Environmental Protection Agency) agencies designate regions as being “attainment” or “nonattainment” areas for particulate air pollutants. Attainment is a measure of whether National Ambient Air Quality Standards (NAAQS) are being met.

King County was designated as a nonattainment area in 1989. This designation brought about maintenance measures to bring the area back into attainment. The county now meets air quality standards and has a long-term plan for continuing to meet and maintain these standards and other requirements of the Clean Air Act. The county presently is designated as a “maintenance area.”

While overall air quality in Kenmore is predicted to remain much as it is today, there are some contributing factors that affect both local and regional air quality. There are several industries located along Kenmore’s industrial waterfront that contribute to particulate matter. Wood burning, as a primary heating source, also contributes to air quality degradation. Additionally, in recent years, Kenmore has experienced air quality degradation due to seasonal wildfire smoke, particularly during the summer months. Kenmore’s Climate Action Element has policies that seek to mitigate negative impacts from all of these sources of air pollution.

Implementation of zoning responsive to air quality concerns can result in air pollution benefits countywide and regionally. Decreased air pollution can be expected from zoning and development patterns that result in a reduction in vehicle miles traveled. Concentrated development and higher density development allows transit to serve people more efficiently and generally reduces the number of cars on the road. Although regional or countywide emissions can be reduced with efficient land use patterns, air pollutant emissions would still occur in more populated areas and may affect more people. Policies in the Climate Action, Land Use and Transportation elements support compact and transit-oriented development that help reduce vehicular trips and lower emissions.

FIGURE NE-1 GEOLOGICALLY HAZARDOUS AREAS²



Source: City of Kenmore GIS

² The information included on this map has been compiled by City of Kenmore staff from a variety of sources and is subject to change without notice. This map is not intended as a survey product. For accurate boundaries, a professional specializing in geotechnical surveys must be consulted.

Water and Wetlands

Wetlands provide habitat for a variety of aquatic and terrestrial plant and animal species. The extent to which a wetland will provide wildlife habitat will depend upon several features including the condition of the site, its size, presence of habitat features (e.g. open water, snags, islands or perches), the variety and complexity of the different habitat types within the wetland, and the surrounding habitat in the immediate vicinity. Predominant water features in the City include Swamp Creek as well as its tributaries and associated wetlands, the Sammamish River, and Lake Washington. In addition to these major water bodies, numerous small unnamed streams drain into these features. Kenmore is located in the Water Resources Inventory Area (WRIA) 8, which represents the salmon recovery planning area of the Lake Washington/Cedar/Sammamish watershed. With the joint cooperation of residents, businesses, scientists, environmentalists, and governments, the protection and restoration of salmon water bodies in WRIA 8 is achieved through science-based conservation planning. Funding for salmon conservation is provided by 29 local governments, including Kenmore, in the WRIA 8 watershed.

There are numerous wetlands located throughout the City—many within public open spaces such as Wallace Swamp Creek Park, Ḵʷaxʷadis (Tl' awh-ah-dees) Park, and Inglewood Wetlands. Wetlands are transitional areas between aquatic and upland habitats and are identified based upon three parameters: hydrology, soils and vegetation. Through a no net loss policy, wetlands are either preserved or replaced. Mitigation sequencing, or avoidance, is used to the best extent possible to ensure impact to wetlands are avoided. Wetlands are formally identified and delineated in accordance with the approved federal wetland delineation manual and applicable regional supplements. Under normal circumstances, wetlands include the following three components:

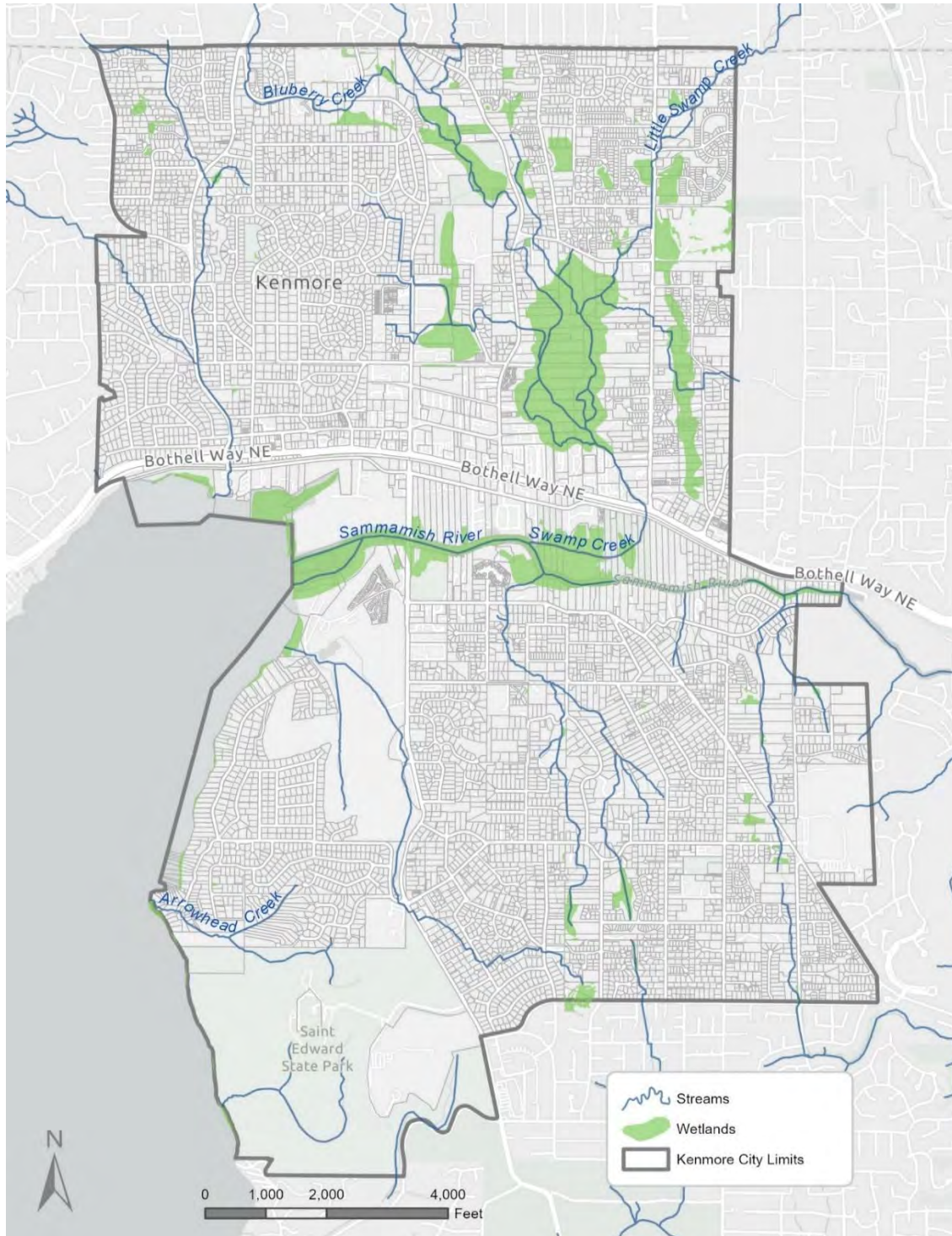
Presence of water (hydrology) or an indication of at least the seasonal presence of water on the surface or in the soils;

Unique soils (hydric soils) that differ from upland soils due to anaerobic conditions resulting from prolonged or frequent saturation or flooding; and

A dominance of plants adapted to growing in wet conditions (hydrophytic vegetation).

See Figure NE-2 for a map of streams and wetlands in Kenmore and Figure NE-3 for natural drainage basins

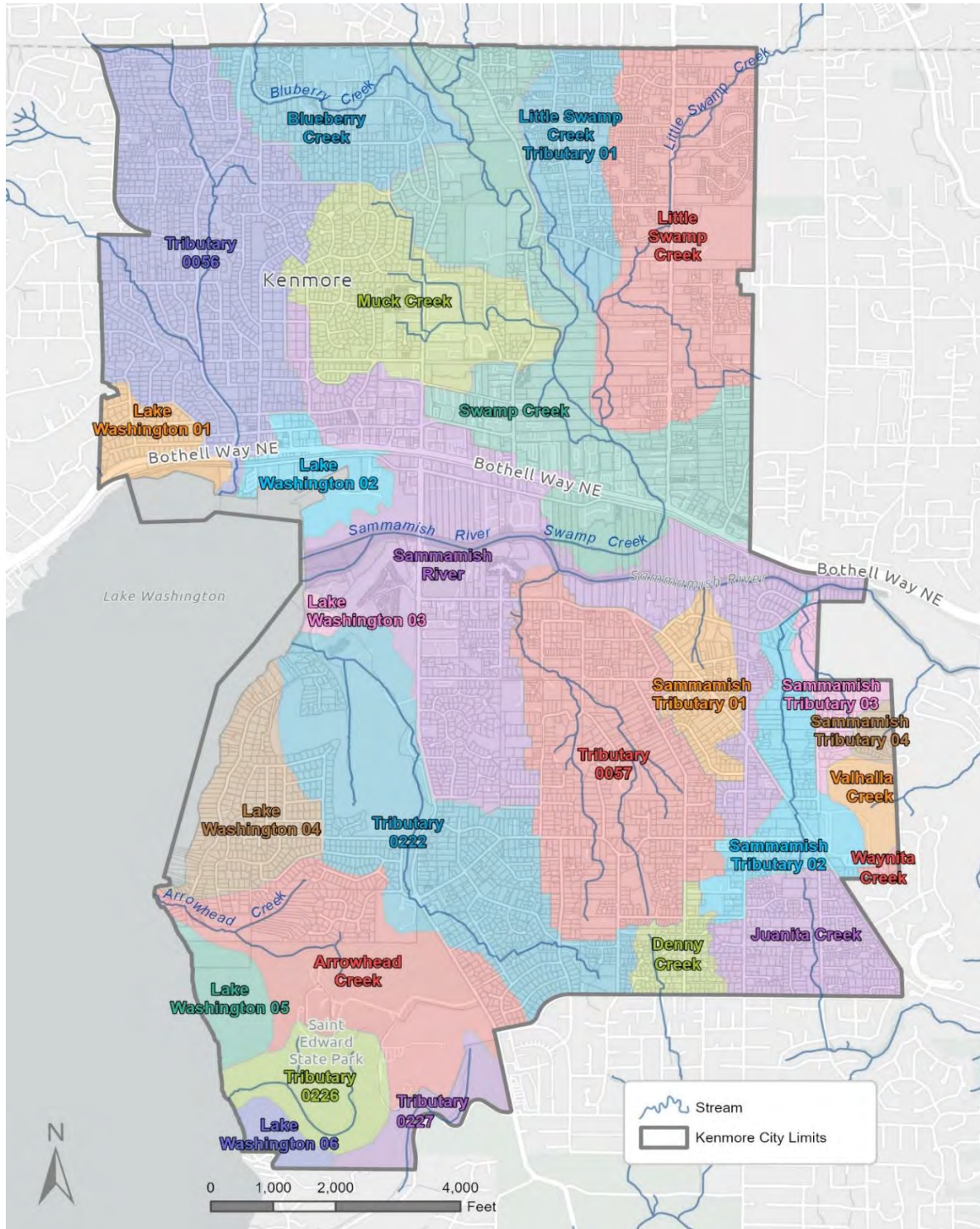
FIGURE NE-2 STREAMS AND WETLANDS³



Source: City of Kenmore GIS

³ The information included on this map has been compiled by City of Kenmore staff from a variety of sources and is subject to change without notice. This map is not intended as a survey product. For accurate boundaries, a professional specializing in wetland and stream surveys must be consulted.

FIGURE NE-3 NATURAL DRAINAGE BASINS⁴



Source: City of Kenmore GIS

⁴ The information included on this map has been compiled by City of Kenmore staff from a variety of sources and is subject to change without notice. This document is not intended for use as a survey product.

Swamp Creek

The main stem of Swamp Creek is approximately 14.6 miles long, extending from headwaters wetlands in south Everett, through portions of Everett, Lynnwood, Brier, Mountlake Terrace, Bothell, unincorporated Snohomish County, and Kenmore to the Sammamish River. Within the city of Kenmore, there are 2.5 miles of shoreline along the stream. Swamp Creek is typical of Puget Sound lowland streams. It originates in upland areas with gently sloping hillsides and eventually flows through a broad valley to the mouth.

Little Swamp Creek and Muck Creek join with Swamp Creek in Kenmore, along with a third, unnamed tributary.

Water Quality

Site and vegetation clearing and grading, increased impervious surfaces, inadequate storm detention and other factors, particularly with development in the watershed upstream from Kenmore, have increased flood frequencies and severity. Despite these changes, the Swamp Creek floodplain contains some of the largest and highest quality wetlands and wildlife habitat in the City.

The increase in development in Kenmore's watersheds must be managed to maintain water quality and reduce sedimentation and pollution associated with stormwater runoff. Temperature and dissolved oxygen exceed the water quality standards for most of the summer and early fall. There also are frequent exceedances of state bacteria standard. Swamp Creek has been rated over time as either "moderate concern" or "high concern" since King County began monitoring water quality parameters in 2000.

To capture gravel and sediments, an in-stream sediment pond was created and is maintained in Wallace Swamp Creek Park. The City also acquired several parcels in the Swamp Creek watershed that are susceptible to flooding. These parcels have been added to the City's open space preserve.

While sedimentation ponds are currently being used in the Swamp Creek watershed, they have their limitations, such as sediment accumulation, nutrient buildup which create algae blooms, and nuisance and invasive vegetation. All of which decrease the effectiveness in managing stormwater. Proper mechanical and biological treatments are necessary to reduce impacts.

The City's Surface Water Element's goals and policies, the Surface Water Management Plan, the National Pollution Discharge Elimination Systems (NPDES) permit program and regulations in the Kenmore Municipal Code all serve to develop, maintain, manage, and improve a surface water system that serves the community, enhances quality of life, and protects the environment.

Fish Habitat

Swamp Creek supports several salmonid fish species including coho salmon (federal species of concern), Chinook salmon (federally listed, threatened), coastal cutthroat trout (sea-run and resident), sockeye salmon, and steelhead trout (federally listed, threatened). Resident cutthroat trout are the dominant salmon species that spawn in the Swamp Creek basin. Swamp Creek also supports coho spawning and Little Swamp Creek is documented to support coho rearing. There is no designated critical habitat for any salmonid species in Swamp Creek or its tributaries.

Wildlife Habitat

Wildlife species are concentrated in small forested and wetland areas of the Swamp Creek watershed. The Swamp Creek wetland complex provides excellent forage and nesting habitat for birds and good forage and shelter habitat for amphibians, reptiles and small mammals. Ponded areas in the wetland provide resting sites for waterfowl. Of particular interest is the great blue heron rookery, described further below. To improve habitat areas, invasives species removal and restoration of native habitats have been accomplished and ongoing at Wallace Swamp Creek Park and in other targeted areas in the watershed.

Sammamish River

The Sammamish River begins at the outlet of Lake Sammamish and ends at its confluence with Lake Washington. The total length of the river mainstem is approximately 14 miles. Within the City limits, the shoreline extends approximately 1.8 miles.

The river has been altered over time to control flooding. The natural Sammamish River floodplain historically covered a very large area as the river meandered extensively across the valley floor. To reduce damage and to help regulate the level of Lake Sammamish, in the 1960s the U.S. Army Corps of Engineers dredged a deeper and straighter channel and constructed levees along the riverbanks. In the 1980s and 1990s, dredging at the mouth of the river was undertaken for navigational purposes.

Consequences of the flood control projects include reduced frequency of overbank flooding, reduced riparian habitat, and elimination of extensive wetland areas. In Kenmore, approximately 35.3 acres of wetlands are mapped on the Sammamish River shoreline. The City has undertaken restoration efforts to control invasive plants and replant native species in portions of the Rhododendron Park wetlands, portions of ʔaxʔadis (TI' awh-ah-dees) Park wetlands, Log Boom Park Wetlands, and in wetlands near the Wildcliffe Shores community.

Water Quality

The water quality of the Sammamish River is largely influenced by the slow-moving nature of this lowland system and by the backwater effect from Lake Washington. Slow movement, while enhancing sediment deposition, also allows for development of dense stands of aquatic plants, higher algal productivity, and warmer lake water with lower dissolved oxygen concentrations which is significantly influencing the conditions in the lower reach of the river, especially during summer months. Swamp Creek's cooler temperatures create an important thermal refuge for fish where the creek joins the river. Fecal coliform bacteria and various pollutants are additional water quality issues.

Fish Habitat

The Sammamish River remains a major migratory pathway for salmon. The mouth of the river provides salmon rearing habitat, and it is believed that out-migrating juvenile salmon may hold in the shallow beach area near the river mouth before moving into the lake. The basin supports rainbow trout, coho salmon (federal species of concern), Chinook salmon (federally listed, threatened), coastal cutthroat trout, kokanee salmon, sockeye salmon, and steelhead trout (federally listed, threatened).

Wildlife Habitat

Historically, the Sammamish River with its broad, shallow channels and numerous backwater sloughs and meanders provided prime habitat for a wide variety of animal species. This diversity

of wildlife has been reduced and birds are the most visible form of wildlife along the river. Bald eagles, other raptors and cormorants have been observed, as well as great blue herons feeding along the river .

Lake Washington

Lake Washington has a surface area of approximately 35 square miles. Kenmore's shoreline along the north end of Lake Washington is approximately 3.5 miles in length. The shoreline has little natural vegetation or habitat left due to urbanization. An exception is the waterfront along St. Edward State Park, which is roughly 3,000 feet in length and the longest undeveloped stretch of Lake Washington shoreline.

Construction of the Ship Canal in 1916 created the connection between Lake Washington and Puget Sound, causing the lake water surface elevation to drop approximately 9 feet. Currently the U.S. Army Corps of Engineers maintains the water level in the lake within a 2-foot range between 20 and 22 feet. The minimum water elevation is maintained during winter to allow for annual maintenance of docks and other structures, minimize damage during winter storms, and provide flood storage volume.

Water Quality

Water quality in Lake Washington has improved tremendously in the last 50 years. However, there is a continued community concern regarding Kenmore's shoreline area, most notably localized areas of eutrophication, wherein nutrients (particularly phosphorus) and bacteria from the watershed are transported to the lake, resulting in excessive plant growth including floating and attached algae and nuisance plants. Water quality concerns around increased water temperature, fecal coliform bacteria and chemical contaminants also are present.

Fish Habitat

Lake Washington supports over 30 fish species of which 12 are non-native and introduced to the lake. Native species of salmonids use the lake for migratory passage, rearing of juveniles, and foraging. No salmonid spawning typically occurs in Lake Washington. Salmonid species include Chinook (federally listed, threatened), coho (federal species of concern), sockeye salmon, steelhead trout (federally listed, threatened), resident rainbow trout, cutthroat trout, Dolly Varden/bull trout (federally listed, threatened) and kokanee salmon.

Wildlife Habitat

Mapped bald eagle nest sites are located on the east shore of Lake Washington and documented perch trees, including large black cottonwoods, are located along the lakeshore. Pileated woodpecker breeding (state candidate species) occurs in the forests of St. Edward State Park and extending onto forested portions of adjacent private and public properties. Other priority habitats associated with the lake include wetlands and biodiversity areas and corridors.

Endangered, Threatened, Sensitive and Priority Species

Federally Listed Species

Several federally listed species are known to occur or could potentially occur within the City's shorelines. Federally listed species that have been documented include Chinook salmon, bull trout and steelhead trout.

As defined in the Endangered Species Act, critical habitat is “specific geographic areas that contain features essential to the conservation of an endangered or threatened species and that may require special management and protection.” NOAA Fisheries has designated Kenmore’s Lake Washington shoreline and the lower portion of the Sammamish River as “critical habitat” for Chinook salmon.

The U.S. Fish and Wildlife Service has designated “critical habitat” for the Puget Sound Distinct Population Segment (DPS) of bull trout, including Kenmore’s Lake Washington shoreline.

NOAA Fisheries designated “critical habitat” for the Puget Sound DPS steelhead which excludes all waters in the Lake Washington watershed, including in Kenmore.

State Priority Habitat and Species Program

The Washington Department of Fish and Wildlife (WDFW) has a Priority Habitat and Species (PHS) program which includes a catalog of habitats and species considered to be priorities for both conservation and management. Priority habitats are “habitat types or elements with unique or significant value to a diverse assemblage of species.” In Kenmore priority habitats include wetlands, biodiversity areas and corridors, freshwater forested/shrub wetlands, freshwater emergent wetlands, and freshwater ponds.

The State lists designate *Endangered*, *Threatened*, *Sensitive*, and *Candidate* species. Priority species include those designations, as well as “animal aggregations (e.g. heron colonies, bat colonies) considered vulnerable; and species of recreational, commercial, or tribal importance that are vulnerable.” Priority species documented in Kenmore include Chinook salmon, bull trout, coho salmon, sockeye salmon, kokanee salmon, steelhead trout, coastal cutthroat trout, pileated woodpecker, purple martin, little brown bat, and great blue heron. Previous information indicates that the purple martin is no longer nesting in Kenmore.

The bald eagle’s population status has improved to levels that resulted in the removal of the eagle from both federal and state listing. However, the eagle is still protected by the federal Golden and Bald Eagle Protection Act.

Due to the importance and size of Kenmore’s great blue heron colony, the great blue heron is addressed below.

Great Blue Heron

Great blue herons are a permanent resident in all of Washington except the higher Cascade and Olympic ranges. They are highly vulnerable to human disturbance, predation, and competition for nesting habitat.

A heron rookery has been established near the north end of the Kenmore Park and Ride, within Swamp Creek wetlands. The colony established itself after the Kenmore Park and Ride lot was developed.

The birds are colonial during the breeding season but are noncolonial in the winter when they stay in the immediate area but separate into smaller groups. Colonies usually exist at the same location for many years, and productivity (the number of fledglings/nesting herons) may be positively related to the number of years colonies have been in use. The herons may relocate their colonies in response to increased predation on eggs and young by mammals and birds such

as eagles, declines in food availability, or human disturbance (State of Washington Department of Fish and Wildlife 1999).

Frequently Flooded Areas

Frequently Flooded Areas are defined as open channel and overbank areas that together constitute a floodplain. These floodplains, which are generally flat, low-lying areas adjacent to rivers or streams, are frequently inundated with water and periodically flood during storm events. During such events, large volumes of water and debris flow downstream which may sometime cause land erosion and property damage.

The Federal Emergency Management Agency (FEMA) delineates flood hazards along all major river and stream corridors in the county. Kenmore has two waterways, Sammamish River and Swamp Creek, that are at risk from floodwater. Figure NE-4, Frequently Flooded Areas, shows the areas that are at risk from floodwater.

Frequently flooded areas and critical areas can experience increased flooding due to human activities, such as increased urbanization, drainage systems, channelization, and land use changes. Some examples of these include increased impervious surfaces causing runoff, inadequate drainage structures, watercourse channelization, and alterations of wetlands, forests, and other natural areas. Through state and city regulations, new structures are either significantly minimized or prohibited, unless there is a case for reasonable use⁵

While flood events do cause human- and property-related damage, it's important to note that floodplains provide critical functions for riparian habitat, habitat formation, connectivity to wetlands, store and convey stormwater and floodwater, and recharge groundwater.

More discussion and policy regarding the protection of floodplains and frequently flooded areas may be found in the Land Use and Climate Action elements.

Tree Preservation and Canopy Protection

Tree preservation and canopy protection is one of the ways that helps maintain and improve quality of life. Trees provide a number of benefits, including:

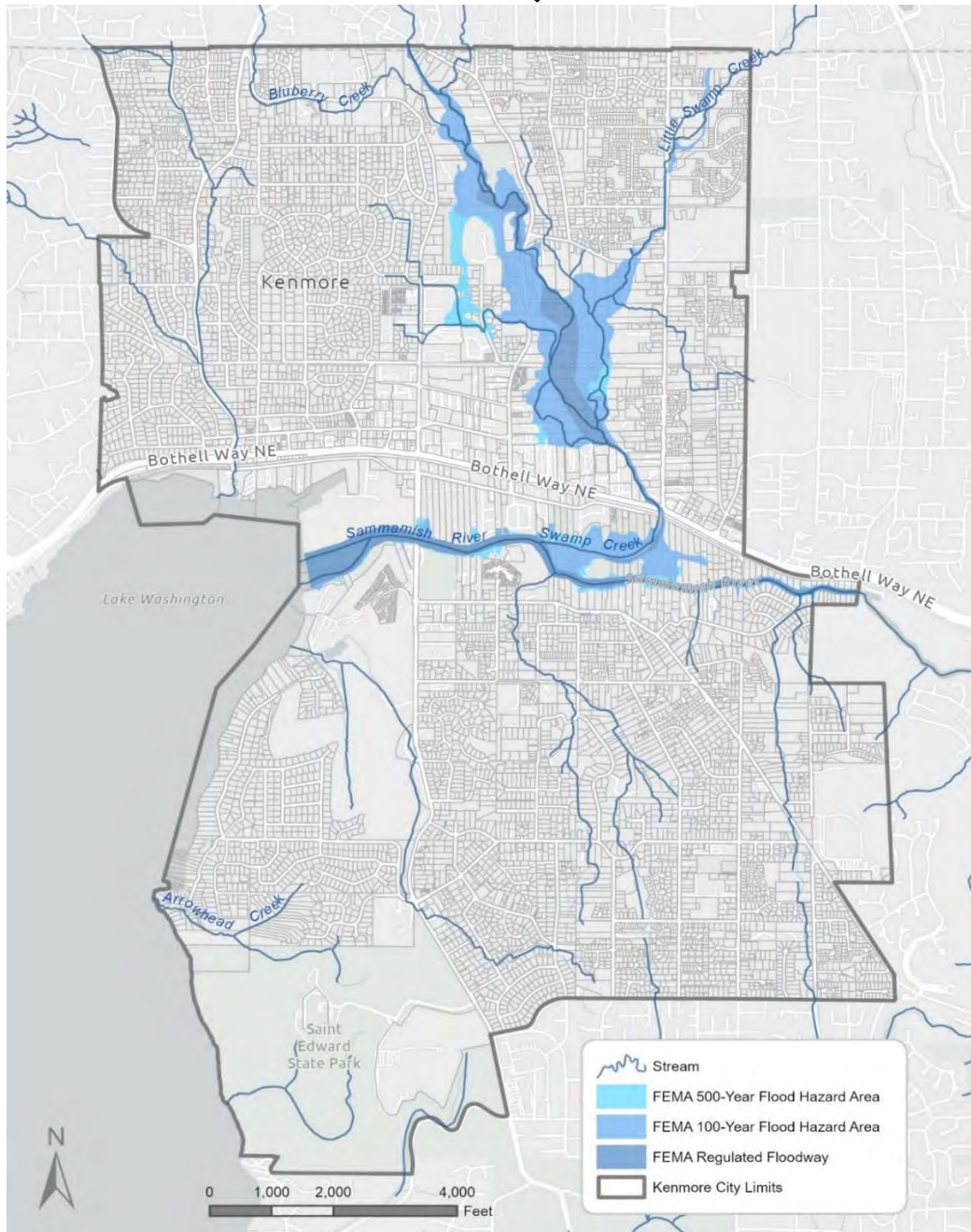
- Oxygen production
- Carbon sequestration
- Soil conservation
- Biodiversity and habitat
- Aesthetic and psychological benefits
- Economic value
- Water quality improvements
- Surface water management
- Cultural significance
- Shade and temperature regulation
- Traffic calming effects
- Air quality
- Recreational opportunities
- Safety

Trees are regulated by Kenmore Municipal Code (KMC) via Tree Management and Protection chapter, commonly referred to as the "tree code." The tree code sets limitations on tree removal and establishes standards for tree protection.

⁵ KMC. 18.20.2220 Reasonable Use. A legal concept articulated by federal and State courts in regulatory takings cases. See Chapter 18.55 KMC for specifics regarding reasonable use.

An urban tree canopy (UTC) assessment, funded by King Conservation District, was conducted in 2023 using 2021 data. The results of this assessment showed that out of 3,900 land acres, the city of Kenmore has an UTC of approximately 1,790 acres (46%). Of this area, St. Edward St. Park attributes to an estimated 25% of the city's tree canopy. Urban tree canopy is the percentage of ground area that is covered by tree crowns and relates to the branching spread of trees in an urban forest.

FIGURE NE-4 FREQUENTLY FLOODED AREAS⁶



Source: City of Kenmore GIS

⁶ The information included on this map has been compiled by City of Kenmore staff from a variety of sources and is subject to change without notice. This document is not intended for use as a survey product.

STRENGTHS, CHALLENGES, OPPORTUNITES & THREATS (SCOT)

The city of Kenmore has many amazing natural environment assets, including lakeshore, rivers, creeks, small streams, forests, wetlands, and other natural open spaces. Along with these assets comes a variety of strengths, challenges, opportunities, and threats (SCOT). This section briefly describes each of them.

Strengths

Lake Washington/Sammamish River/Swamp Creek

Kenmore is located on the north end of Lake Washington, a lake of statewide significance and a major natural and recreational resource. The Sammamish River and Swamp Creek are also significant natural features in the community. Each of these waterways provide critical fish and wildlife habitat, including wetlands, riparian, and forest habitats along their shorelines.

Swamp Creek Wetlands

As noted above, Swamp Creek is a waterway of key importance. The creek is also flanked by significant wetlands, which provide an abundance of habitat for aquatic and terrestrial wildlife. These wetlands are described in detail in the sections above.

St. Edward State Park

St. Edward State Park is a 326-acre day-use park that is comprised of both active and passive recreational amenities, as well as The Lodge at St. Edward, a converted seminary turned hotel. The park, with its lush century-old second-growth forests and over 3,000 lineal feet of undeveloped shoreline, is a crown jewel along the northern Lake Washington shoreline. As noted above, the Park contributes to a large percentage of the cities tree canopy and provides a significant amount of natural habitat.

Challenges

Increase in Development

Kenmore is expected to steadily increase in population and in development density, which creates pressure on the city's natural environment

Industrial Waterfront

Kenmore has long had an industrial waterfront on portions of Lake Washington from the logging and timber mills of the past to ongoing heavy industrial uses such as the asphalt and concrete batch plants. Existing heavy industrial uses are considered existing legal non-conforming uses. New heavy industrial uses are prohibited. . Past and ongoing industrial activities raise concerns about water contaminants, air, and noise pollutants along the shoreline.

SR-522 (Bothell Way) Traffic

SR-522 carries thousands of vehicle trips per day and is one of the region's busiest highways. While the highway provides a significant link for commerce and daily commuters, it also is a major contributor to air, noise, and surface water pollutants.

Opportunities

Future Redevelopment of Shoreline

Kenmore is fortunate to have several miles of Lake Washington waterfront. While much of the shoreline is either in a natural state or is developed with residential uses, there is redevelopment potential in the downtown area. Current underutilized or industrial uses could possibly be considered for future mixed-use and also an opportunity for shoreline restoration.

Innovative Development Techniques

With climate change, there is an increasing need for more thoughtful approaches to development, both in terms of land use and structures. The use of innovative development techniques, such as green buildings, low-impact development, and other sustainable design measures are key issues for the City to consider. Implementation of strategies and implementation measures from the Climate Action Plan and the Surface Water Management Plan and other regulations will guide these efforts.

Culvert Replacements

Kenmore has several fish-bearing creeks and streams throughout the community. To improve the resiliency of salmon and other fish species, the City continues to actively replace old and degraded culverts.

Invasive Species Removal

Kenmore has several wetland and stream habitats that are heavily impacted by invasive species. Through active invasive species removal and native revegetation, ecosystem restoration will have a greater impact against climate and other environmental impacts.

Reforestation of Open Spaces

Kenmore is fortunate to have a significant amount of tree canopy as compared to many neighboring cities. Through implementation of an Urban Forest Management Plan, preservation and reforestation efforts will improve.

Education and Awareness

With climate change and other threats to the natural environment, there continues to be rising awareness about environmental issues. This can certainly be an advantage to help protect and improve critical habitat and reduce carbon emissions. Along with many local agencies and partners, the City can be a leader in environmental protection.

Threats

Climate Change

Climate change poses a significant threat to the local environment in many ways, such as heat waves, droughts, increased flooding, and risk of forest fires. Each of these pose a risk to not only to humans, but also natural ecosystems and habitats. Climate change may also lead to an increased threat of pests and diseases, spread of invasive species, and increased loss of biodiversity.

Loss of Critical Habitat

Loss of critical habitat may occur from a variety of human, weather-, and natural disaster-induced factors including but not limited to increased urbanization, deforestation, wildlife displacement, air and water pollution, flooding, and landslides.

Air/Water/Noise Pollution

Air, water, and noise pollution all pose significant threats to the environment and human health in various ways, including respiratory and cardiovascular disease to both human and animals, sleep and stress disorders, and water contamination.

GOALS, OBJECTIVES, AND POLICIES

Following are the natural environment goals, objectives, and policies. In some cases, policies are cross-referenced in more than one Element or Sub-Element, and this is noted by a policy reference in italics (e.g., *Policy SW-4.3.1*).

GOAL NE-1 *PRACTICE ENVIRONMENTAL STEWARDSHIP BY PROTECTING, ENHANCING, AND PROMOTING THE NATURAL ENVIRONMENT IN AND AROUND THE CITY OF KENMORE.*

OBJECTIVE NE-1.1 Cooperate regionally and strive locally to improve air quality.

- Policy NE-1.1.1 Protect air quality from adverse impacts through the following measures:
- a. Encourage alternative modes of transportation to reduce reliance on the automobile as the primary method of transportation.
 - b. Promote mixed-use and compact development forms, particularly in the Downtown, to help reduce the need for automobile use.
 - c. Require air quality impact analysis for major new developments, which could adversely impact the air quality levels in the vicinity. Determined through environmental review.
 - d. Work with other agencies to educate the public about air quality impacts due to vehicular travel and due to improper use of woodstoves and fireplaces.
 - e. Work with state and special-purpose agencies to monitor air quality within the planning area, such as Department of Ecology and Puget Sound Clean Air Agency.
 - f. Creating an urban forest management plan that benchmarks progress towards tree preservation and maintenance.
- Policy NE-1.1.2 Reduce air pollution through development standards that regulate and, reduce air pollution emissions from construction, and land clearing activities.

Policy NE-1.1.3 Shift all City fleet vehicles, where practical, from combustible engine to electric.

OBJECTIVE NE-1.2 Encourage a reduction in overall noise levels throughout the community.

Policy NE-1.2.1 Require new development projects which could generate substantial levels of noise or could expose people to substantial levels of noise from existing noise generators to submit an analysis of potential noise impacts and propose mitigation. Determined through environmental review.

Policy NE-1.2.2 Enforce city noise and nuisance ordinances to address various noise sources and require cessation or mitigation of noise.

Policy NE-1.2.3 Encourage residential or other noise-sensitive development proposed for location in noise-impacted areas to be oriented away from noise source, or to be constructed with materials that will maximize noise reductions, or to incorporate fencing, landscaping, or other noise-reducing features, appropriate to the situation. Noise impacted areas may include the vicinity of SR-522, or the vicinity of the Air Harbor, or other areas that may be determined through environmental review.

Policy NE-1.2.4 Require buffering or other noise reduction and mitigation measures for development adjacent to or within the immediate vicinity of environmentally critical areas to protect habitat areas.

OBJECTIVE NE-1.3 Encourage a reduction in light and glare impacts throughout the community.

Policy NE-1.3.1 Through design standards or educational opportunities, discourage the use of building materials or signage materials that cause glare impacts to substantial numbers of motorists or surrounding neighborhoods.

Policy NE-1.3.2 Require low-intensity lighting with appropriate illumination levels and light shields for lighting standards along streets, pedestrian lighting, and in public open spaces and parks.

Policy NE-1.3.3 Encourage residents to provide exterior lighting for security purposes which does not unduly impact their neighbors.

Policy NE-1.3.4 Restrict lights pointing up to avoid artificial light spillage, affecting the view of the night sky.

Policy NE-1.3.5 Manage lighting levels to protect Kenmore's ecological systems and public health while ensuring public safety and equitable lighting.

Policy NE-1.3.6 Minimize overhead lighting that would shine on the water surface of Lake Washington, the Sammamish River, or the city's various streams.

Policy NE-1.3.7 Encourage the use of pedestrian level or shaded lighting when providing lighting along Kenmore's waterbodies.

Policy NE-1.3.8 Encourage the use of low-intensity lights that are located and shielded to prevent light from reaching the water surface of water bodies.

OBJECTIVE NE-1.4 Cooperate regionally and strive locally to protect surface and ground water quality and quantity from degradation.

Policy NE-1.4.1 Actively work with communities upstream from Kenmore to develop and implement appropriate surface water regulations to adequately retain and detain surface water so as to minimize the adverse effects upon the environment in Kenmore.

Policy NE-1.4.2 Use incentives, regulations, and programs to manage Kenmore's water resources (rivers, streams, lakes, wetlands, and ground water) and to protect and enhance their multiple beneficial uses including fish and wildlife habitat, flood and erosion control, water supply, energy production, transportation, recreational opportunities and scenic beauty. Use of water resources for one purpose should, to the fullest extent practicable, preserve opportunities for other uses.

Policy NE-1.4.3 Carefully plan development to ensure that it maintains the ecological and hydrologic functions of water resources. Any proposed development should undergo a thorough evaluation to determine its potential impact on water quality and quantity, and appropriate measures should be taken to minimize negative effects.

Policy NE-1.4.4 Participate in the development of watershed plans integrating surface water, ground water, drinking water and wastewater planning to provide efficient water resource management.

Policy NE-1.4.5 Actively encourage the use of environmentally safe methods of vegetation control.

Policy NE-1.4.6 Support awareness and education to improve and protect surface and ground water quality. This may be achieved through the following examples:

- Promoting the use of safe, less toxic lawn and gardening products;
- Proper recycling and disposal of chemicals;
- Educate businesses on surface and groundwater protecting using Best Management Practices (BMPs);
- Educate the public on reducing pollution generating practices and activities, such as encouraging the use of electric vehicles and equipment.

Policy NE-1.4.7 Emphasize the use of stormwater management techniques, including low impact development techniques, to maximize water quality and infiltration where appropriate. New developments located near water bodies or generating runoff flowing into waterways must implement low impact development techniques as a requirement.

- Policy NE-1.4.8 Collaborate with WSDOT, King County, and neighboring jurisdictions to plan and prioritize public and private culvert upgrades to ensure fish passage barrier removal, adequate projected stormwater passage, and continued climate-related adaptations to handle water passage in the future.
- Policy NE-1.4.9 Implement strict monitoring programs and regulations that protect the safety and health of our water resources, such as identifying sources of pollution and implementing best management practices to reduce fecal coliform bacteria and various pollutants.
- Policy NE-1.4.10 Maintain surface water quality necessary to support the protection of native fish and wildlife meeting state and federal standards over the long term.
- Policy NE-1.4.11 Control the flow of nutrients (especially phosphorus), heavy metals, and other emerging pollutants (such as 6PPD-quinone) into streams, rivers, Lake Washington, and natural wetlands. Require treatment measures where development results in discharges to surface or groundwaters.
- OBJECTIVE NE-1.5 Educate the public and business community about the importance and benefits of trees in Kenmore.**
- Policy NE-1.5.1 Foster partnerships with agencies and nonprofits that support and educate about the importance of urban forestry, such as King Conservation District.
- Policy NE-1.5.2 Continue the support tree canopy preservation and foster tree appreciation in the community.
- Policy NE-1.5.3 Encourage public involvement in urban forestry stewardship at public events, and through volunteer events and workshops.
- OBJECTIVE NE-1.6 Adopt an urban forestry strategy which encourages the preservation and protection of trees on public and private properties.**
- Policy NE-1.6.1 Through urban forestry, street design standards and parks programs, encourage the planting of street trees throughout the City.
- Policy NE-1.6.2 Ensure the tree canopy management plan monitors the success of municipal tree-related ordinances in achieving tree canopy goals and provides insights for code changes.
- OBJECTIVE NE-1.7 Protect the natural, environmental, ecological, public access, aesthetic, and economic aspects of Lake Washington, the Sammamish River, and Swamp Creek.**
- Policy NE-1.7.1 Protect, enhance, and restore rivers, streams, and lakes, including riparian and shoreline habitat, to protect water quality, reduce public costs, protect

fish and wildlife habitat, and prevent environmental degradation. Protect both perennial and intermittent streams to preserve natural hydraulic and ecological functions, fish and wildlife habitat, recreational resources, and aesthetics.

Policy NE-1.7.2 Encourage and work with private property owners, to restore degraded shorelines.

Policy NE-1.7.3 Balance the need to provide for shoreline protection, and public access, with the need for public and visual access to shorelines, allowing for water-oriented uses and economic development, and balancing private property rights.

Policy NE-1.7.4 Allow development within the shoreline jurisdiction that preserves the resources and ecology of the water and shorelines; avoids natural hazards; promotes visual and physical access to the water; and preserves archeological resources, traditional cultural resources, and navigation rights. Protection of critical areas should be balanced with visual values and physical access as long as there is no net adverse impact to regulated shoreline ecological processes and functions.

Policy NE-1.7.5 Ensure that when development occurs in close proximity to Kenmore's key waterbodies (e.g., Lake Washington, Sammamish River, Swamp Creek), that special consideration is given to protect and enhance these waters and their associated habitat areas.

Policy NE-1.7.6 Maintain natural hydrological functions within the city's ecosystems and watersheds and encourage their restoration to a more natural state.

Policy NE-1.7.7 Protect and restore near shore habitat of Lake Washington to encourage green shorelines by avoiding bulkheads.

GOAL NE-2 PROTECT LIFE AND PROPERTY IN AREAS OF NATURAL HAZARDS WHILE STILL ALLOWING FOR COMPATIBLE GROWTH AND DEVELOPMENT.

OBJECTIVE NE-2.1 Strive to protect lives and public and private property from flooding.

Policy NE-2.1.1 Implement the Surface Water Element goals, objectives, and policies to minimize flood hazards in the community.

Policy NE-2.1.2 Recognize the Swamp Creek basin as an environmentally critical area that has sustained repeated flooding impacts. Densities and services should reflect the environmental sensitivity of the Swamp Creek basin.

Policy NE-2.1.3 Support restoration opportunities and create a prioritization list for areas that should be considered for Transfer of Development Rights (TDR), conservation easements, or acquisition as a land use development tool to reconnect floodplain wetlands, restore natural processes, and mitigate the impacts of flooding and erosion.

Policy NE-2.1.4 Reduce the amount of effective impervious surface in floodplains and uplands contributing runoff to downstream floodplains.

Policy NE-2.1.5 Cooperate with flood hazard reduction planning carried out by King County and update policies and development regulations to incorporate appropriate recommendations from these studies.

Policy NE-2.1.6 Mimic natural systems by limiting impervious surfaces and increasing infiltration where appropriate.

OBJECTIVE NE-2.2 Protect slopes from erosion and sliding by limiting development within geologically hazardous areas.

Policy NE-2.2.1 Require land uses permitted in mapped Erosion Hazard Areas to minimize soil disturbance and maximize retention and replacement of native vegetative cover.

Policy NE-2.2.2 Require new development to protect natural vegetation coverage at levels sufficient to moderate surface water runoff and erosion and to protect the integrity of stream channels. When revegetation is required, appropriate native vegetation should be used.

Policy NE-2.2.3 Require grading and construction activities to be conducted with erosion control BMPs and other development controls as necessary to minimize sediment discharge from construction sites.

Policy NE-2.2.4 Require increased surface water management in areas draining over steep and erosive slopes.

Policy NE-2.2.5 Limit development within Landslide Hazard Areas, such as on slopes with a grade of 40 percent or more, unless the risks and adverse impacts associated with such development can be reduced to a non-significant level.

OBJECTIVE NE-2.3 Minimize the potential for damage due to liquefaction and seismic hazards.

Policy NE-2.3.1 In areas with severe seismic hazards, apply Uniform Building Code, and any other necessary special building design and construction measures to minimize the risk of structural damage, fire, and injury to occupants and to prevent post-seismic collapse.

GOAL NE-3 PROTECT AND ENHANCE UNIQUE, VALUABLE, AND CRITICAL PLANTS AND WILDLIFE.

OBJECTIVE NE-3.1 Protect wetlands from encroachment and degradation and encourage wetland restoration.

- Policy NE-3.1.1 Determine wetland boundaries in accordance with the approved federal wetland delineation manual and applicable regional supplements.
- Policy NE-3.1.2 Utilize a wetland classification system that is based on best available science.
- Policy NE-3.1.3 Use mitigation sequencing when reviewing projects to avoid or minimize impacts to environmentally critical areas, consistent with federal and State guidelines.
- Policy NE-3.1.4 Require and enforce mitigation in order to ensure no-net-loss of wetland functions or values within each drainage basin. Acquisition, enhancement, regulations, and incentive programs may be used independently or in combination with one another to protect and enhance wetlands functions.
- Policy NE-3.1.5 Require development adjacent to wetlands to be sited such that wetland functions are protected, an adequate buffer around the wetlands is provided, and significant adverse impacts to wetlands are prevented.
- Policy NE-3.1.6 Protect areas of native vegetation that connect wetland systems. Whenever effective, incentive programs such as buffer averaging, density credit transfers, or appropriate non-regulatory mechanisms should be used.
- Policy NE-3.1.7 Protect the unique hydrologic cycles, soil and water chemistries, and vegetation communities of bogs, fens and other legislatively designated unique wetland ecosystems through the use of BMPs to control and/or treat stormwater within the wetland basin.
- Policy NE-3.1.8 Allow public access to wetlands for scientific and traditional cultural use.
- Policy NE-3.1.9 Where allowed, control public access to trails, ensure critical habitats and species are protected, and ensure hydrological continuity is maintained.
- Policy NE-3.1.10 Allow enhancement or restoration of degraded wetlands to maintain or improve wetland functions, provided that all wetland functions are evaluated in a wetland management plan, and adequate monitoring, code enforcement and evaluation is provided and assured by responsible parties. Restoration or enhancement must result in a net improvement to the functions of the wetland system. Technical assistance to small property owners should be considered.
- Policy NE-3.1.11 Alterations to wetlands may be allowed, only after all wetland functions are evaluated, the least harmful and reasonable alternatives are identified, and affected significant functions are appropriately mitigated, in order to:
- a. Accomplish a public agency or utility development;
 - b. Provide necessary utility and road crossings;

- c. Enhance an ecological function; or,
- d. Avoid a denial of all reasonable use of the property.

Policy NE-3.1.12 Approve wetland mitigation proposals if they would result in improved overall wetland functions within a drainage basin. All wetland functions should be considered. Ensure mitigation sites replace or augment the functions that would be lost as a result of the project proposal. Further, mitigation sites should be located strategically to alleviate habitat fragmentation.

Policy NE-3.1.13 Promote mitigation projects that contribute to an existing wetland system or restore an area that was historically a wetland. The goal for these mitigation projects is no net loss of wetland functions per drainage basin.

Policy NE-3.1.14 Preserve land used for wetland mitigation in perpetuity. Monitoring and maintenance should be provided until the success of the site is established.

Policy NE-3.1.15 Support a cooperative multi-jurisdictional effort to develop a plan for the establishment and utilization of a wetland mitigation banking program or in lieu fee program.

OBJECTIVE NE-3.2 Protect streams from encroachment and degradation and encourage stream restoration.

Policy NE-3.2.1 Protect, enhance, and restore rivers, streams, and lakes, including riparian and shoreline habitat, and prevent environmental degradation. Protect both perennial and intermittent streams to preserve hydrologic and ecological functions, fish and wildlife habitat, recreational resources, and aesthetics.

Policy NE-3.2.2 Daylight natural drainage channels and remove fish barriers to improve and restore habitat.

Policy NE-3.2.3 In partnership with other jurisdictions and interested parties, continue restoring stream and river channels and surrounding riparian areas to enhance water quality and fish and wildlife habitat and to mitigate flooding and erosion. Of particular interest is retention of forest communities along stream and river channels that provide shade and a source of woody debris to the aquatic habitat.

Policy NE-3.2.4 Increase riparian cover and add thermal refugia so that areas of the river will be cool enough to support Chinook salmon migration and survival by 2025.

Policy NE-3.2.5 Maintain natural hydrological functions within the city's ecosystems and watersheds and encourage their restoration to a more natural state.

OBJECTIVE 3.3 Maintain and promote regional biodiversity focusing on native species and habitat within the City, while also eliminating invasive species to the extent possible.

- Policy NE-3.3.1 Protect native plant communities by encouraging management and control of non-native invasive plants, including aquatic plants. Environmentally sound methods of vegetation control, including appropriate use of approved herbicides, should be used to control noxious weeds.
- Policy NE-3.3.2 Recognize that aquatic weeds and toxic algae are a regional issue. Lobby King County to take the lead on a solution to control aquatic weeds and algae on the Sammamish River, Swamp Creek, and Lake Washington. At the same time, facilitate the use of local resources, including volunteers, to reduce aquatic weeds.
- Policy NE-3.3.3 Encourage the use of native plants in landscaping requirements, erosion control projects, and in the restoration of stream banks, lakes, shorelines, and wetlands. Use native plants, mature plantings, and higher densities of biomass when feasible to help reduce non-native species and noxious weeds.
- Policy NE-3.3.4 Maintain fish and wildlife through conservation and enhancement of terrestrial, air, and aquatic habitats.
- Policy NE-3.3.5 Preserve habitats for species which have been identified as endangered, threatened, or critical by the state or federal government.
- Policy NE-3.3.6 Designate and protect natural resources having a primary association with Species of Concern, Priority Species, and Species of Local Importance, including:
- a. Habitat for federal or state listed endangered or threatened species;
 - b. Habitat for state sensitive, and candidate species; animal aggregations considered vulnerable; and those species of recreational, commercial, or tribal importance that are vulnerable as identified and mapped by the State Priority Habitats and Species program.
 - c. Habitat for great blue herons;
 - d. Biodiversity areas and corridors designated and mapped in the Priority Habitats and Species program by the State Department of Fish and Wildlife; and,
 - e. Riparian corridors.
- Policy NE-3.3.7 Identify species which need protection during the development review process.

- Policy NE-3.3.8 Protect salmonid habitats by ensuring that land use and facility plans (transportation, water, sewer, electricity, gas) include riparian and stream habitat conservation measures developed by the County, cities, tribes, service providers, and/or state and federal agencies. Development within basins that contain fish enhancement facilities should consider and mitigate significant adverse impacts to those facilities.
- Policy NE-3.3.9 Work with adjacent jurisdictions, state and federal governments and tribes during land use plan development and site development review to identify and protect habitat networks at jurisdictional boundaries.
- Policy NE-3.3.10 Integrate fish and wildlife habitats into capital improvement projects whenever feasible.
- Policy NE-3.3.11 Regularly review the City's capital projects, and planning and regulatory efforts to ensure consistency with the Federal 4(d) rule.

GOAL NE-4 CONTINUE TO PREPARE FOR AND ADAPT TO LAND USE IMPACTS AND CLIMATE CHANGE.

OBJECTIVE NE-4.1 Consistent with the Land Use and Climate Action Elements, develop policies and strategies that address the impacts of climate change to Kenmore, including public health and safety, economy, infrastructure, water resources, and natural habitat.

- Policy NE-4.1.1 Reduce climate change impacts by:
- Promoting job and population growth within downtown and along SR-522 which supports mass transit, encourages non-motorized travel, and shortens commute distances.
 - Utilizing natural systems to lower atmospheric carbon by establishing regulations to preserve existing forests and promote forest creation on undeveloped lands.
 - Encouraging and incentivizing energy efficiency, conservation practices, and the use of sustainable energy sources in both public and private developments.
 - Collaborating with regional jurisdictions and other partners to develop a common framework for analyzing climate change impacts during environmental reviews under SEPA.
 - Participating in regional efforts to anticipate, prepare for, and adapt to the impacts of climate change on public health and safety, the economy, infrastructure, water resources, and wildlife habitats.
- Policy NE-4.1.2 Reduce greenhouse gas emissions through the following measures:

- Encouraging or incentivizing new developments to use low-emission construction practices, achieve low or zero net lifetime energy requirements, and implement “green” building techniques.
- Participating in regional programs or initiatives aimed at reducing greenhouse gas emissions.
- Promoting mass transit, non-motorized transportation, and other alternatives to single-occupant vehicle trips.
- Prioritizing initiatives that offer the most effective and cost-efficient emission reductions.
- Increasing and encouraging the use of low-emission vehicles, such as efficient electric-powered cars.

Policy NE-4.1.3	As noted in the Climate Action Element, encourage increased density near high-frequency transit, infill and redevelopment in key areas, and the development of middle housing in neighborhoods. Support these efforts with appropriately sized parking, transportation demand management strategies, multi-modal access, park amenities, and green spaces.
Policy NE-4.1.4	Mitigate the effects climate change through various measures, including implementing green building and infrastructure, encouraging solar usage, reduce heat islands through increased tree canopy, and lessening greenhouse gas emissions.
Policy NE-4.1.5	Follow best management practices recommended by state and federal agencies in Kenmore where activities or land use could result in lead contamination, especially in areas with vulnerable populations.
Policy NE-4.1.6	Promote approved voluntary fish and wildlife habitat enhancement projects by private individuals and businesses through educational and incentive programs.
Policy NE-4.1.7	Actively participate in the Watershed Resource Inventory Area (WRIA) 8 Council to ensure that the City’s planning, implementation, and enforcement efforts regarding surface and groundwater, environmentally critical areas, and development regulations are consistent with regional efforts. A central purpose of the watershed planning and implementation should be the recovery of endangered, threatened, sensitive and priority species such as Chinook salmon, steelhead trout and bull trout.

IMPLEMENTATION STRATEGIES⁷

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

- Air quality, lighting, and noise analyses as required by environmental review
- Urban forestry strategies – continuation of periodic tree canopy assessments
- Habitat enhancement and education - continue volunteer and incentive programs, continue to work with local groups supporting ongoing stewardship and restoration efforts in City parks, shorelines and other areas
- Aquatic weed and algae control – continue to provide City resources for aquatic and invasive weed prevention, and algae control.
- As noted and consistent with the Climate Action Element, continue ongoing climate action monitoring and evaluation, including annual climate action progress to Council
- Continue to review and monitor surface and stormwater water management practices
- Erosion control BMPs continue implementation and periodic review and update of regulations and practices
- Sufficiency of wetland, stream, fish and wildlife habitat, flood hazard, seismic hazard, landslide hazard, and erosion hazard regulations – continue periodic review and update of critical area and shoreline regulations for compliance with Best Available Science.
- Sufficiency of design standards for building materials, critical area signage and lighting – continue implementation and periodic review and update.
- Sufficiency of noise standards - Continue implementation of standards and periodic review and update.
- Sufficiency of native vegetation requirements and tree management and protection requirements - Continue implementation of standards and periodic review and update.
- Sufficiency of protection against pollutants, including fertilizer, entering streams, the river and the lake. Continue compliance and periodic review of surface water standards including compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements that requires local governments to manage and control stormwater runoff so that it does not pollute downstream waters.

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

- Working with adjacent, upstream communities on water quality and flooding issues
- Participating in the development of watershed plans

⁷ The implementation strategies above are not an exhaustive list. There are several others that are listed in other City master/action plans (e.g. Surface Water Management, Climate Action).

- Working with King County and the Sammamish River cities to control aquatic weeds and algae on the Sammamish River and Lake Washington
- Establishing a wetland mitigation banking program or in lieu fee program
- Restoring stream channels.
- Further mitigation regarding the impacts of septic systems and water quality.

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SHORELINE ELEMENT



SHORELINE ELEMENT

SHORELINE PURPOSE, INTENT AND PRINCIPLES

INTRODUCTION

Washington's Shoreline Management Act (SMA) was passed by the State Legislature in 1971 and created in response to a growing concern among residents of the state that serious and permanent damage was being done to shorelines by unplanned and uncoordinated development. The goal of the SMA was "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines." While protecting shoreline resources by regulating development, the SMA is also intended to provide for appropriate shoreline use by encouraging land uses that enhance and conserve shoreline functions and values.

The primary responsibility for administering the SMA is assigned to local governments through local shoreline master programs (SMPs), adopted under guidelines established by Ecology. The guidelines (WAC 173-26) establish goals and policies that provide a framework for development standards and use regulations in the shoreline. The State legislature established new guidelines in 2003 requiring all cities and counties to update shoreline policies and regulations. The new shoreline guidelines set a higher level of environmental protection for shorelines in the state and a goal of "no net loss" of shoreline function. Local SMPs are to be based on these State guidelines and tailored to the specific conditions and needs of individual communities. The SMP is also meant to be a comprehensive vision of how the shoreline area will be managed over time.

Kenmore adopted King County's original 1978 SMP when the City incorporated in 1998. The 2012 Shoreline Master Program update was drafted to meet State guidelines and develop a program more tailored to the City's current shoreline conditions and land use plans. In 2019, the City's SMP was updated as required by State law.

EXISTING CONDITIONS

The existing conditions of Kenmore's shorelines were evaluated in the Shoreline Inventory and Analysis (2008). That evaluation included a description of ecosystem and watershed processes, the physical environment and water quality of each water body, biological resources, cultural resources, land use and public access.

SHORELINE MANAGEMENT PURPOSE AND INTENT

These policies briefly define the overall purpose and intent of Kenmore's Shoreline Master Program and reference the City's regulatory authority to manage shorelines of the state. The language in this section is entirely based on WAC 173-26 and RCW 90.58.020.

Authority

Authority for enactment and administration of this Program is the Shoreline Management Act of 1971, Chapter 90.58, Revised Code of Washington (RCW), also referred to herein as "the Act."

Purpose and Intent

The purpose of this Program is: (A) to promote the public health, safety, and general welfare of the community by providing long range, comprehensive policies and effective, reasonable regulations for development and use of City of Kenmore shorelines; (B) to manage shorelines in a positive, effective, and equitable manner; and (C) to further assume and carry out the responsibilities established by the Act for the City of Kenmore, and to adopt and foster the following policy contained in RCW 90.58.020 for shorelines of the State:

It is the policy of the State to provide for the management of the shorelines of the State by planning for and fostering all reasonable and appropriate uses. This policy is designed to insure the development of these shorelines in a manner which, while allowing for limited reduction of rights of the public in the navigable waters, will promote and enhance the public interest. This policy contemplates protecting against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the State and their aquatic life, while protecting generally public rights of navigation and corollary rights incidental thereto.

In the implementation of this policy the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the State shall be preserved to the greatest extent feasible consistent with the overall best interest of the State and the people generally. To this end uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment or are unique to or dependent upon use of the State's shoreline. Alterations of the natural condition of the shorelines of the State, in those limited instances when authorized, shall be given priority for single family residences and their appurtenant structures, ports, shoreline recreational uses including, but not limited to, parks, marinas, piers, and other improvements facilitating public access to shorelines of the State, industrial and commercial developments which are particularly dependent on their location on or use of the shorelines of the State and other development that will provide an opportunity for substantial numbers of the people to enjoy the shorelines of the State.

Alterations of the natural condition of the shorelines and shorelands of the state shall be recognized by the department. Shorelines and shorelands of the state shall be appropriately classified and these classifications shall be revised when circumstances warrant regardless of whether the change in circumstances occurs through man-made causes or natural causes. Any areas resulting from alterations of the natural condition of the shorelines and shorelands of the state no longer meeting the definition of "shorelines of the state" shall not be subject to the provisions of chapter 90.58 RCW.

Permitted uses in the shorelines of the State shall be designed and conducted in a manner to minimize, insofar as practical, any resultant damage to the ecology and environment of the shoreline area and any interference with the public's use of the water.

Governing Principles

The following principles along with the policy statements of RCW 90.58.020 establish basic concepts that underpin the goals, policies and regulations of this Shoreline Master Program.

- A. Any inconsistencies between this Program and the Act must be resolved in accordance with the Act.
- B. The policies of this Program may be achieved by diverse means, one of which is regulation. Other means, authorized by the Act, include but are not limited to: acquisition of lands and/or easements by

Other means, authorized by the Act, include but are not limited to: acquisition of lands and/or easements by purchase or gift, incentive programs, and implementation of capital facility and/ or non-structural programs.

- C. Protecting the shoreline environment is an essential statewide policy goal, consistent with other policy goals. Permitted and/or exempt development; actions taken prior to the Act's adoption; and/or unregulated activities can impair shoreline ecological processes and functions. This Program protects shoreline ecology from such impairments in the following ways:
 - 1. By using a process that identifies, inventories, and ensures meaningful understanding of current and potential ecological functions provided by shorelines.
 - 2. By including policies and regulations that require mitigation of adverse impacts in a manner that ensures no net loss of shoreline ecological functions. The required mitigation shall include avoidance, minimization, and compensation of impacts in accordance with the policies and regulations for mitigation sequencing in KMC 18.55.210. This Program and any future amendment hereto shall ensure no net loss of shoreline ecological functions and processes on a programmatic basis in accordance with the baseline functions present as of the date of adoption of this Program.
 - 3. By including policies and regulations to address cumulative impacts, including ensuring that the cumulative effect of exempt development will not cause a net loss of shoreline ecological functions, and by fairly allocating the burden of addressing such impacts among development opportunities.
 - 4. By including regulations and regulatory incentives designed to protect shoreline ecological functions, and restore impaired ecological functions where such opportunities have been identified, consistent with the City of Kenmore Shoreline Restoration Plan.
- D. Regulation of private property – to implement Program goals such as public access and protection of ecological functions and processes – must be consistent with all relevant constitutional and other legal limitations. These include, but are not limited to, civil rights guaranteed by the U.S. and State constitutions, recent federal and state case law, and state statutes.
- E. Regulatory or administrative actions contained herein must be implemented consistent with the Public Trust Doctrine and other applicable legal principles as appropriate and must not unconstitutionally infringe on private property rights or

result in an unconstitutional taking of private property.

- F. The regulatory provisions of this Program are limited to shorelines of the state, whereas the Shoreline Restoration Plan may extend beyond the designated shoreline boundaries.
- G. The policies and regulations established by the Program must be integrated and coordinated with those policies and rules of the City of Kenmore Comprehensive Plan and development regulations adopted under the Growth Management Act (GMA).
- H. Consistent with the policy and use preferences of RCW 90.58.020, the City of Kenmore should balance the various policy goals of this Program giving consideration to other relevant local, state, and federal regulatory and non-regulatory programs.

SHORELINE JURISDICTION

This section provides an overview of Kenmore's shoreline jurisdiction, the area where the Shoreline Management Act applies. "Shorelines" means lakes greater than 20 acres and rivers and streams with a minimum of twenty cubic feet per second mean annual flow, including the entire water body waterward from the ordinary high-water mark (OHWM) from its centerline or point, all water below the surface, and associated shorelands (RCW 90.58.030(2)(d)). Under the SMA, the shoreline jurisdiction includes areas that are 200 feet landward of the OHWM of shorelines and their adjacent shorelands, defined in Kenmore as the upland area within 200 feet of the OHWM, as well as any associated wetlands and floodplains.

Three waterbodies in Kenmore (Lake Washington, the Sammamish River, and Swamp Creek) are regulated under the SMA and the City's Shoreline Master Program (SMP). Lake Washington is the only shoreline designated as a "shoreline of statewide significance" under the SMA [RCW 90.58.030(2)e].

The Kenmore shoreline jurisdiction is shown on the Shoreline Environment Designations Map, **Figure LU-12**.

SHORELINES OF STATEWIDE SIGNIFICANCE

This section includes principles and policies for managing shorelines of statewide significance. In the City of Kenmore, shorelines of statewide significance include only the Lake Washington shoreline, as it is a lake with a surface acreage over 1,000 acres. The Shoreline Management Act sets specific use priorities for these shorelines and calls for a higher level of effort in implementing policy goals. The state legislature declared that the public interest shall be paramount in the management of shorelines of statewide significance.

- Policy LU-16.1.1 The public interest in the use and enjoyment of shorelines of statewide significance in the City of Kenmore shall be paramount.

Management goals for shorelines of statewide significance were ranked in order of preference by the State (i.e., the first goal must be given priority over all subsequent goals), as listed in the following policy.

Policy LU-16.1.2 In developing and implementing its Shoreline Master Program for Lake Washington, the City of Kenmore shall give preference, in the following order, to uses that:

1. Recognize and protect the statewide interest over local interest;
2. Preserve the natural character of the shoreline;
3. Result in long-term over short-term benefit;
4. Protect the resources and ecology of the shoreline;
5. Increase public access to publicly owned areas of the shorelines;
6. Increase recreational opportunities for the public in the shoreline; and
7. Provide for any other element as defined in RCW 90.58.100.

SHORELINE ENVIRONMENT DESIGNATIONS

The Kenmore shoreline environment designations are shown on the Shoreline Environment Designations Map, **Figure LU-12**.

GOAL 17. IMPLEMENT THE OBJECTIVES, PURPOSE, DESIGNATION CRITERIA AND POLICIES FOR EACH SHORELINE ENVIRONMENT.

17.1 Downtown Waterfront Environment

Purpose: The purpose of the Downtown Waterfront Environment is to provide for mixed urban water- oriented uses, public access and recreation while protecting existing ecological functions.

Designation Criteria: The shoreline along the contiguous downtown waterfront that is zoned regional business and waterfront commercial in KMC Title 18 and does not meet the requirement for other designations is to be assigned the Downtown Waterfront Environment designation.

Management Policies

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| Policy LU-17.1.1 | Emphasis should be given to developing visual and physical public access to the shoreline in the Downtown Waterfront Environment. |
| Policy LU-17.1.2 | Multiple uses of the shoreline should be encouraged. |
| Policy LU-17.1.3 | Redevelopment and renewal should be encouraged in order to accommodate future users and capitalize on the shoreline resource. |
| Policy LU-17.1.4 | Aesthetic improvement should be actively promoted by means of sign |

control regulations, architectural design standards, appropriate development siting, landscaping requirements (such as encouraging shoreline revegetation), and other development standards.

Policy LU-17.1.5 Development should not cause adverse impacts to existing ecological functions. Any adverse impacts shall be mitigated. Where applicable, new development shall include environmental cleanup of the shoreline in accordance with relevant state and federal laws.

Policy LU-17.1.6 Water-dependent, water-related and water-enjoyment uses should be a priority over other uses in this Environment. Non-water-oriented uses should not be allowed except as part of mixed-use developments that include water-dependent and water-related uses. A non-water-oriented development can be considered water-oriented if public access for a significant number of persons is provided.

Policy LU-17.1.7 Encourage redevelopment of industrial sites into mixed urban uses, including public access, recreation, residential, and commercial uses.

Policy LU-17.1.8 Identify strategic shoreline public access points and pursue linkages between public spaces along the waterfront. The Downtown Sub-Element, Transportation Element and the Parks, Recreation and Open Space Plan provide guidance for strategic shoreline public access points and linkages and should be used in regulating the location of public access improvements.

17.2 Swamp Creek Commercial Environment

Purpose: The purpose of the Swamp Creek Commercial Environment is to recognize existing and planned high-intensity commercial and high-density residential uses while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded.

Designation criteria: A Swamp Creek Commercial Environment designation should be assigned to shoreline areas adjacent to Swamp Creek if any of the following characteristics apply:

(A) The shoreline currently supports high-intensity commercial or high-density residential uses, and is designated in the Comprehensive Plan and zoned to remain high-intensity, and

(B) The shoreline does not meet the requirement for Urban Conservancy Environment or Shoreline Residential Environment designations.

Management Policies

Policy LU-17.2.1 In regulating uses in the "Swamp Creek Commercial" environment, water-oriented uses are a priority over non-water-oriented uses.

- Policy LU-17.2.2 Non-water-oriented uses should be allowed in the following circumstances:
- A. As part of mixed use developments with water-dependent, water-related, or water-enjoyment uses;
 - B. When they provide substantial improvements to the degraded buffer along Swamp Creek;
 - C. When they do not conflict with or limit opportunities for water-oriented uses; or
 - D. Where there is no direct access to the shoreline.
- Policy LU-17.2.3 Development proposals should be designed or mitigated to assure no net loss of shoreline ecological functions.
- Policy LU-17.2.4 Full utilization of the Swamp Creek Commercial designated land should be achieved before further expansion of intensive development is allowed.
- Policy LU-17.2.5 Where applicable, new development should include environmental cleanup of the shoreline, with restoration of the shoreline, in accordance with relevant state and federal laws governing sites that are contaminated by hazardous substances.
- Policy LU-17.2.6 Where feasible, visual and physical public access should be required consistent with the policies in Section 19, Public Access, Recreation and Views and Aesthetics, and SMP regulations.
- Policy LU-17.2.7 Development in the Swamp Creek Commercial designation should conform to sign control regulations, site plan requirements, landscaping standards, and commercial and multifamily design standards.
- Policy LU-17.2.8 Development should meet shoreline buffer standards and maintain natural vegetation.

17.3 Shoreline Residential Environment

Purpose: The purpose of the Shoreline Residential Environment is to accommodate residential development and appurtenant structures that are consistent with the Shoreline Sub-Element. An additional purpose is to provide appropriate public access and recreational uses within new multifamily developments or on public property.

Designation Criteria: The Shoreline Residential Environment designation should be assigned to shoreline areas if they are predominantly developed with single-family or multifamily residential development or are planned and platted for residential development, and the shoreline areas do not meet the criteria for other designations.

Management Policies

- Policy LU-17.3.1 Standards for density or minimum frontage width, setbacks, lot coverage limitations, buffers, shoreline stabilization, vegetation conservation, critical area protection, and water quality shall be set considering the environmental limitations and sensitivity of the shoreline area and the level of infrastructure and services available.
- Policy LU-17.3.2 Multifamily and multi-lot residential and recreational developments should provide public access and community recreational facilities.
- Policy LU-17.3.3 Access, utilities, and public services should be available and adequate to serve existing needs and planned future development.

17.4 Urban Conservancy Environment

Purpose: The purpose of the Urban Conservancy Environment is to protect and restore ecological functions of open space, streams, wetlands, and floodplains where they exist in urban and developed settings, including areas below the ordinary high-water mark in Swamp Creek, while allowing a variety of compatible uses.

Designation Criteria: An Urban Conservancy Environment designation is assigned to shoreline areas appropriate and planned for development that is compatible with maintaining or restoring ecological functions of the area. This designation should be applied when:

- (A) The shoreline is suitable for water-related or water-enjoyment uses and public access and recreation-related water-dependent uses;
- (B) The shoreline includes open space, floodplain or other sensitive areas that should not be more intensively developed;
- (C) The shoreline has been altered but retains important ecological functions;
- (D) The shoreline has potential for ecological restoration or is a restoration priority; or
- (E) The shoreline has potential for development that is compatible with ecological restoration.

Management Policies

- Policy LU-17.4.1 Uses that preserve the natural character of the area or promote preservation of open space, floodplain or critical areas either directly or over the long term should be the primary allowed uses in the Urban Conservancy Environment. Uses that result in the restoration of ecological functions are allowed if the use is otherwise compatible with the purpose of the Environment.
- Policy LU-17.4.2 New development should be restricted to those which are compatible with the natural and biophysical limitations of the land and water.

- Policy LU-17.4.3 Commercial and industrial uses are generally discouraged, but commercial uses consistent with underlying zoning may be allowed if accompanied by ecological restoration and public access enhancement.
- Policy LU-17.4.4 Diverse public access and recreational activities which are compatible with the Urban Conservancy Environment should be encouraged when adverse ecological impacts can be mitigated.
- Policy LU-17.4.5 Development which would be a hazard to public health and safety or would materially interfere with existing ecological processes and functions should not be allowed.
- Policy LU-17.4.6 Water-oriented uses should be given priority over non-water-oriented uses. For shoreline areas in the Urban Conservancy Environment adjacent to Lake Washington and the Sammamish River, water-dependent uses should be given highest priority.
- Policy LU-17.4.7 Standards for residential density and development shall be set considering the environmental limitations and sensitivity of the shoreline area and the level of infrastructure and services available.
- Policy LU-17.4.8 New structural flood control devices should be strongly discouraged in the Urban Conservancy Environment.
- Policy LU-17.4.9 Developments should not be allowed unless connected to a sewer line.
- Policy LU-17.4.10 Developments should be regulated so as to minimize the following: erosion or sedimentation, the adverse impact on aquatic habitats and substantial degradation of the existing character of the Urban Conservancy Environment.
- Policy LU-17.4.11 Standards should be established for shoreline stabilization measures, vegetation conservation, water quality and shoreline modifications within the Urban Conservancy Environment.
- Policy LU-17.4.12 The protection and restoration of stream 0056 where it flows into Lake Washington should be prioritized.

17.5 Natural Environment

Purpose: The purpose of the Natural Environment is to protect public shoreline areas that include ecologically intact or minimally altered shorelines. Only low intensity uses are to be allowed in this Environment to maintain existing ecological processes and functions.

Designation Criteria: A Natural Environment designation is assigned to shoreline areas if any of the following characteristics apply:

- (A) A relatively large, contiguous area of the shoreline is in public ownership and ecologically intact or minimally altered;

(B) The shoreline represents ecological processes or functions that provide educational or scientific opportunities; or

(C) The shoreline is unable to support active uses or development without adverse impacts to ecological functions.

Management Policies

- Policy LU-17.5.1 The Natural Environment should remain free from development or uses that would degrade the ecological functions or adversely affect their natural character.
- Policy LU-17.5.2 The intensity and type of uses permitted should be restricted in the Natural Environment to maintain the natural systems and resources in their natural condition. The following new uses should not be allowed in the Natural Environment: commercial uses, industrial uses, non-water-oriented recreation, and roads, utility corridors, and parking areas that can be located outside of the Natural Environment.
- Policy LU-17.5.3 Limited access should be allowed to areas in the Natural Environment.
- Policy LU-17.5.4 Uses that are consumptive of the physical and biological resources or that may degrade the actual or potential value of the Natural Environment should be prohibited.
- Policy LU-17.5.5 Uses and activities in locations adjacent to the Natural Environment should be strictly regulated to ensure that the integrity of the shoreline ecology is not compromised.
- Policy LU-17.5.6 Scientific, historical, cultural and educational research uses and low-intensity water-oriented recreational access uses may be allowed provided that no adverse impact on the area will result.
- Policy LU-17.5.7 New development or significant vegetation removal that would reduce the capability of vegetation to perform normal ecological functions should not be allowed. The subdivision of property in a configuration that, to achieve its intended purpose, will require significant vegetation removal or shoreline modification that adversely affects ecological functions should not be allowed.

17.6 Aquatic Environment

Purpose: The purpose of the Aquatic Environment is to protect, restore, and manage the unique characteristics and resources of navigable areas waterward of the ordinary high-water mark on the Sammamish River and Lake Washington.

Designation Criteria: Lake Washington and the Sammamish River below (waterward of) the ordinary high-water mark are to be designated as Aquatic Environment. In Lake Washington,

the Aquatic Environment extends to the centerline of the lake.

Management Policies

- Policy LU-17.6.1 New over-water structures should be limited, with priority given to water-dependent uses, public access and ecological restoration.
- Policy LU-17.6.2 The size of new over-water structures should be limited to the minimum necessary to support the structure's intended use.
- Policy LU-17.6.3 To reduce the adverse impacts of shoreline development and increase effective use of water resources, multi-purpose use of over-water facilities should be encouraged.
- Policy LU-17.6.4 All developments and uses on navigable waters or their beds should be located and designed to minimize interference with surface navigation, to consider any adverse impacts to public views, and to allow for the safe unobstructed passage of fish and wildlife, particularly those species dependent on migration.
- Policy LU-17.6.5 Uses that adversely affect the ecological functions of critical freshwater habitats should not be allowed except where necessary to achieve the objectives of RCW 90.58.020 and impacts shall be mitigated.
- Policy LU-17.6.6 Shoreline uses and modifications should be designed and managed to prevent degradation of water quality and alteration of natural hydrologic conditions.

GENERAL SHORELINE MANAGEMENT POLICIES

General shoreline management policies apply regardless of environment designation unless specifically stated within the policy, and are intended to provide general guidance in the management of shorelines. These general policies are organized by shoreline element.

18.Economic Development

GOAL 18.1. SHORELINE DEPENDENT DEVELOPMENT SHOULD PROVIDE LONG RANGE ECONOMIC BENEFITS WHILE ENSURING COMPATIBILITY WITH ENVIRONMENTAL AND LAND USE GOALS.

- Policy LU-18.1.1 Kenmore should plan for the location and design of transportation facilities, tourist facilities, commerce and other developments that are particularly dependent on their location on or use of the shorelines of the state.
- Policy LU-18.1.2 New economic development in the shoreline should be encouraged to locate in the Downtown Waterfront Environment.

- Policy LU-18.1.3 Economic development should be designed to minimize actual shoreline space occupied.
- Policy LU-18.1.4 Economic development in the shoreline involving high-intensity commercial land use should be confined to the Downtown Waterfront.
- Policy LU-18.1.5 Cooperative use of docks, parking and storage facilities should be encouraged among commercial uses along the shoreline.

GOAL 18.2. SHORELINE ECONOMIC DEVELOPMENT SHOULD PROVIDE PUBLIC PHYSICAL AND VISUAL AVAILABILITY TO THE WATER, CONSISTENT WITH PUBLIC HEALTH AND SAFETY.

- Policy LU-18.2.1 Overlook points, historic areas and points of public access to the shoreline should be considered in commercial site planning.
- Policy LU-18.2.2 Economic development in the shoreline that utilizes public land should be designed to include public viewpoints, waterfront restaurants, and similar public facilities.
- Policy LU-18.2.3 Structures placed in the water for economic purposes should be designed to prevent adverse impacts to shoreline ecological processes and functions.
- Policy LU-18.2.4 Economic development in the shoreline should be prohibited in identified environmentally critical areas.

GOAL 18.3. WHENEVER FEASIBLE, WATERFRONT ECONOMIC DEVELOPMENT SITES SHOULD BE LOCATED IN AREAS THAT ARE ALREADY DEVELOPED WITH SIMILAR USES AND PLANNED SO AS TO PROVIDE MULTIPLE USES OF THE SHORELINES OF THE STATE.

- Policy LU-18.3.1 Consistent with public safety, waterfront developments should be encouraged to provide public access and water-oriented recreation.
- Policy LU-18.3.2 In siting economic development in the shoreline, water-dependent uses should be given priority over water-oriented uses.
- Policy LU-18.3.4 To support the long-range economic base in Kenmore, shoreline economic development should include mixed urban uses, and shoreline public access and recreation should be encouraged.

GOAL 18.4. PRIORITY SHOULD BE GIVEN TO THOSE SHORELINE ECONOMIC DEVELOPMENTS WHICH MAINTAIN OPTIONS FOR FUTURE USERS OF THE WATER.

- Policy LU-18.4.1 Development of commercial and recreational fisheries should be encouraged through measures to protect and restore fish habitat and provision for boating facilities.

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| Policy LU-18.4.2 | Mining, dredging, channelizing or filling of shoreline should be discouraged. |
| Policy LU-18.4.3 | Priority should be given shoreline economic development of renewable over non-renewable resources. |
| Policy LU-18.4.4 | In order to ensure that treaty rights are respected, public notice of application should be provided to affected tribes on all projects requiring general public notice. |

19. Public Access, Recreation and Views and Aesthetics

Public Access

GOAL 19.1. INCREASE THE ABILITY OF THE GENERAL PUBLIC TO REACH, TOUCH AND ENJOY THE WATER'S EDGE, TO TRAVEL ON THE WATERS OF THE STATE, AND TO VIEW THE WATER AND THE SHORELINE FROM ADJACENT LOCATIONS, PROVIDED THAT PRIVATE PROPERTY RIGHTS, PUBLIC SAFETY AND SHORELINE ECOLOGICAL PROCESSES AND FUNCTIONS ARE PROTECTED CONSISTENT WITH THE U.S. AND STATE CONSTITUTIONS, STATE CASE LAW, AND STATE STATUTES.

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| Policy LU-19.1.1 | Development for the purpose of public access should respect and protect the enjoyment of private property rights along shorelines. |
| Policy LU-19.1.2 | Shoreline public access areas should be planned to provide for ancillary facilities such as parking and sanitation when appropriate. |
| Policy LU-19.1.3 | Shoreline public access and ancillary facilities should be designed and developed to provide adequate protection for adjacent private properties. |
| Policy LU-19.1.4 | Appropriate signs should be used to designate publicly owned shorelines and designated public access on public shorelines. |
| Policy LU-19.1.5 | Public access to and along the water's edge should be available in publicly owned shorelines that are tolerant of human activity. |

GOAL 19.2. PUBLIC ACCESS AND RECREATION SITES AND FACILITIES SHOULD BE WELL-MAINTAINED AND OPERATED.

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| Policy LU-19.2.1 | Public access should be policed and improved consistent with the planned intensity of recreational use. |
| Policy LU-19.2.2 | Shoreline public access should be limited to low-intensity, passive recreation in the Natural and Urban Conservancy Environments. |

GOAL 19.3. PRIORITY FOR ACCESS ACQUISITION SHOULD CONSIDER RESOURCE DESIRABILITY, AVAILABILITY AND PROXIMITY OF POPULATION.

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| Policy LU-19.3.1 | Where appropriate, improve, pursue or develop shoreline access, |
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including, but not limited to, open space, boat launches, fishing facilities, trails, and streetscaping on publicly owned shorelands consistent with the Parks, Recreation and Open Space Plan, Downtown Sub-Element and Transportation Element.

GOAL 19.4. PHYSICAL OR VISUAL ACCESS TO SHORELINES SHOULD BE REQUIRED AS A CONDITION OF APPROVAL FOR SHORELINE DEVELOPMENT ACTIVITIES COMMENSURATE WITH THE ADVERSE IMPACTS OF NEW MULTI-FAMILY AND COMMERCIAL SHORELINE DEVELOPMENT AND THE CORRESPONDING BENEFIT TO THE PUBLIC OF SUCH DEVELOPMENT, CONSISTENT WITH CONSTITUTIONAL LIMITATIONS.

- Policy LU-19.4.1 The City should provide incentives to encourage multi-family and commercial private property owners to provide public shoreline access.
- Policy LU-19.4.2 Public pedestrian easements should be required in future shoreline land use actions whenever shoreline features are appropriate for public use.
- Policy LU-19.4.3 Shorelines of the state that include but are not limited to any of the following conditions should be considered for pedestrian easements:
- a. Where a proposed trail in the Parks, Recreation and Open Space Plan, Downtown Sub-Element or Transportation Element is planned along the shoreline.
 - b. Areas presently being legally used or historically having been legally used by the public along the shoreline for access.
- Policy LU-19.4.4 Public access opportunities identified in the Shoreline Inventory and Characterization should be pursued as feasible over time to increase and improve public access to the shoreline.

GOAL 19.5. PUBLIC ACCESS TO SHORELINES OF THE STATE SHOULD BE DEVELOPED IN A WIDE RANGE OF LOCATIONS AND SHOULD BE OPEN TO ALL PEOPLE.

- Policy LU-19.5.1 Viewpoints, lookouts, and vistas of shorelines of the state and wetlands should be publicly accessible.
- Policy LU-19.5.2 Where appropriate, utility and transportation rights-of-way on the shoreline should be made available for public access and use.
- Policy LU-19.5.3 Publicly-owned street ends that abut the shoreline should be retained or reclaimed for public access.
- Policy LU-19.5.4 Shoreline recreational facilities and other public access points should be connected by trails, bicycle pathways and other access links where appropriate, as consistent with the Parks, Recreation and Open Space Plan, Downtown Sub-Element and Transportation Element.

- Policy LU-19.5.5 Public access points should be of a nature and scale that would be compatible with adjacent land uses, water-dependent uses, navigation and protection of natural features, including aquatic habitat.
- Policy LU-19.5.6 Public access should respect and protect ecological processes and functions and aesthetic values in the shorelines of the state.
- Policy LU-19.5.7 Environmentally critical areas in shoreline areas should be retained as open space. Public access and use should be allowed where there is no net loss of shoreline ecological processes and functions.

GOAL 19.6. PROVIDE FOR THE PRESERVATION AND EXPANSION OF SHORELINE-DEPENDENT AND WATER-ORIENTED RECREATION OPPORTUNITIES THAT FACILITATE THE PUBLIC'S ABILITY TO ENJOY THE PHYSICAL AND AESTHETIC QUALITIES OF THE SHORELINE THROUGH PARKS, PUBLIC ACCESS TO BEACHES, BICYCLE AND PEDESTRIAN TRAILS, VIEWPOINTS, AND OTHER RECREATIONAL AMENITIES.

GOAL 19.7. AREAS CONTAINING SPECIAL SHORELINE RECREATION QUALITIES NOT EASILY DUPLICATED SHOULD BE AVAILABLE FOR PUBLIC USE AND ENJOYMENT.

- Policy LU-19.7.1 Opportunities should be provided for the public to understand natural shoreline processes and experience natural resource features in diverse forms of water- oriented recreation.

Recreation

GOAL 19.8. SHORELINE RECREATIONAL MANAGEMENT AND DEVELOPMENT SHOULD PROTECT SHORELINE ECOLOGICAL PROCESSES AND FUNCTIONS.

- Policy LU-19.8.1 Low-intensity recreational uses should be allowed along intact shorelines; service facilities such as parking lots and adequate sanitary facilities should only be allowed where appropriate.
- Policy LU-19.8.2 Already popular beaches and other predominantly undeveloped shorelines should be available and designated as medium-intensity recreational use areas to be free from expansive development; intensity of use should be consistent with the protection of shoreline ecological processes and functions.
- Policy LU-19.8.3 Small or linear portions of the shoreline in public ownership that are suitable for recreational purposes should be made available for variable intensities of use, which may include vista points, pedestrian walkways, water entry points, street-ends, and shoreline areas adjacent to waterfront roads.

- Policy LU-19.8.4 Overall design and development in shoreline recreational areas should be responsive to the site characteristics of those areas and be consistent with the level of use in the area concerned.
- Policy LU-19.8.5 Non-water-oriented recreational facility development should be located inland away from the water's edge except where appropriate in the Downtown Waterfront Environment.

GOAL 19.9. THE PROVISION OF ADEQUATE PUBLIC SHORELINE RECREATION LANDS SHOULD BE BASED ON AN ACQUISITION PLAN WITH CLEAR PUBLIC INTENT.

GOAL 19.10. A BALANCED VARIETY OF RECREATIONAL OPPORTUNITIES SHOULD BE PROVIDED REGIONALLY FOR PEOPLE OF DIFFERENT AGES, HEALTH, FAMILY STATUS, AND FINANCIAL ABILITY.

- Policy LU-19.10.1 Appropriate specialized recreation facilities should be provided for those with disabilities or others who might need them.
- Policy LU-19.10.2 Shoreline recreation areas should provide opportunities for different use intensities ranging from low (solitude) to high (many people).
- Policy LU-19.10.3 Opportunities for shoreline recreational experiences should include a wide range of accessibility and duration of use.
- Policy LU-19.10.3.5 Shoreline recreational experiences should include a wide range of different areas from remote-outdoor undeveloped areas to highly developed indoor- outdoor areas.
- Policy LU-19.10.4 Recreational development should meet the demands of population growth consistent with the protection of shoreline ecological processes and functions.
- Policy LU-19.10.5 Encourage private and public investment in recreation facilities.
- Policy LU-19.10.6 Locate, design, and operate recreational development in a manner that minimizes adverse effects on adjacent properties as well as other social, recreational, or economic activities.

Views and Aesthetics

GOAL 19.11. SCENIC, AESTHETIC AND ECOLOGICAL QUALITIES OF NATURAL AND DEVELOPED SHORELINES SHOULD BE PRESERVED AS VALUABLE RESOURCES.

- Policy LU-19.11.1 In shoreline areas, the natural topography should not be substantially altered.
- Policy LU-19.11.2 Setbacks should be established for new development and redevelopment in the shoreline jurisdiction to minimize adverse impacts to views of the

water by the public and adjacent uses and to protect the visual quality of views of the shoreline.

Policy LU-19.11.3 Shoreline structures should be sited and designed to minimize view obstruction and should be visually compatible with the shoreline character.

Policy LU-19.11.4 Public viewing and interpretation should be encouraged at or near

commercial and governmental shoreline development when consistent with security and public safety.

20. Circulation

GOAL 20.1. CIRCULATION SYSTEMS IN SHORELINE AREAS SHOULD BE LIMITED TO THOSE THAT ARE SHORELINE DEPENDENT, THOSE THAT WOULD SERVE SHORELINE-DEPENDENT USES, AND THOSE THAT WOULD PROTECT SHORELINE ECOLOGICAL PROCESSES AND FUNCTIONS.

GOAL 20.2 NEW SURFACE TRANSPORTATION DEVELOPMENT SHOULD BE DESIGNED TO PROVIDE THE BEST POSSIBLE SERVICE WITH THE LEAST POSSIBLE INFRINGEMENT UPON THE SHORELINE ENVIRONMENT. ANY ADVERSE IMPACTS TO SHORELINE ECOLOGICAL PROCESSES AND FUNCTIONS SHOULD BE MINIMIZED AND MITIGATED.

Policy LU- 20.2.1 New transportation facilities and improvements to existing facilities that substantially increase levels of air, noise, odor, visual or water pollution should be discouraged.

Policy LU- 20.2.2 Transportation corridors should be designed to harmonize with the topography and other natural characteristics of the shoreline through which they traverse.

Policy LU- 20.2.3 Surface transportation facilities in shoreline areas should be set back from the ordinary high-water mark far enough to make unnecessary such protective measures as bank stabilization, landfill, bulkheads, groins, jetties or substantial site regrade.

Policy LU- 20.2.4 New transportation developments in shoreline areas should provide turnout areas for scenic stops and off-road rest areas where the topography, view and natural features warrant.

Policy LU- 20.2.5 Shoreline roadway corridors with historic significance or great aesthetic quality should be retained and maintained for those characteristics.

Policy LU- 20.2.6 The City should encourage new transportation facilities crossing lakes, streams, rivers or wetlands to locate in existing corridors except where any adverse impact can be minimized by selecting an alternate corridor.

GOAL 20.3. SHORELINE CIRCULATION SYSTEMS SHOULD ENCOURAGE ALTERNATIVE ROUTES AND MODES OF TRAVEL.

- Policy LU- 20.3.1 Future development and maintenance of ferry services on Lake Washington should be encouraged in the Downtown Waterfront Environment and integrated with the overall transportation system.
- Policy LU- 20.3.2 Circulation routes should provide for non-motorized means of travel.
- Policy LU- 20.3.3 The City should develop a public trail system along the north shore of the Sammamish River and through the Downtown Waterfront Environment on Lake Washington, as consistent with the Downtown Sub-Element, the Transportation Element and the Parks, Recreation and Open Space Plan.

GOAL 20.4. CIRCULATION SYSTEMS SHOULD BE LOCATED AND ATTRACTIVELY DESIGNED SO AS NOT TO UNNECESSARILY OR UNREASONABLY REDUCE THE BENEFITS DERIVED FROM PRIVATE PROPERTY.

- Policy LU- 20.4.1 Motorized vehicular traffic on beaches and other natural shoreline areas should be prohibited.
- Policy LU- 20.4.2 Transportation facilities providing access to shoreline development should be planned and designated in scale and character with the use proposed and should consider the future economic and social needs of the community consistent with the policies of the Kenmore SMP.

GOAL 20.5. CIRCULATION SYSTEMS DISRUPTIVE TO PUBLIC SHORELINE ACCESS AND OTHER SHORELINE USES SHOULD BE RELOCATED WHERE FEASIBLE.

- Policy LU- 20.5.1 Transportation elements disruptive to the shoreline character that cannot feasibly be relocated should be conditioned or landscaped to minimize visual and noise pollution.
- Policy LU- 20.5.2 Kenmore should promote and encourage modes of transportation that consume the least amount of energy and produce the least pollution while providing the best efficiency.

21. Conservation and Protection

GOAL 21.1. PRESERVE OR DEVELOP SHORELINES, ADJACENT UPLANDS, AND ADJACENT WATER AREAS IN A MANNER THAT ENSURES NO NET LOSS OF SHORELINE ECOLOGICAL PROCESSES AND FUNCTIONS.

- Policy LU-21.1.1 Kenmore should support efforts to improve stream conditions and fish habitat, including re-establishing access to spawning and rearing areas.

- Policy LU-21.1.2 Buffers or setbacks should be established for new development and redevelopment in the shoreline jurisdiction to protect existing shoreline ecological processes and functions and to provide space for shoreline vegetation preservation and enhancement.
- Policy LU-21.1.3 Where appropriate, land and water uses should be located so that they do not interfere with the restoration or enhancement of shoreline ecological processes and functions.
- Policy LU-21.1.4 Environmentally critical areas in the shoreline, including critical freshwater habitats, should be protected from uses or activities that will have adverse effects.
- Policy LU-21.1.5 Kenmore should seek and use any available monitoring data on shoreline conditions in regulating development and making decisions that affect shoreline use, including, but not limited to, water quality monitoring by King County and the Department of Ecology, and monitoring data from hazardous material cleanup sites. The most recent data regarding a cleanup site should be obtained prior to issuing any permits for development on such sites.

GOAL 21.2. ENSURE PRESERVATION OF UNIQUE AND NON-RENEWABLE NATURAL RESOURCES AND ENSURE CONSERVATION OF RENEWABLE NATURAL RESOURCES FOR THE BENEFIT OF EXISTING AND FUTURE GENERATIONS AND THE PUBLIC INTEREST.

- Policy LU-21.2.1 Shorelines and shorelands that are of unique or valuable natural character should be acquired and preserved wherever feasible.
- Policy LU-21.2.2 Kenmore should encourage the conservation of fish, wildlife, and other renewable resources.
- Policy LU-21.2.3 All future shoreline development should be designed and sited to prevent adverse impacts on the natural shoreline environment. Adverse impacts shall be mitigated to ensure no net loss of shoreline ecological functions.
- Policy LU-21.2.4 Shoreline activities, and developments should be planned, constructed and operated to maintain or enhance the quality of air, soil, and water on the shorelines.
- Policy LU-21.2.5 Any structure or activity in or near the water should be constructed in such a way that it will prevent adverse physical or chemical effects on water quality, vegetation, fish, or wildlife.
- Policy LU-21.2.6 Uses or activities that degrade the natural resources of the shoreline should not be allowed.

habitat enhancement is provided as mitigation. When compensatory habitat enhancement as mitigation for impacts from new structures, such as when a reduced buffer or a non-water-dependent use is requested, the enhancement should be proportional to the degree of impact of the new structure, and take into account the degree to which the existing buffer has already been compromised. Enhancement should focus on restoring shoreline ecological functions that are most critical and that have been most diminished in the Kenmore shoreline.

Critical Areas

GOAL 21.3. THE KENMORE SHORELINE MASTER PROGRAM AND IMPLEMENTING REGULATIONS SHALL PROVIDE A LEVEL OF PROTECTION FOR CRITICAL AREAS AT LEAST EQUAL TO THAT PROVIDED BY KENMORE'S CRITICAL AREA POLICIES AND IMPLEMENTING REGULATIONS.

- Policy LU-21.3.1 Kenmore shall protect shorelines and, where possible, should restore degraded habitat and critical area functions and values as consistent with the Comprehensive Plan Natural Environment Sub-Element.
- Policy LU-21.3.2 Kenmore shall apply the following sequence of steps listed in order of priority in evaluating and mitigating the adverse impacts of development and redevelopment on critical areas within the shoreline jurisdiction, as consistent with WAC 173-26-201(2)(e):
1. Avoid the impacts altogether;
 2. Minimize impacts;
 3. Rectify impacts by repairing, rehabilitating or restoring the affected environment;
 4. Reduce or eliminate the impacts over time;
 5. Compensate for impacts by replacing, enhancing or providing substitute resources; and
 6. Monitor the impact and take appropriate corrective measures.

Wetlands

GOAL 21.4. KENMORE SHOULD ALLOW ALTERATIONS TO WETLANDS ONLY IF THERE IS NO NET LOSS OF WETLAND FUNCTIONS AND VALUES.

- Policy LU-21.4.1 Kenmore regulations for wetlands in shorelines shall address the following uses to achieve, at a minimum, no net loss of wetland area and functions:
1. Removal, excavation, grading, or dredging of soil, sand, gravel, minerals, organic matter, or material of any kind;

2. Dumping, discharging, or filling with any material, including discharges of stormwater and domestic, commercial, or industrial wastewater;
3. Draining, flooding, or disturbing of the open water level, duration of inundation, or groundwater table;
4. Driving of pilings;
5. Placing of obstructions;
6. Construction, reconstruction, demolition, or expansion of any structure;
7. Significant vegetation removal;
8. Other uses or development that results in an adverse ecological impact to the physical, chemical or biological characteristics of wetlands; and
9. Activities reducing the functions of buffers.

Policy LU-21.4.2 Kenmore shall delineate buffers around wetlands to protect and maintain wetland functions. Buffer widths shall be based on ecological function, characteristics and setting, any potential conflicts with adjacent land use, and other relevant factors.

Policy LU-21.4.3 Kenmore may allow compensatory mitigation only after a mitigation sequence is applied consistent with Policy LU-21.3.2. Lower priority mitigation measures shall be applied only where higher priority measures are determined to be infeasible or inapplicable.

Critical Freshwater Habitat

GOAL 21.5 KENMORE SHALL ENSURE PROTECTION OF CRITICAL FRESHWATER HABITAT CONSISTENT WITH KENMORE CRITICAL AREA REGULATIONS FOR FISH AND WILDLIFE HABITAT OF IMPORTANCE (KMC 18.55.520 AND 18.55.530).

Policy LU-21.5.1 Kenmore should establish priorities for protection and restoration, where appropriate, along river corridors and lake shorelines.

Policy LU-21.5.2 Uses and development within and along stream channels, associated channel migration zones, wetlands, lake shorelines, and floodplains within the shoreline jurisdiction should be regulated to ensure that no net loss of ecological processes and functions results from new development near freshwaters of the state, including associated hyporheic zones.

Policy LU-21.5.3 Kenmore shall protect ecological functions associated with critical

freshwater habitat as necessary to ensure no net loss from shoreline activities and associated changes.

Policy LU-21.5.4 Kenmore should facilitate appropriate restoration projects.

Flood Hazard Areas

GOAL 21.6. THE KENMORE SHORELINE MASTER PROGRAM SHALL UTILIZE THE POLICIES AND PROGRAMS ESTABLISHED IN THE KENMORE FLOOD HAZARD AREA REGULATIONS TO MEET THE REQUIREMENTS OF THE SHORELINE MANAGEMENT ACT AND THE DEPARTMENT OF ECOLOGY'S GUIDELINES FOR FLOOD HAZARD REDUCTION.

Water Quality, Stormwater and Nonpoint Pollution

GOAL 21.7. PREVENT ADVERSE IMPACTS TO WATER QUALITY AND STORM WATER QUANTITY THAT WOULD RESULT IN A NET LOSS OF SHORELINE ECOLOGICAL FUNCTIONS OR ADVERSE IMPACTS TO AESTHETIC QUALITIES OR RECREATIONAL OPPORTUNITIES.

Policy LU- 21.7.1 Ensure consistency between shoreline management provisions and other regulations that address water quality and stormwater quantity. The regulations that are most protective of ecological functions and public safety shall apply.

Geologically Hazardous Areas

GOAL 21.8. PREVENT ADVERSE IMPACTS TO THE SHORELINE AND PUBLIC SAFETY AS A RESULT OF INAPPROPRIATE DEVELOPMENT IN GEOLOGICALLY HAZARDOUS AREAS, INCLUDING AREAS SUSCEPTIBLE TO EROSION, LANDSLIDING, EARTHQUAKE, OR OTHER GEOLOGIC EVENTS.

Policy LU- 21.8.1 Ensure consistency between shoreline management provisions and other regulations that address geologically hazardous areas by incorporating Kenmore critical areas regulations into the SMP.

Policy LU- 21.8.2 Prohibit development or the creation of new lots that would cause foreseeable risk to people or improvements due to geologic conditions, or would require structural stabilization of the shoreline to protect the development, over the life of the development.

Policy LU- 21.8.3 If shoreline stabilization is required to protect existing development from geologic hazards, it shall be developed consistent with Section 24.2 of these policies.

22. Archaeological, Historic and Cultural Resources

GOAL 22.1. HISTORIC PROPERTIES IN THE SHORELINE JURISDICTION SHOULD BE PROTECTED TO PREVENT THE DESTRUCTION OF, OR DAMAGE TO, ANY SITE HAVING ARCHAEOLOGICAL, HISTORIC, CULTURAL, OR SCIENTIFIC VALUE THROUGH COORDINATION AND CONSULTATION WITH THE APPROPRIATE LOCAL, STATE AND FEDERAL AUTHORITIES, INCLUDING AFFECTED TRIBES.

1. Sites should be protected in collaboration with appropriate tribal, state, federal, and other local governments. Cooperation among public and private parties is to be encouraged in the identification, protection, and management of cultural resources.
2. Where appropriate, access to such sites should be made available to parties of interest. Access to such sites must be designed and managed in a manner that gives maximum protection to the resource.
3. Opportunities for education related to archaeological, historical and cultural features should be provided where appropriate and incorporated into public and private programs and development.

Policy LU-22.1.1 Kenmore should work with tribal, state, federal and local governments as appropriate to maintain an inventory of all known historic properties within the City in observance of applicable state and federal laws protecting such information from public disclosure. As appropriate, such sites should be preserved and/or restored for study, education and/or public enjoyment.

Policy LU-22.1.2 Provisions for historic property preservation, restoration and education should be incorporated with open space or recreation areas in site development plans whenever compatible and feasible.

Policy LU-22.1.3 Cooperation among involved private and public parties should be encouraged to achieve these historic, cultural, scientific and educational objectives.

Policy LU-22.1.4 Private and public owners of historic properties should be encouraged to provide public access and educational opportunities at levels consistent with long-term protection of both historic values and shoreline ecological processes and functions. Site-specific conditions may require public site access to be restricted at times, but educational means should be provided whenever possible.

Policy LU- 22.1.5 Historic property development should be planned and carried out so as to prevent adverse impacts to the resource. Adverse impacts to neighboring properties and other shoreline uses should be limited to temporary or reasonable levels.

Policy LU- 22.1.6 Owners of historic properties are encouraged to make substantial development plans known well in advance of application so that appropriate agencies, such as the Washington State Department of

Archaeology and Historic Preservation, Tribes and others may have ample time to assess the site and make arrangements to preserve historic, cultural, scientific and educational values as applicable.

- Policy LU- 22.1.7 If development is proposed adjacent to an historic property, then the proposed development should be designed and operated so as to be compatible with continued protection of the historic, cultural or archaeological site.

SHORELINE USE AND MODIFICATION POLICIES

23. Shoreline Use

General Use Policies

GOAL 23.1. DEVELOPMENT WITHIN THE SHORELINE JURISDICTION SHALL PROTECT THE PUBLIC'S HEALTH AND SAFETY, AND PRIVATE PROPERTY RIGHTS, WHILE IMPLEMENTING THE POLICIES OF THE SHORELINE MANAGEMENT ACT.

GOAL 23.2 PRESERVE OR DEVELOP SHORELINES, ADJACENT UPLANDS AND ADJACENT WATER AREAS IN A MANNER THAT ENSURES AN ORDERLY BALANCE OF SHORELINE USES.

- Policy LU-23.2.1 Where there is a conflict between the uses permitted by zoning and the Shoreline Master Program, preference shall be given first to water-dependent uses, then to water-related uses, and finally to water-enjoyment uses.
- Policy LU-23.2.2 Kenmore shall adopt use policies and development regulations to achieve consistency between shorelands and adjacent lands as directed in RCW 90.58.340.
- Policy LU-23.2.3 Shoreline land and water areas particularly suited for specific and appropriate uses should be designated and reserved for such uses.
- Policy LU-23.2.4 Like or compatible shoreline uses should be clustered or distributed in a rational manner rather than be allowed to develop haphazardly.
- Policy LU-23.2.5 Multiple uses of the shoreline should be encouraged where location and integration of compatible uses are feasible.
- Policy LU-23.2.6 The City shall consider the goals and policies within the Shoreline Master Program in all land use management actions regarding the use or development of adjacent uplands or the water areas, adjacent uplands and associated wetlands or streams with less than 20 cubic feet per second mean annual flow within its jurisdiction where such use or development will have an adverse effect on designated shorelines.

Policy LU-23.2.7 Adverse impacts associated with new development in the shoreline should be minimized and mitigated such that there is no net adverse impact to shoreline ecological processes and functions.

Policy LU-23.2.8 Incentives should be provided to substantially reduce the impacts of existing nonconforming uses on ecological functions. Nonconforming uses should be allowed to expand or be reconfigured if it is demonstrated that the expanded or reconfigured use would reduce the impacts of the existing use on ecological functions.

23.3 Aquaculture

Policy LU-23.3.1 Aquaculture activities should be designed, located and operated in a manner that supports long-term beneficial use of the shoreline and protects and maintains shoreline ecological processes and functions. Aquaculture should not be permitted where it would result in a net loss of shoreline ecological functions; adversely affect the quality or extent of habitat for native species; adversely impact other habitat conservation areas; or interfere with navigation or other water-dependent uses.

Policy LU-23.3.2 Aquaculture facilities should be designed, operated and located so as not to cause harm to humans, spread disease to native aquatic life, or establish new non-native species. Aquaculture facilities shall not cause adverse impacts to shoreline ecological processes and functions, aesthetic qualities or public access.

Policy LU-23.3.3 Preference should be given to those forms of aquaculture that involve the least adverse environmental, visual and native plant and animal species impacts. In general, submerged aquaculture structures are preferred over those that involve substantial floating structures. Projects involving little or no substrate modification are preferred over those that involve substantial modification, recognizing that in some circumstances that importing sand or gravel on rocky or cobble substrates may result in more diverse habitat. Projects involving little or no supplemental food sources, pesticides, herbicides or antibiotic application are preferred over those that involve such practices.

Policy LU-23.3.4 Aquaculture that involves significant risk of cumulative adverse effects on water quality, sediment quality, benthic organisms, and/or wild fish populations through potential contribution of antibiotic resistant bacteria, or escapement of non-native species, or other adverse effects on native species or threatened or endangered species and their habitats should not be permitted.

Policy LU-23.3.5 Consideration should be given to both the potential beneficial impacts and potential adverse impacts that aquaculture development might have on the

physical environment; on other existing and approved land and water uses, including navigation; or on the aesthetic qualities of a project area.

- Policy LU-23.3.6 Legally established aquaculture uses, including authorized experimental projects, should be protected from incompatible uses that may seek to locate nearby. Uses or developments that have a high probability of damaging or destroying a legally established existing aquaculture use may be denied.
- Policy LU-23.3.7 Community restoration projects associated with aquaculture should be reviewed and permitted in a timely manner.
- Policy LU-23.3.8 Experimental aquaculture projects in water bodies should be limited in scale and should be approved for a limited period of time. Experimental aquaculture means an aquaculture activity that uses methods or technologies that are unprecedented or unproven in the State of Washington.
- Policy LU-23.3.9 Kenmore should actively seek substantive comment on any shoreline permit application for aquaculture from all appropriate Federal, State and local agencies; the Muckleshoot Tribe, the Tulalip Tribes and other tribes with treaty fishing rights; and the general public regarding potential adverse impacts. Comments of nearby residents or property owners directly affected by an aquaculture proposal should be considered and evaluated, especially in regard to use compatibility and aesthetics.
- Policy LU-23.3.10 The rights of treaty tribes to aquatic resources within their usual and accustomed areas should be addressed during the permit review process. Direct and early coordination between the applicant or proponent and the affected tribe should be encouraged.
- Policy LU-23.3.11 Kenmore support should be given to Washington Department of Fish and Wildlife to improve stream conditions, open new spawning areas, and establish new fish runs.

23.4 Boating facilities

- Policy LU-23.4.1 Boating facilities shall be located only at sites with suitable environmental conditions, shoreline configuration, access, and neighboring uses, and:
1. Meet health, safety and welfare requirements;
 2. Mitigate adverse aesthetic impacts;
 3. Provide public access in new marinas, unless there is a safety or security concern;

4. Limit adverse impacts to shoreline resources from boaters living in
5. their vessels;
6. Ensure no net loss of shoreline ecological processes and functions or other adverse impacts; and
7. Protect the rights of navigation.

- Policy LU-23.4.2 The need for additional marinas should be balanced against other shoreline- dependent uses.
- Policy LU-23.4.3 Local governments should coordinate in the planning and development of regional marina facilities for multi-jurisdictional use.
- Policy LU-23.4.4 Marinas should be located only within the Downtown Waterfront and adjacent Aquatic Environment designations.
- Policy LU-23.4.5 Marina development and ancillary facilities should be designed to use minimal shoreline.
- Policy LU-23.4.6 Parking areas that serve marinas shall conform to the parking regulations of the Kenmore Comprehensive Plan Transportation Element and Shoreline Master Program transportation and parking policies.
- Policy LU-23.4.7 Marinas should be planned to minimize traffic congestion and pedestrian/vehicle conflicts.
- Policy LU-23.4.8 Dry storage of boats should be encouraged in order to retain shoreline for other shoreline dependent uses or so that the greatest number of boats per foot of shoreline frontage can be accommodated.
- Policy LU-23.4.9 Viewpoints, walkways, picnic facilities, benches, telephones, restrooms, drinking fountains and other public use facilities should be encouraged at marinas.
- Policy LU-23.4.10 Covered moorage should be discouraged except for vessel repair or construction activity.
- Policy LU-23.4.11 Setbacks should be established for upland boating facilities to protect shoreline ecological processes and functions, provide space for shoreline vegetation preservation and enhancement, minimize adverse impacts to views of the water by the public and adjacent residents, and protect the visual quality of views of the shoreline.
- Policy LU-23.4.12 Marinas should be allowed to have live-aboard tenants provided they are limited to 10 percent of the boat slips in the marina, are occupied by single- family tenants, and the marina has adequate on-land and pump-out facilities.

23.5 Commercial

Preference should be given to water-dependent commercial uses over non-water-dependent commercial uses, then water-related and water-enjoyment commercial uses over non-water-oriented commercial uses. Some commercial uses within the shoreline jurisdiction may be required to incorporate appropriate design and operational elements to qualify as water-related or water-enjoyment.

- Policy LU-23.5.1 Kenmore shall require all commercial development on public land to provide public access, unless the use is incompatible or there are public safety concerns.
- Policy LU-23.5.2 Kenmore shall prohibit non-water-oriented commercial uses in the shoreline jurisdiction unless they meet the following criteria:
1. The use is part of a mixed-use project that includes water-dependent uses and provides a significant public benefit with respect to the Shoreline Management Act's objectives such as providing public access and/or ecological restoration; or
 2. Navigability is severely limited at the proposed site and the commercial use provides a significant public benefit with respect to the Shoreline Management Act's objectives, such as providing public access and/or ecological restoration.
- Policy LU-23.5.3 Kenmore may allow non-water-oriented commercial development in the shoreline jurisdiction if the site is physically separated from the shoreline by another property or public right-of-way, provided that a property should not be allowed to be subdivided in a manner that would thwart the purposes of this policy.
- Policy LU-23.5.4 Kenmore shall allow over-water non-water-dependent commercial uses only in existing structures or if the use is auxiliary to and necessary to support a water-dependent use. The area of any over-water structure shall be the minimum possible.
- Policy LU-23.5.5 Kenmore shall prohibit commercial development that will have adverse impacts on other shoreline uses, resources and values such as navigation, recreation and public access, and views. Kenmore shall require mitigation for all commercial development to ensure that it does not cause a net loss of ecological processes and functions.
- Policy LU-23.5.6 Setbacks should be established for commercial development in the shoreline jurisdiction to protect shoreline ecological processes and functions, provide space for shoreline vegetation preservation and enhancement, minimize adverse impacts to views of the water by the public and adjacent uses, protect the visual quality of views of the shoreline, and allow for public access.

Policy LU-23.5.7 Boat moorage, launching facilities and other services should be located where existing vehicular access and parking are available or can be made available.

Policy LU-23.5.8 The use of porous materials should be encouraged for paved areas to allow water to infiltrate into the soil. Use of holding systems should be encouraged to control the runoff rate from parking lots and roof tops where the runoff would flow to Swamp Creek or any stream that is prone to flooding.

23.6 Heavy manufacturing

Kenmore has not identified any shoreline areas where heavy manufacturing or industrial uses would be appropriate.

Policy LU-23.6.1 Kenmore shall prohibit new heavy manufacturing or industrial uses in the shoreline jurisdiction.

Policy LU-23.6.2 Kenmore should encourage public access on existing industrial sites in the shoreline jurisdiction, unless Kenmore determines that public access is infeasible or inappropriate.

Policy LU-23.6.3 Kenmore should encourage redevelopment, environmental cleanup and shoreline restoration on existing industrial sites.

23.7. In-Water Structures

In-water structure means a structure placed by humans within a stream, river, or lake waterward of the ordinary high-water mark that either causes or has the potential to cause water impoundment or the diversion, obstruction, or modification of water flow. In-water structures may include those for hydroelectric generation, irrigation, water supply, flood control, transportation, utility service transmission, fish collection, or other purposes.

Policy LU-23.7.1 In-water structures shall provide for the protection and preservation of shoreline ecological processes and functions, and cultural resources including, but not limited to, fish and fish passage, wildlife and water resources, critical areas, hydro-geological processes, and natural scenic vistas.

Policy LU-23.7.2 Planning for in-water structures shall give due consideration to the full range of public interests and ecological processes and functions, with special emphasis on protecting and restoring habitat for threatened or endangered species.

23.8. Mining

Kenmore has not identified any shoreline areas where mining would be appropriate.

Policy LU-23.8.1 Mining shall be prohibited in the shoreline jurisdiction.

23.9. Recreation

Recreational development includes commercial and public facilities designed and used to provide recreational opportunities to the public. Recreational development should be given priority and is to be primarily related to access to and enjoyment and use of the water and shorelines of the state.

- Policy LU-23.9.1 Recreational development is allowed in the shoreline jurisdiction and must be consistent with the purposes of the shoreline environment designation in which the property is located.
- Policy LU-23.9.2 Kenmore shall plan to provide public recreational uses on city-owned shoreline, consistent with the goals of this chapter.
- Policy LU-23.9.3 Recreational improvements and new facilities should be constructed so that they preserve the natural character of the shoreline.
- Policy LU-23.9.4 All recreational developments should be sited to enhance and protect existing shoreline ecological processes and functions.
- Policy LU-23.9.5 The use of conventional fertilizers and pesticides in public recreation areas should be minimized or replaced with ecologically friendly landscape management methods.
- Policy LU-23.9.6 Public recreational shoreline areas should serve as emergency refuge areas for boaters.
- Policy LU-23.9.7 Visual access to the water should be pursued on steep slopes, at view points from bluffs and stream valleys, and in general where it is consistent with public safety and where extensive flood or erosion protection would not be necessary.
- Policy LU-23.9.8 The acquisition of public easements to the shoreline should be encouraged.
- Policy LU-23.9.9 Setbacks should be established for recreational development in the shoreline jurisdiction to protect existing shoreline ecological processes and functions, provide space for shoreline vegetation preservation and enhancement, minimize adverse impacts to views of the water by the public and adjacent uses, and protect the visual quality of views of the shoreline.
- Policy LU-23.9.11 Where possible during park master plan development or redevelopment, Kenmore should restore shoreline ecological function, including by revegetating the shoreline, re-siting roads and parking areas further away from the shoreline, and removing stream channelization and shoreline protection devices.

- Policy LU-23.9.10 Prime fishing areas should be given priority and protected for recreational use.
- Policy LU-23.9.11 Boating activities that increase shore erosion should be discouraged.
- Policy LU-23.9.12 Effective interpretation should be provided to raise the quality of visitor experiences and to provide an understanding of the resource.

23.10. Residential

The term “residential development” includes single-family detached dwellings, attached and multifamily dwelling units, and subdivision of shoreline land into new residential lots. The Shoreline Management Act recognizes single-family residential development as a priority use within shorelines of the state.

- Policy LU-23.10.1 Single-family residential development is a priority use in the shoreline jurisdiction in Kenmore.
- Policy LU-23.10.2 Setbacks should be established for residential development in the shoreline jurisdiction to protect existing shoreline ecological processes and functions, provide space for shoreline vegetation preservation and enhancement, minimize adverse impacts to views of the water by the public and adjacent residents, and protect the visual quality of views of the shoreline.
- Policy LU-23.10.3 New shoreline residential development, including accessory structures and uses, should be sufficiently set back from steep slopes and shorelines vulnerable to erosion so that shoreline stabilization is not required to protect these structures and uses.
- Policy LU-23.10.4 New over-water residences, including floating homes, are prohibited in the shoreline jurisdiction.
- Policy LU-23.10.5 Kenmore should require multi-family residential development and subdivisions within the shoreline jurisdiction to provide community or public access.
- Policy LU-23.10.6 Kenmore shall require subdivisions to:
1. Be designed, configured and developed in a manner that ensures no net loss of ecological processes and functions at full build-out of all lots;
 2. Be designed, configured and developed in a manner that prevents the need for new shoreline stabilization or flood risk reduction measures; and

3. Be consistent with the provisions and policies for shoreline environment designations and the general policy goals of this Plan.

Policy LU-23.10.7 In residential developments, the water's edge should be kept free of fences.

Policy LU-23.10.8 Every reasonable effort should be made to ensure the retention of native shoreline vegetation and other natural features of the landscape during site development and construction.

Policy LU-23.10.9 Residential developments should be designed to enhance the appearance of the shoreline and not substantially interfere with the public's view and access to the water.

Policy LU-23.10.10 Residential developments should be permitted only where there are adequate provisions for utilities, circulation, access, site layout and building design.

Policy LU-23.10.11 Residential development plans submitted for approval should contain provisions for protection of groundwater, erosion control, water quality, aesthetic characteristics and landscaping.

Policy LU-23.10.12 Subdivisions should provide public pedestrian access to the shorelines within the development in accordance with this Master Program.

Policy LU-23.10.13 Streets, roadways and roadway easements, whether publicly or privately owned, within the boundaries of any waterfront parcel, should not be used to compute lot area, lot dimensions, yards, open space or other required conditions of land subdivision or development.

23.11. Transportation and Parking

Transportation and parking facilities may be necessary to support shoreline uses, to support the regional economy, and for access to privately owned property in the shoreline.

Transportation planning in shorelines should not be focused only on automobiles, but should consider a wide range of options, including buses, light rail, commuter rail, bicycle, passenger-only ferries, and pedestrian facilities.

Transportation planning can be a tool for finding opportunities to provide public access to the shorelines.

Policy LU-23.11.1 Kenmore shall require transportation and parking plans and projects to be consistent with the public access policies in this Plan, the Comprehensive Plan Transportation Element, and shoreline and critical area protection provisions.

Policy LU-23.11.2 Circulation planning and projects should support existing and proposed shoreline uses that are consistent with the Kenmore Shoreline Master Program. Where appropriate, circulation system planning should include systems for pedestrian, bicycle and public transportation and combining transportation uses to minimize the footprint of transportation facilities.

- Policy LU-23.11.3 Transportation and parking facilities shall be planned, located and designed to have the least possible adverse impact on environmentally critical areas in the shoreline, not result in a net loss of shoreline ecological processes and functions or adversely affect existing or planned water-dependent uses. Where other options are available and feasible, new transportation facilities or transportation facility expansions should not be constructed within the shoreline jurisdiction.
- Policy LU-23.11.4 Parking facilities shall be prohibited in the Aquatic Environment.
- Policy LU-23.11.5 Setbacks should be established for new transportation and parking facilities in the shoreline jurisdiction to protect shoreline ecological processes and functions, provide space for shoreline vegetation preservation and enhancement, and protect the visual quality of views of the shoreline. New parking facilities shall not impede the provision of new shoreline public access facilities and opportunities.
- Policy LU-23.11.6 Shoreline transportation facilities should be designed, located and maintained to fit the topography, minimize cuts and fills, and minimize erosion.
- Policy LU-23.11.7 Transportation and utility facilities should be encouraged to coordinate joint use of rights-of-way and to consolidate crossings of water bodies when adverse impacts to the shoreline can be minimized by doing so.
- Policy LU-23.11.8 Shoreline roadways should have a high priority for arterial beautification funds.
- Policy LU-23.11.9 Transportation facilities crossing 100-year floodplains should not function as dikes or levees to flood waters.
- Policy LU-23.11.10 Passenger only ferry facilities should be encouraged.
- Policy LU-23.11.11 Abandoned road or railroad rights-of-way that contain unique shoreline amenities should be acquired for public benefit.
- Policy LU-23.11.12 Kenmore should extend its pedestrian and bicycle trail system along the Sammamish River shoreline.

23.12 Utilities

Utilities include services and facilities that produce, convey, store, or process power, gas, water, sewage, stormwater, communications, oil, or waste. Utilities that are classified as on-site utilities serving only one primary use are considered “accessory utilities” and are considered part of the primary use.

- Policy LU-23.12.1 Utility facilities shall be designed and located to ensure no net loss of shoreline ecological processes and functions, preserve the natural landscape, and minimize conflicts with present and planned land and

shoreline uses, while meeting the needs of the projected future population in Kenmore.

- Policy LU-23.12.2 Kenmore shall allow modification of existing utility facilities and the location of new water-oriented portions of utility facilities in the shoreline jurisdiction provided that a mitigation sequence is applied per KMC 18.55.210 and there is no net loss of ecological processes and functions. As feasible, those parts of utility production and processing facilities that are not water-oriented, such as power plants and sewage treatment plants, shall be located outside of the shoreline jurisdiction.
- Policy LU-23.12.3 Transmission facilities for the conveyance of services, such as power lines, cables, and pipelines, shall be located outside of the shoreline jurisdiction where feasible. Transmission facilities located within the shoreline jurisdiction shall ensure no net loss of shoreline ecological processes and functions.
- Policy LU-23.12.4 Utilities should be located in existing developed rights-of-way and corridors whenever possible.
- Policy LU-23.12.5 Unless no other feasible alternative location exists, Kenmore should discourage the development of facilities that may require periodic maintenance that adversely affects shoreline ecological processes and functions.
- Policy LU-23.12.6 Setbacks should be established for new utility facilities in the shoreline jurisdiction to protect shoreline ecological processes and functions, provide space for shoreline vegetation preservation and enhancement, minimize adverse impacts to views of the water by the public and adjacent uses, and protect the visual quality of views of the shoreline.
- Policy LU-23.12.7 Utilities located in wetlands and floodplains inappropriate for development should not make service available to those areas.
- Policy LU-23.12.8 Public access consistent with public safety and security should be encouraged where rights-of-way for utility facilities are located in shorelines of the state.
- Policy LU-23.12.9 New utility routes should be designed to minimize adverse impacts on views from the water and adjacent uplands.
- Policy LU-23.12.10 Water reclamation plants, power plants, and sewage treatment facilities should be located where they are compatible with adjacent uses and do not interfere with recreational, residential, or other public uses of the shoreline.

23.13 Outdoor Advertising Signs and Billboards

- Policy LU-23.13.1 Vistas and viewpoints should be free from unnecessary signs.

- Policy LU-23.13.2 Signs, when permitted, should be placed so as not to impair views of the water or impair views upland from the water except where hazardous shoreline conditions require warning signs.
- Policy LU-23.13.3 Warning signs should be installed by Kenmore or by other appropriate entities where hazardous shoreline conditions may exist.
- Policy LU-23.13.4 Advertising signs, when permitted, should be limited to shoreline areas of high-intensity use.
- Policy LU-23.13.5 Signs in shoreline areas should be maintained in a state of security, safety and repair.
- Policy LU-23.13.6 Any new sign codes for Kenmore should recognize the unique aesthetic character and ecological qualities of shoreline areas.

23.14 Conditional Uses

For the purposes of the Kenmore Shoreline Master Program, a shoreline conditional use may be appropriate in order to:

1. Effectively address unanticipated uses that are not classified in the Shoreline Master Program;
2. Address cumulative impacts; or
3. Provide the opportunity to require specially tailored environmental analysis or design criteria for types of use or development that may otherwise be inconsistent with a specific designation within the Shoreline Master Program or with the Shoreline Management Act policies.

Policy LU-23.14.1 The following types of uses and development should require a shoreline conditional use permit:

1. Uses and development that may significantly impair or alter the public's use of the water areas of the state; and
2. Uses and development which, by their intrinsic nature, may have an adverse impact on shoreline ecological processes and functions depending on location, design, and site conditions.

24. Shoreline Modification

General Modification

Policies

- Policy LU-24.1.1 Allow structural shoreline modifications only where they are demonstrated to be necessary to support or protect an allowed primary structure or legally existing shoreline use that is in danger of loss or

substantial damage or are necessary for reconfiguration of the shoreline for mitigation or enhancement purposes.

- Policy LU-24.1.2 Reduce the effects of shoreline modifications and, as much as possible, limit shoreline modifications in number and extent.
- Policy LU-24.1.3 Allow only shoreline modifications that are appropriate to the specific type of shoreline and environmental conditions for which they are proposed.
- Policy LU-24.1.4 Ensure that shoreline modifications individually and cumulatively do not result in a net loss of ecological processes or functions.
- Policy LU-24.1.5 Shoreline modifications that have the least adverse impact on ecological processes and functions should be prioritized and mitigation should be required for any impacts resulting from shoreline modifications.
- Policy LU-24.1.6 Incentives should be provided to substantially reduce the impacts of existing nonconforming structures on ecological functions. Nonconforming docks should be allowed to expand or be reconfigured only when the structure would reduce the impacts on critical fish habitat. Nonconforming bulkheads should be allowed to be reconstructed if they provide a pocket cove or beach and substantially reduce impacts on ecological functions.

24.2. Shoreline Stabilization

Shoreline stabilization includes actions taken to address adverse erosion impacts to property and dwellings, businesses or structures caused by natural processes, such as current, flood, wind or wave action. Shoreline stabilization includes structural and nonstructural methods. Nonstructural methods include building setbacks, relocation of structures to be protected, groundwater management, planning and regulatory measures to avoid the need for structural stabilization. When structural stabilization is needed, “soft” methods can be used instead of “hard” methods (such as bulkheads, rip rap and groins) in some cases. Soft methods of shoreline stabilization include, but are not limited to, vegetation enhancement; upland drainage control; biotechnical measures; beach enhancement; and anchor trees.

- Policy LU-24.2.1 Kenmore shall require shoreline stabilization to be consistent with WAC 173- 26-221(5) for vegetation retention and WAC 173-26-221(2) for protection of critical areas.
- Policy LU-24.2.2 Kenmore shall adopt standards to first avoid then mitigate adverse impacts to shoreline ecological processes and functions when alteration of the shoreline is allowed for the construction of single detached dwelling units and accessory structures. These standards shall address the design and type of protective measures and devices that are allowed.

- Policy LU-24.2.3 Kenmore shall require new development on steep slopes to be set back sufficiently to ensure that the need for shoreline stabilization is unlikely during the life of the structure, as demonstrated by a geotechnical analysis.
- Policy LU-24.2.4 Shoreline stabilization decisions should consider available scientific information and current shoreline conditions.
- Policy LU-24.2.5 Avoid and reduce adverse impacts from shoreline stabilization according to the mitigation sequence in General Shoreline Management Policies for Conservation – Critical Areas (Policy LU-21.3.2) and WAC 173-26-201(2)(e). Shoreline planning should consider off-site erosion, accretion or flood damage that might occur as a result of shoreline stabilization structures or activities.
- Policy LU-24.2.6 Shoreline stabilization on Lake Washington, the Sammamish River or Swamp Creek shorelines should not be used as the reason for creating new or newly usable land.
- Policy LU-24.2.7 Shoreline stabilization structures should allow passage of ground and surface waters into shorelines of the state.
- Policy LU-24.2.8 Shoreline stabilization should not reduce the volume and storage capacity of the Sammamish River, Swamp Creek, and adjacent wetlands or floodplains.
- Policy LU-24.2.9 Sammamish River and Swamp Creek shoreline stabilization should be planned, designed, and constructed to allow for channel relocation or stream meander whenever possible.
- Policy LU-24.2.10 Appropriate soft shore armoring methods, as determined by a qualified professional, should be used for shoreline stabilization when necessary to protect existing property or, when for new development, no options exist to locate in such a manner as to avoid shoreline stabilization.
- Policy LU-24.2.11 Kenmore shall allow new hard structural stabilization measures only as follows:
1. The proposal is the minimum necessary to protect existing legally established primary structures, new non-water-dependent development, and existing or proposed water-dependent development and structures, and:
 - a. The erosion is not the result of upland conditions, such as the
 - b. loss of vegetation and drainage;
 - c. Nonstructural measures, such as locating the development further from the shoreline, planting vegetation, or installing on-site drainage improvements, are not feasible or not sufficient;

-
- d. The need to protect primary structures from damage due to erosion is demonstrated through a geotechnical report submitted by a qualified specialist. The damage must be caused by natural processes; and
 - e. Mitigation is provided such that the erosion control structure will not result in a net loss of shoreline ecological processes and functions.
 - 2. The proposal would protect shoreline restoration projects or hazardous substance remediation projects, and:
 - a. Nonstructural measures, planting vegetation, or installing on-site drainage improvements are not feasible or not sufficient; and
 - b. The erosion control structure will not result in a net loss of shoreline ecological processes and functions.
 - Policy LU-24.2.12 The burden of proof for the need for shoreline stabilization to protect existing or proposed developments rests on the applicant(s).
 - Policy LU-24.2.13 Shoreline stabilization activities which may necessitate new or increased shoreline stabilization on the same or other affected properties where there has been no previous need for protection, should be discouraged.
 - Policy LU-24.2.14 New development should be located and designed to avoid the need for future shoreline stabilization.
 - Policy LU-24.2.15 Areas of significance in the spawning, nesting, rearing or residency of aquatic and terrestrial biota should be given special consideration when reviewing shoreline stabilization actions.
 - Policy LU-24.2.16 Multiple use of shoreline stabilization structures or non-structural solutions should be encouraged.
 - Policy LU-24.2.17 An existing shoreline stabilization structure may be replaced with a similar structure if there is a demonstrated need to protect principal uses or structures from erosion caused by currents or waves.
 - Policy LU-24.2.18 Kenmore shall require replacement of shoreline stabilization structures to be designed, located, sized, and constructed to ensure no net loss of ecological processes and functions or, if infeasible to provide such protection, to use the approach with the least adverse impacts and provide mitigation for unavoidable impacts.
 - Policy LU-24.2.19 When shoreline stabilization is proposed, Kenmore shall require a geotechnical report to address the need to prevent potential damage to a primary structure.
 - Policy LU-24.2.20 If structural shoreline stabilization measures are demonstrated to be necessary, Kenmore shall limit the size of stabilization measures to the minimum necessary.

Policy LU-24.2.21 Kenmore shall ensure that publicly financed or subsidized shoreline erosion control measures do not restrict appropriate public access to the shoreline, except where such access is determined to be infeasible because of incompatible uses, safety, security, or harm to ecological processes and functions. Where feasible, Kenmore shall require ecological restoration and public access improvements to be incorporated into the project.

Policy LU-24.2.22 Adverse impacts of erosion and mass wasting should be mitigated through protection of geologically hazardous areas.

24.3 Water Access Structures

Policy LU-24.3.1 Kenmore shall allow new water access structures only for water-dependent uses or public access. If it is designed and intended solely as a facility for access to watercraft, a dock or pier associated with a single-family residence is considered a water-dependent use.

Policy LU-24.3.2 Kenmore shall require water access structure construction to be limited to the minimum size necessary to meet the needs of the proposed water-dependent use.

Policy LU-24.3.3 Kenmore may allow water-related and water-enjoyment uses as part of mixed-use development on over-water structures where they are clearly auxiliary to and in support of water-dependent uses, provided the structure is the minimum size required to serve the water-dependent use.

Policy LU-24.3.4 Kenmore shall allow new water access structures only when the applicant has demonstrated that a specific need exists to support the intended water-dependent uses. Applicants for new piers and docks accessory to single-family residences are not required to demonstrate need.

Policy LU-24.3.5 Kenmore shall require new residential development of two or more dwelling units to provide community pier or dock facilities, when feasible, rather than individual piers or docks for each dwelling unit. Kenmore shall allow only one pier or dock associated with residential development on a parcel.

Policy LU-24.3.6 Kenmore shall require water access structures, including those accessory to single-family residences, to be designed and constructed to avoid and then minimize and mitigate the adverse impacts to ecological processes and functions. Water access structures should be constructed of non-toxic materials. Where toxic materials, such as treated wood, are proposed, the proponent must show that no non-toxic alternative exists.

Policy LU-24.3.7 Open pile pier construction should be preferred on Lake Washington where scenic values will not be impaired and where there will be no net loss of ecological processes and functions.

- Policy LU-24.3.8 Dock construction should be preferred in those areas where scenic values are high and on the Sammamish River.
- Policy LU-24.3.9 Water access structures should be discouraged where conflicts with recreational boaters and other recreational water activities would be created by water access structure construction.
- Policy LU-24.3.10 Preference should be given to shared use of water access structures in all shoreline areas.
- Policy LU-24.3.11 Temporary moorages should be permitted for vessels used in the construction of shoreline facilities. The design and construction of such moorages shall be such that upon termination of the project the aquatic life can be returned to their original condition within one year at no cost to the environment or the public.
- Policy LU-24.3.12 Shoreline structures that are abandoned or structurally unsafe should be abated.
- Policy LU-24.3.13 Substantial additions or alterations, including, but not limited to, substantial developments, should be in conformance with the policies and regulations set forth in the Shoreline Master Program.
- Policy LU-24.3.14 Water access structures should not interfere with navigation.

24.4 Fill

Fill means the addition of soil, sand, rock, gravel, sediment, earth retaining structures, or other material to an area waterward of the OHWM, in wetlands, or on shorelands in a manner that raises the elevation or creates dry land. Fill can adversely affect ecological processes and functions, including channel relocation or stream meander.

- Policy LU-24.4.1 Kenmore shall require fill to be located, designed, and constructed to protect shoreline ecological processes and functions and ecosystem-wide processes, including channel migration, stream meander and side channels. Mitigation shall be required consistent with Policy LU 21.3.2.
- Policy LU-24.4.2 Kenmore shall allow fill waterward of the ordinary high-water mark allowed only when necessary to support:
1. Water-dependent use;
 2. Public access;
 3. Cleanup and disposal of contaminated sediments as part of an interagency environmental clean-up plan;
 4. Disposal of dredged material considered suitable under, and conducted in accordance with, the dredged material management program of the Washington Department of Natural Resources;

5. Expansion or alteration of SR 522 in the shoreline and then only upon a demonstration that alternatives to fill are not feasible; or
6. Mitigation actions, environmental restoration, beach nourishment, enhancement projects and flood risk reduction projects.

Policy LU-24.4.3 Kenmore shall require a shoreline conditional use permit for fill waterward of the ordinary high-water mark for any use except ecological restoration and maintenance, repair and replacement of flood protection facilities.

Policy LU-24.4.4 Fill should be deposited so as to minimize disruption of normal surface and ground water passage.

Policy LU-24.4.5 Fill should allow surface water penetration into the ground water supply where such conditions existed prior to fill.

Policy LU-24.4.6 Fill within the 100-year floodplain should not reduce the river channel or floodplain water storage capacity, reduce the channel migration zone, or in any way increase flood hazard so as to endanger public safety.

Policy LU-24.4.7 Land should be filled only after some ultimate use of the property is approved by Kenmore in accordance with the Comprehensive Plan and this Shoreline Master Program.

Policy LU-24.4.8 Fill should be done at such time as to minimize damage to ecological processes and functions.

Policy LU-24.4.9 Beach nourishment areas may be established by Kenmore on Lake Washington.

24.5 Breakwaters, Groins and Weirs

Breakwaters, groins, and weirs are all structural elements that are constructed to absorb or deflect wave action or to control excess sediment. A breakwater is an off-shore structure, either floating or not, which may or may not be connected to the shore and is designed to absorb and reflect back into the water body the energy of the waves. A groin is a barrier-type structure extending from the backshore into the water across the beach, which is constructed to interrupt sediment movement along the shore. A weir is a small dam in a stream or river to control the flow of water. These structural elements should be allowed only under limited circumstances as they can have adverse effects on ecological processes and functions.

Policy LU-24.5.1 Kenmore shall allow breakwaters and weirs located waterward of the ordinary high-water mark only where necessary to support water-dependent uses, public access, shoreline stabilization, or other specific public purposes.

Policy LU-24.5.2 Groins are prohibited except as a component of a publicly-sponsored project to protect or restore shoreline ecological processes and functions.

- Policy LU-24.5.3 Kenmore shall require a shoreline conditional use permit for the construction of breakwaters, groins, weirs, and similar structures, except for those structures installed to protect or restore ecological processes and functions, such as woody debris installed in streams.
- Policy LU-24.5.4 Breakwaters, groins, and weirs shall be designed to protect critical areas and shall provide for mitigation according to the sequence defined in General Shoreline Management Policies for Conservation – Critical Areas (Policy LU- 21.3.2) and WAC 173-26-201(2)(e).
- Policy LU-24.5.5 Reduction of the opportunity to use surface water area which may result from breakwater construction should be weighed against the benefits of reduced wave action.
- Policy LU-24.5.6 Applicants for breakwaters, groins or weirs should consider structural alternatives and the related effects on ecological processes and functions.
- Policy LU-24.5.7 Breakwater, groin and weir design should include provisions for compatible public access or recreational uses when consistent with navigation and when public safety can be ensured.
- Policy LU-24.5.8 Care should be exercised in location, design, construction and expansion of breakwaters, groins and weirs relative to the shoreline environments and other shoreline dependent uses.
- Policy LU-24.5.9 Beach nourishment should be considered where breakwaters or groins affect shorelines.

24.6 Dredging

Dredging is the removal, displacement, or disposal of unconsolidated earth material such as sand, silt, gravel, or other submerged materials, from the bottom of water bodies, ditches, or natural wetlands. Long- term maintenance and support activities are also considered dredging. Dredging can cause significant ecological damage. Mitigation measures should be required to ensure no net loss of ecological processes and functions.

- Policy LU-24.6.1 Kenmore shall require that new development should be sited and designed to avoid or, if that is not possible, to minimize the need for new and maintenance dredging.
- Policy LU-24.6.2 Kenmore shall allow dredging for the purpose of establishing, expanding, or relocating or reconfiguring navigation channels and basins when necessary to ensure safe and efficient accommodation of existing navigational uses. Adverse ecological impacts shall be minimized and mitigation shall be provided such that there is no net loss of ecological processes and functions. Maintenance dredging of established navigation channels and basins should be restricted to maintaining previously dredged or existing authorized location, depth, and width.

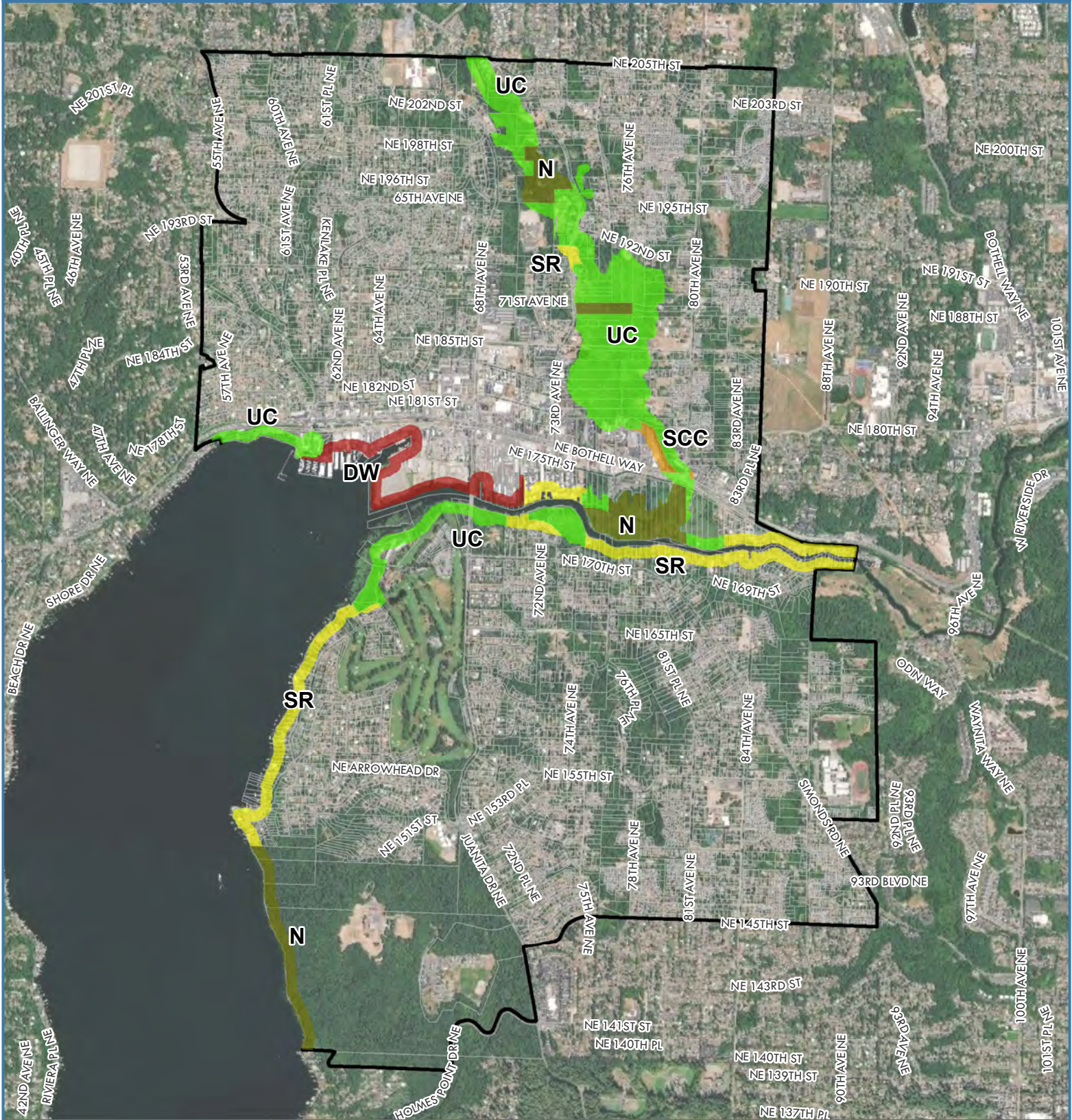
- Policy LU-24.6.3 Kenmore shall not allow disposal of dredge material on shorelands, in wetlands or in side channels within a channel relocation or stream meander area.
- Policy LU-24.6.4 Dredging and excavation in environmentally critical areas within the shoreline should not be allowed.
- Policy LU-24.6.5 Dredging operations should be scheduled so as to not materially interfere with the migration of native fish.
- Policy LU-24.6.6 When dredged spoil has suitable organic and physical properties, dredging operators should be encouraged to recycle dredged material for reuse.
- Policy LU-24.6.7 Dredging should be allowed only in the Aquatic Environment and to support water dependent uses.
- Policy LU-24.6.8 Disposal of dredge and excavation spoils within shorelines should be prohibited except when the material is necessary for the restoration of ecological processes and functions.

24.7 Restoration and Enhancement

Shoreline habitat and natural systems enhancement projects should be supported and coordinated with other plans and regulations, such as salmon conservation plans, the King County Flood Hazard Reduction Plan and Flood Control Zone District, and flood hazard management policies in the Kenmore Comprehensive Plan Natural Environment Sub-Element and Surface Water Element.

- Policy LU-24.7.1 Kenmore should allow for habitat and natural systems enhancement projects that include, but are not limited to:
1. Modification of vegetation;
 2. Removal of non-native or invasive plants;
 3. Shoreline stabilization using soft or non-structural techniques; and
 4. Dredging, and filling, provided that the primary purpose of such actions is clearly restoration of the natural character and ecological processes and functions of the shoreline.
- Policy LU-24.7.2 Habitat and natural systems enhancement projects should ensure that the projects address legitimate restoration needs and priorities and facilitate implementation of Kenmore's Shoreline Restoration Plan.

Figure LU-12
Shoreline Master Program Environment Designations



SMP Environment Designations

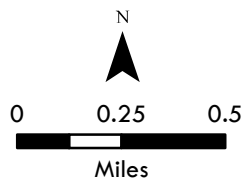
- Downtown Waterfront (DW)
- Swamp Creek Commercial (SCC)
- Natural (N)
- Shoreline Residential (SR)
- Urban Conservancy (UC)



 Kenmore City Boundary

☐ Kenmore Parcels

*All areas waterward of the Ordinary High Water Mark on the Sammamish River and Lake Washington have an Aquatic environment designation.



Sources: City of Kenmore, 2018.

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Map Date: March 2019



CLIMATE ACTION ELEMENT



CLIMATE ACTION ELEMENT

INTRODUCTION

Purpose

The purpose of the Climate Action Element (CAE) is to provide strategies to reduce greenhouse gas (GHG) emissions and respond to the impacts of climate change in our community, as outlined in the Climate Action Plan (CAP). The CAE provides an actionable framework to guide the long-term implementation of mitigation and resilience actions. The CAE also identifies needs and opportunities for ongoing community engagement, education, and dialogue around climate action.

The CAE includes the following sections:

- Guiding Plans and Policies
- Existing Conditions
- Goals, Objectives, and Policies
- Implementation

GUIDING PLANS AND POLICIES

Growth Management Act

The Growth Management Act (Chapter 36.70A RCW) was amended in 2023 under Washington House Bill 1181, requiring cities and counties to integrate climate mitigation and resilience policies into comprehensive plan updates. These required policy changes will address climate emissions and impacts, while considering co-benefits and integration with other planning documents such as housing, transportation, and land use. The bill introduces specific legislation to support reduction in per capita vehicle miles traveled, foster resiliency, enhance environmental justice, and include the participation of vulnerable populations and overburdened communities in climate planning. This is a legislative priority of King County and several cities have already begun the process of integrating climate policies into comprehensive plans. The Washington Department of Commerce encourages cities to assess their climate impacts and risks, seek input from key stakeholders and communities, and pursue pathways that modify existing or create new policies to address greenhouse gas (GHG) emissions and increase community resilience. Kenmore's CAE is consistent with the Commerce model element guidance, Kenmore's adopted 2022 Climate Action Plan, and integrates with other elements of the comprehensive plan.

VISION 2050

Puget Sound Regional Council (PSRC) is the region's metropolitan planning organization. PSRC is comprised of cities, towns, counties, ports, tribes, transit agencies, and major employers; and sets regional growth policies for King, Pierce, Snohomish, and Kitsap Counties. The CAE is consistent with the VISION 2050 priorities.

VISION 2050 identifies several key goals and actions related to climate change in the region:

- **Goal:** The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.
- **CC-Action-1:** PSRC will work with local governments and other key agencies and stakeholders to advance the development and implementation of the region's Greenhouse Gas Strategy to equitably achieve meaningful reductions of emissions toward achievement of the region's greenhouse gas reduction goals.
- **CC-Action-2:** PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory of climate hazards, assistance to member organizations, and continued research and coordination with partners such as the Puget Sound Climate Preparedness Collaborative and tribes. Climate resilience actions will focus on equitable outcomes, particularly for vulnerable communities, at greater risk and with fewer resources.
- **CC-Action-3:** Cities and counties will incorporate emissions reduction policies and actions that contribute meaningfully toward regional greenhouse gas emission goals, along with equitable climate resiliency measures, in their comprehensive planning. Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking consistent with the Regional Growth Strategy, developing and implementing climate friendly building codes, investments in multimodal transportation choices, and steps to encourage a transition to cleaner transportation and energy systems.
- **CC-Action-4:** Cities and counties will update land use plans for climate adaptation and resilience. Critical areas will be updated based on climate impacts from sea level rise, flooding, wildfire hazards, urban heat, and other hazards. The comprehensive plans will identify mitigation measures addressing these hazards including multimodal emergency and evacuation routes and prioritizing mitigation of climate impacts on highly impacted communities and vulnerable populations.

Countywide Planning Policies (CPPs)

The King County Growth Management Planning Council has adopted a shared target to reduce countywide sources of greenhouse gas emissions. These targets are in line with VISION 2050. Using a 2007 baseline, this adopted target seeks to lower emissions 50% by 2030 and 80% by 2050. Members of the King County-Cities Climate Collaborative (K4C) commit to striving toward these goals.

The King County Regional Growth Strategy identifies several climate impacts affecting King County and the importance of strengthening policies related to emissions reduction. The Regional Growth Strategy envisions environmental protection and restoration efforts that incorporate climate action, mitigation, and resilience into local comprehensive plans. This includes countywide coordination of sustainable land use patterns, multimodal transportation systems, and improved energy infrastructure. The plan calls for development patterns that

minimize emissions and promote resiliency through energy efficiency, electrification, restoration of natural resources, and infrastructure planning for climate impacts.

EXISTING CONDITIONS

Greenhouse Gas (GHG) Emissions Inventory

The City of Kenmore completed a greenhouse gas (GHG) inventory (see Figure 1) to aid the City in setting community-wide emissions reduction targets, measure progress over time, and inform which actions will have the greatest GHG emissions reduction benefits. Kenmore's communitywide GHG emissions from 2019 totaled 170,255 MTCO₂e (metric tons of carbon dioxide equivalent) from the following sources:

- **Buildings & Energy.** Electricity and natural gas used to power and heat the City account for 60% of total emissions. Eliminating emissions from local buildings and energy requires policies that address energy use in new buildings, transition existing buildings to more efficient, clean and salmon friendly energy, and improve the City's electric grid reliability and capacity.
- **Transportation & Land Use.** On-road vehicles (cars and trucks) and off-road vehicles (boats, lawn mowers, construction equipment, etc.) account for 31% of total emissions. Addressing emissions from transportation and land use in Kenmore requires strengthening existing policies aimed at increasing transit use, reducing vehicle miles travelled (VMT), maximizing green space in urban areas, and protecting natural sequestration areas. Mitigation policies in the CAE also aim to improve electric vehicle infrastructure and encourage mixed-use, dense, and transit-oriented development.
- **Refrigerants & Solid Waste.** Refrigerants commonly used in air conditioning/refrigeration and solid waste disposal account for 9% of total emissions. Policies within this sector will support sustainable waste management and increase the City and residents' capacity to recycle and compost responsibly and effectively.

The goals, objectives, and policies included in the CAE will focus on mitigating climate change impacts through the reduction of GHG emissions within these sectors. In addition, the many economic and health benefits of emissions reduction actions are not shared equitably in Kenmore, especially among overburdened communities. Therefore, mitigation policies not only reduce GHG emissions but also provide co-benefits to promote climate equity and support vulnerable communities. Benefits of mitigation policies include improving air quality, promoting housing equity, and minimizing public health risks.

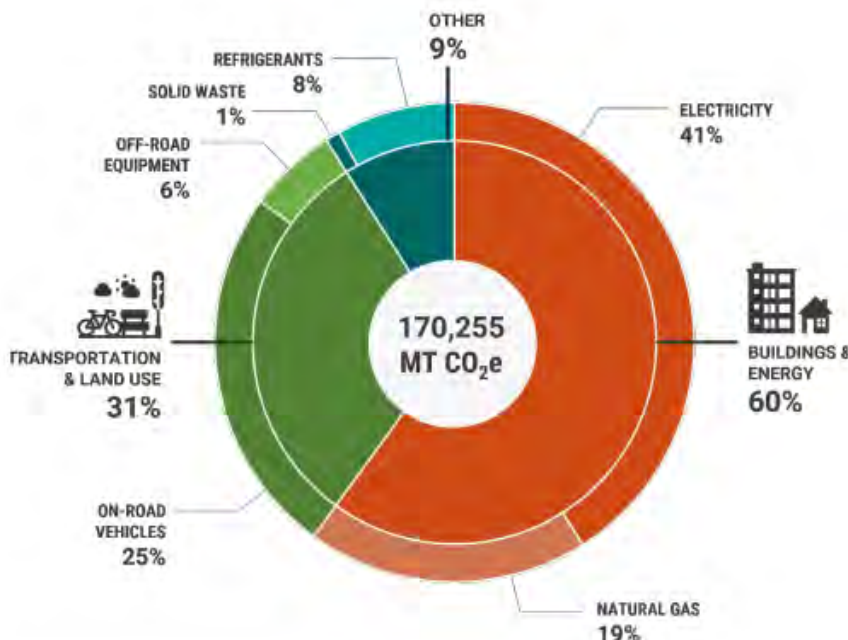


Figure 1. 2019 Kenmore GHG Emissions Inventory Chart

Kenmore Vulnerability Assessment

A vulnerability assessment (VA) was conducted for the City of Kenmore in 2021. A climate vulnerability assessment identifies the impacts and consequences of climate change and evaluates the level or risk presented to a community. Vulnerability refers to the degree to which people, natural resources, infrastructure, or other things Kenmore values are susceptible to the adverse impacts of climate change (Cascadia Consulting Group, 2021). Key climate vulnerabilities for Kenmore include extreme heat, exacerbated flooding and landslides, and wildfire smoke. Assessing climate vulnerability can help Kenmore (1) identify current exposure and sensitivity, (2) anticipate areas of future risk and the potential to adapt to climate impacts, and (3) assess strategies to prepare and adapt to future climate conditions. To monitor and assess the city's vulnerability to future climatic conditions, a VA update should be conducted periodically with a focus on the built environment, communities, and natural systems.

In addition, climate change amplifies existing risks and disparities like chronic health conditions, social and economic circumstances, and pollution exposure, which disproportionately impacts overburdened community groups¹. When comparing at-risk neighborhoods and climate exposure risks, three census tracts intersecting Kenmore have vulnerabilities to climate change that exceed the community median. These neighborhoods include residents who identify as people of color (39%), have low English language proficiency (4%), and live in rental housing units (44.2%). These overburdened communities face disproportionate risks of climate impacts

¹ Overburdened community means a geographic area where vulnerable populations face combined, multiple environmental harms and health impacts. Vulnerable populations includes, but is not limited to: (i) racial or ethnic minorities; (ii) low-income populations; and (iii) populations disproportionately impacted by environmental harms. (RCW 36.70A.030).

due to compounding factors such as a lack of tree canopy, high areas of impervious surfaces, and flood risks (Headwaters Economics, 2023). In 2018, the Washington State Department of Health developed the Washington Environmental Health Disparities Map, an interactive mapping tool comparing communities across Washington for environmental health disparities (University of Washington Department of Environmental & Occupational Health Sciences and Washington State Department of Health, 2022). Kenmore shows moderate levels of environmental health disparities compared to surrounding cities in King County and Washington state. Due to environmental exposures and socioeconomic vulnerabilities, East Kenmore ranks at a higher level of environmental health disparities compared to other Washington US census tracts, as shown in Figure 2 and described in Table 1 (University of Washington Department of Environmental & Occupational Health Sciences and Washington State Department of Health, 2022).

The goals, objectives, and policies included in the CAE seek to increase climate resiliency of the built environment, natural resources, and within communities. Incorporating climate equity principles and understanding the social and racial impacts of proposed climate policies will improve the equitable distribution of benefits (e.g., improving public health and increasing access to services) and reduce disparities. It is critical to understand which areas and populations are most at risk from climate and environmental burdens, as it will inform policy focus areas and community priorities.

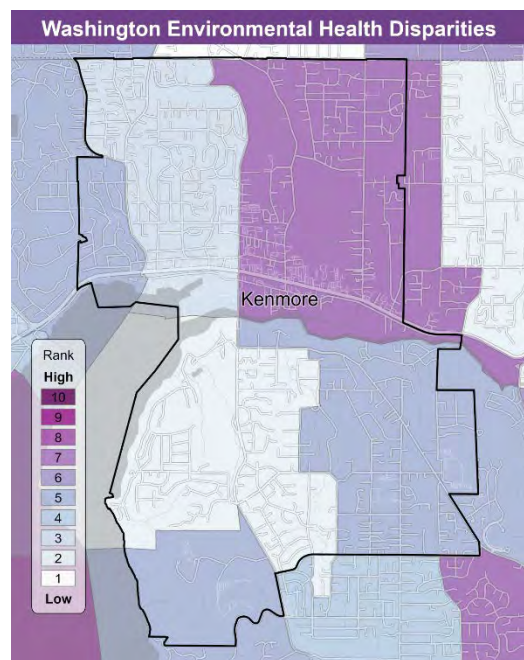


Figure 2. WA Department of Health Environmental Health Disparities in Kenmore. City of Kenmore border outlined in black (University of Washington Department of Environmental & Occupational Health Sciences and Washington State Department of Health, 2022).

Future Risks

The Puget Sound Region is already experiencing the impacts of climate change with warmer temperatures which cause heatwaves and wildfires; changing rainfall patterns with associated flooding and landslides; and less snowpack constraining the summer water supply. In recent years, our community has increasingly experienced record-breaking heatwaves, destructive flooding, and compromised air quality from wildfire smoke.

Kenmore has a critical role to play in addressing the climate change impacts already at our doorstep and preparing for those on the horizon. The following table outlines the current climate impacts on Kenmore and the future risks facing our community.

Table 1. Future Climate Risks in Kenmore.

Factor	Future Risk
Heat	Kenmore is expected to experience a 244% increase in extremely hot days by 2030 (Headwaters Economics, 2023). In addition, the average high temperature in Kenmore is anticipated to increase by 7.4 degrees Fahrenheit by 2100, leading to several negative outcomes: <ul style="list-style-type: none"> Increased demand for energy services and correlating energy system stress Risk of power outages for older, less energy efficient homes Increased risk for heat-related illnesses, particularly for elderly people and those with underlying medical conditions Increased risk of disease from ticks and mosquitoes
Heavy Rains, Flooding, and Landslides	Kenmore is at risk of flooding and landslides from heavy storms affecting areas throughout Kenmore (Cascadia Consulting Group, 2021). Impacts of heavy precipitation include: <ul style="list-style-type: none"> Damage to homes, businesses, and critical transportation routes from flooding and landslides Potential expansion of landslide prone area to include key municipal facilities and infrastructure as the city develops. Increased flooding could close parks and open spaces, leading to decreased health and wellbeing. Flooding could increase infectious disease risk, particularly for those experiencing homelessness. Increased waterway pollution from stormwater runoff
Wildfire and Air Quality	Kenmore is not currently at risk for wildfires, but residents continue to be at risk for more regional wildfire-related air quality and respiratory health impacts. The city also faces environmental health risks from PM2.5 emissions, toxic releases from facilities, and proximity to heavy traffic roadways (University of Washington Department of Environmental & Occupational Health Sciences and Washington State Department of Health, 2022). Reduced air quality and regional wildfire smoke poses respiratory health risks, particularly for those with underlying medical conditions.

GOALS, OBJECTIVES, AND POLICIES

GOAL 1. INCREASE THE CITY'S CAPACITY TO IMPLEMENT CLIMATE ACTION PRIORITIES TO MEET 2050 REGIONAL GOALS.

OBJECTIVE 1.1 Implement a Climate Action Plan (CAP) and prioritize high-impact actions.

Policy CA-1.1.1 Implement a Climate Action Plan (CAP). The CAP shall establish specific targets and schedules consistent with the policies of this Element. The CAP shall develop actions resulting in projects and programs that are consistent with the policies of this Element. Update the CAP every three to five years, or sooner, as directed by City Council. The City Council will be provided an update, annually, regarding the status of the implementation of the CAP.

Policy CA-1.1.2 Prioritize implementation of climate actions with higher greenhouse gas reduction potential to ensure Kenmore is meeting VISION 2050 and King County emissions goals by 2050 at the latest.

OBJECTIVE 1.2 Leverage Kenmore's resources and partnerships to build capacity to implement climate resilience and mitigation efforts.

Policy CA-1.2.1 Consider what resources are needed, such as partnerships (e.g., K4C), regular implementation progress reports, and City budgeting, to implement the Climate Action Element.

Policy CA-1.2.2 Partner with King County to monitor, assess, and publicly report on community-scale greenhouse gas emissions, including emissions from all local sources associated with resident, business, and local government activities.

Policy CA-1.2.3 Partner with organizations such as the Puget Sound Regional Council, Puget Sound Clean Air Agency, local jurisdictions, overburdened communities, the state, academic institutions, community leaders, and public, private, and not-for-profit groups to promote programs and policies that achieve GHG emission reduction targets.

Policy CA-1.2.4 Update the City of Kenmore's Climate Vulnerability Assessment every three to five years, with a focus on the built environment, communities, and natural systems. Use assessment findings to evaluate changes to Comprehensive Plan goals and policies and enhance resilience.

Policy CA-1.2.5 Support enhanced data collection for hazard events to provide a fuller understanding of the community's hazard characteristics—including identifying demographic groups/community members most vulnerable to climate impacts. Promote equitable collaboration and inclusive engagement strategies with overburdened communities during the climate vulnerability research process.

OBJECTIVE 1.3 Ensure sufficient City resources are available to support implementation of the CAP and CAE actions and policies.

Policy CA-1.3.1 The City should designate Climate Action staff to implement and monitor actions consistent with the Kenmore CAP and CAE.

Policy CA-1.3.2 The City should budget funds each biennium budget cycle to implement climate programs.

Section 1: EMISSIONS MITIGATION

GOAL 2. PRIORITIZE RESILIENT AND EQUITABLE CITY LAND USE PLANNING TO ELIMINATE GHG EMISSIONS FROM BUILDING AND INFRASTRUCTURE DEVELOPMENT.

OBJECTIVE 2.1 Incorporate environmental justice criteria and priorities into zoning, land use planning, permitting policies, and development of new projects to identify and address the disproportionate impacts of climate change on overburdened communities such as communities of color and lower-income communities.

Policy CA-2.1.1 Develop and implement an environmental justice audit process to conduct prior to creating new zoning designations or rezoning.

Policy CA-2.1.2 Work toward an equitable distribution of growth that reduces the potential for displacement and increases infrastructure and ecosystem resilience by combining zoning restrictions in vulnerable areas with development incentives to build in areas with less climate risk. Consider climate impacts such as extreme heat, flooding, wildfire smoke, and drought when designating zoning locations to accommodate growth.

Policy CA-2.1.3 Identify and expand community-centered anti-displacement strategies and climate-resilient infrastructure to mitigate housing insecurities exacerbated by climate-driven gentrification.

Policy CA-2.1.4 Promote equitable access for overburdened communities and those that will be disproportionately impacted by climate change, by working with utility providers to ensure affordable energy prices through utility tax rebates for low-income residents.

Policy CA-2.1.5 Promote “missing middle” housing through city policies and codes to allow for broader housing types in identified single family zones, reduce climate-related displacement, and increase access to City transit systems.

OBJECTIVE 2.2 Prioritize dense, mixed use, transit-oriented development, and affordable housing in Downtown and other areas consistent with the Land Use, Housing, and Transportation Elements.

Policy CA-2.2.1 Consistent with Kenmore’s growth strategies, promote density near high frequency transit, infill and redevelopment in nodes, and middle housing development in neighborhoods; supported by right-size parking, transportation demand management strategies, multi-modal access, park amenities, and green space.

Policy CA-2.2.2 Enhance existing neighborhoods to provide a high degree of connectivity in the street network to accommodate walking, bicycling, transit use, sufficient public spaces, and green space.

Policy CA-2.2.3 Disincentivize single occupancy vehicle (SOV) use in urban areas by reallocating existing road space to public transport infrastructure—for example, through dedicated bus lanes.

GOAL 3. ELIMINATE GHG EMISSIONS FROM THE TRANSPORTATION SECTOR TO MITIGATE THE IMPACT OF CLIMATE CHANGE.

OBJECTIVE 3.1 Reduce vehicle miles traveled (VMT) within the city.

Policy CA-3.1.1 Support transportation investments that minimize, mitigate, and respond to the effects of climate change consistent with the Transportation Element goals, objectives, and policies.

Policy CA-3.1.2 Work with Metro and other transit providers to establish a local circulator transit service that provides intra-community transit service, connecting north and south Kenmore. The local circulator service would provide connections to the Downtown, major commercial and mixed-use centers in Kenmore, park-and-ride lots, and other key destinations.

Policy CA-3.1.3 Prepare a Commute Trip Reduction (CTR) Ordinance to encourage CTR in accordance with State laws. Possible strategies could include ridesharing programs, carpool matching, telecommuting, and employer-sponsored vanpools.

OBJECTIVE 3.2 Investigate opportunities to expand and implement safe multi-modal transportation options, including bicycling, walking, transit, and a passenger ferry on Lake Washington.

Policy CA-3.2.1 Implement the Kenmore *Pedestrian Facilities Plan*, *ADA Transition Plan*, and develop the *Bicycle Priority Network*. Design accessible and safe pedestrian facilities in accordance with the *Pedestrian Priority Network*. Improve street safety and function by implementing the City’s Target Zero strategy to have no pedestrian or bicycle deaths or serious injuries as the result of a collision with a motorized vehicle, as outlined in the Transportation Element.

Policy CA-3.2.2 Address mobility inequities by making a more walkable community, designing accessible pedestrian facilities, and implementing an Americans

1		with Disabilities (ADA) Transition Plan during transportation, parks, and
2		other city infrastructure planning activities.
3	Policy CA-3.2.3	Partner with transit agencies, Metro, Sound Transit, and Community
4		Transit, to expand, maintain, and enhance multimodal transit services and
5		related facilities, including better first-last mile access to transit.
6	Policy CA-3.2.4	Work with third-party programs and businesses to increase the availability,
7		accessibility, and convenience of shared mobility options (e.g., bike share,
8		scooter share, car share) and maintain affordability of services.
9	OBJECTIVE 3.3	Increase the percentage of Electric Vehicles (EV), electric equipment, and
10		other low emission transportation modes operating within the city.
11	Policy CA-3.3.1	Convert public-owned fleets to zero-emission vehicles as they need to be
12		replaced (e.g., electric or renewably produced hydrogen) and as soon as
13		feasible.
14	Policy CA-3.3.2	Install public electric car charging stations in key city-owned/operated
15		parking facilities as soon as feasible.
16	Policy CA-3.3.3	Promote existing and develop new incentives to encourage purchase of
17		EVs and EV alternatives (e.g., electric golf carts and neighborhood EVs).
18		Include stronger incentives for low-income residents.
19	Policy CA-3.3.4	Collaborate with the Puget Sound Regional Council on regional efforts to
20		support EVs and associated infrastructure issues.
21	Policy CA-3.3.5	Create EV and electric equipment communication and outreach programs
22		that explain the benefits of EVs, rebates available for EV or electric
23		equipment purchasing, EV charger locations, and other helpful information.
24		Consider equitable communication and EV outreach programs to target
25		low-income communities and occupations that still use gas powered
26		equipment.
27	GOAL 4.	<i>ELIMINATE GHG EMISSIONS FROM BUILDINGS THROUGH ENERGY</i>
28		<i>EFFICIENCY AND ELECTRIFICATION.</i>
29	OBJECTIVE 4.1	Incorporate incentives for sustainable design within Kenmore's building
30		code for the development of new buildings and retrofits.
31	Policy CA-4.1.1	Promote and implement building and energy standards, which could
32		include:
33		• Energy performance optimization that goes beyond the state standard
34		by adopting optional state building and energy codes that further
35		promote GHG emission reduction and/or energy efficiency;
36		• Use of on-site renewable energy systems or procurement of renewable
37		energy from offsite sources for all or a portion of the building's annual
38		building energy use;

- Participation in demand response technologies and programs that make energy generation and distribution systems more affordable and more efficient, increase grid reliability, and reduce greenhouse gas emissions;
- Utilizing advanced metering technology;
- Reducing construction and demolition waste disposed of in landfills;
- Expanding incentives for EV charging for multi-family homes, apartment buildings, major employers, and parking garages;
- Creating equitable partnerships with organizations that serve overburdened communities to ensure education and incentive programs build capacity and reduce cost burden for all residents.

OBJECTIVE 4.2 Reduce greenhouse gas emissions by transitioning to renewable energy sources and decarbonizing buildings.

Policy CA-4.2.1 Implement and support building and energy codes and policies that reduce energy use, reduce the embodied carbon of materials, phase out fossil fuel use, and support deployment of electric vehicles, and clean energy.

Policy CA-4.2.2 Develop community-scale programs and policies to reduce energy use, increase the use of renewable energy, and phase out the use of fossil fuels. Programs and outreach should be prioritized in overburdened communities. These could include:

- In cooperation with King County, electrical and gas utility providers, or other agencies, promote the use of weatherization programs for existing housing;
- Residential efficiency retrofits—explore and promote low interest loan options and incentive programs to finance energy efficiency upgrades for commercial and residential buildings;
- Support fossil fuel reduction and transition incentives.

Policy CA-4.2.3 Develop and implement a plan to achieve carbon neutrality for city facilities, operations, and services as soon as feasible.

Policy CA-4.2.4 Where feasible, make low impact development, green building standards, and sustainable design the preferred and commonly used approach to site development (e.g., following green building guidelines outlined in certification programs such as Built Green and Leadership in Energy and Environmental Design (LEED)).

- Prioritize green building funding and incentives to directly support increased capacity in impacted communities, such as multifamily, low-income housing.
- Educate City staff on building practices that have contributed to injustice, such as land-use decisions and policy incentives for renewable energy.

GOAL 5. PROTECT AND RESTORE THE NATURAL ENVIRONMENT TO INCREASE CARBON SEQUESTRATION.

OBJECTIVE 5.1 Support regional efforts to protect and enhance land carbon sinks in order to mitigate GHG emissions.

Policy CA-5.1.1 Consistent with the Land Use Element, protect natural and environmentally sensitive areas, open space, trees, vegetation, and natural terrain that serve as potential carbon sinks. Avoid the conversion of carbon-rich ecosystems and prioritize increasing tree canopy cover and open space in overburdened communities.

Policy CA-5.1.2 Develop and implement an Urban Forest Management Plan (UFMP) which encourages the preservation and protection of trees on public and private properties consistent with the Land Use Element. Include carbon sequestration as a primary goal of the UFMP.

GOAL 6. REDUCE CURRENT AND ELIMINATE FUTURE NEGATIVE ENVIRONMENTAL IMPACTS AND ELIMINATE GHG EMISSIONS ASSOCIATED WITH THE CONSUMPTION OF GOODS, MATERIALS, AND WASTE PRACTICES.

OBJECTIVE 6.1 Reduce to the greatest possible extent the amount of residential and commercial waste sent to landfills by ensuring that the community can reduce, reuse, recycle, and compost waste sustainably to lessen its carbon footprint.

Policy CA-6.1.1 Actively engage in a regional strategy through the adopted 2019 King County Comprehensive Solid Waste Management Plan to reach zero waste of resources by 2030 through a combination of education, incentives, and regulatory tools aimed at single-family, multi-family residents, businesses, and construction projects in King County.

Policy CA-6.1.2 Support extended producer responsibility (EPR) related policies and actions that require companies that make consumer products fund the residential recycling system and that ensure that packaging and paper products get recycled.

Policy CA-6.1.3 Develop targeted educational campaigns for composting and recycling material with highest GHG reduction impact (paper, metal, food waste), such as business recycling education, recycling awareness campaigns, and community ambassador training programs.

Policy CA-6.1.4 Work with the Washington Utilities and Transportation Commission (UTC) to ensure waste haulers contracted with the City offer increased recycling and composting services.

- Consider mandating recycling and composting and enforce sorting by an identified year, especially for multi-family buildings and commercial

properties where contamination is high. Ensure enforcement does not increase existing financial disparities for low-income households. Explore developing reimbursement or incentive programs to purchase waste containers and conduct educational outreach on recycling and composting for low-income households.

- Prepare for increased organic waste collection services, such as compost or anaerobic digestion centers.

Policy CA 6.1.5 Partner with King County and current waste hauler on food waste reduction efforts, such as the “Food: Too Good to Waste” program, which aims to reduce GHG emissions by educating people about how to plan and prepare meals to decrease the amount of wasted food.

Policy CA-6.1.6 Mandate composting in City facilities and partner with other jurisdictions to implement organic materials management policies outlined in the 2022 Organics Management Law, which aims to reduce organic waste disposal 75% by 2030 and increase the volume of edible food recovery 20% by 2025.

OBJECTIVE 6.2 Develop a program that will enable recycling of all construction and demolition debris as soon as feasible.

Policy CA-6.2.1 Develop a plan similar to King County’s Construction & Demolition waste diversion requirements. Support policies, tools, and programs to reduce construction-related emissions specific to Kenmore, including sourcing low embodied carbon materials.

Policy CA-6.2.2 Develop, implement, and enforce construction and demolition recycling and deconstruction ordinances.

Section 2: RESILIENCY

GOAL 7. FACTOR CLIMATE RISKS INTO THE PLANNING OF CITY OPERATIONS AND IMPROVE INFRASTRUCTURE RESILIENCY TO CLIMATE IMPACTS.

OBJECTIVE 7.1 Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for climate change impacts.

Policy CA-7.1.1 Integrate a climate impact risk assessment into the City’s Hazard Mitigation Plan.

Policy CA-7.1.2 Expand on WSDOT’s vulnerability assessment of state roads and improve mapping of landslide hazard areas to understand roads/routes in Kenmore that are vulnerable to climate hazards such as flooding and landslides.

Policy CA-7.1.3 Where appropriate, purchase properties located in hazard-prone areas, such as areas with persistent flooding, to protect critical habitat and to protect structures from future damage inflicted by climate change

impacts. Prioritize properties with exposure to repetitive losses or where purchasing may protect a critical habitat and reduce future climate impacts.

Policy CA-7.1.4 Strengthen support for undergrounding of existing utilities when they need to be fixed or replaced. Continue requiring the undergrounding of new overhead utilities and co-location of utilities to increase their resilience and reduce power loss during severe weather events consistent with the Utilities Element.

Policy CA-7.1.5 Ensure that energy infrastructure, including generation and transmission, can accommodate efficiency opportunities and withstand and recover quickly from the impacts of extreme weather and other natural hazards worsened by climate change.

Policy CA-7.1.6 Advocate and negotiate for increased electricity grid reliability through updated regulations for utilities and legislation that increases the capacity and flexibility of the electricity grid.

- Incentivize large-scale energy customers to reduce their electricity use during peak times.
- Encourage greater deployment of emerging technologies to promote distributed energy generation, demand response, energy storage, energy efficiency, and smart grid technologies.

Policy CA-7.1.7 Consistent with the Transportation Element, coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, Puget Sound Regional Council, Metro, Sound Transit, and other entities to ensure critical infrastructure is in place to respond to both natural and human-caused disasters.

Policy CA-7.1.8 Ensure there are diverse multi-modal transportation options equipped to operate during extreme events, such as heat waves, snow/windstorms, and flooding events.

Policy CA-7.1.9 Ensure that development and redevelopment projects, including transportation systems and capital facilities, are resilient to the impacts of climate change during siting and design. Establish development regulations that incorporate best practices for reducing the risk of extreme heat, flooding, wildfire impacts, and other climate hazards.

Policy CA-7.1.10 Develop and implement a strategy to expedite the removal of waste (e.g., downed tree limbs and buildings blocking roads and streams) during and after a disaster incident to reduce the risks of subsequent fire, flood, injury, and disease vectors.

GOAL 8. REDUCE CURRENT AND ELIMINATE FUTURE CLIMATE CHANGE IMPACTS ON THE COMMUNITY.

OBJECTIVE 8.1 Improve and mitigate extreme heat and air quality impacts in the community that are exacerbated by climate change.

Policy CA-8.1.1 Develop and implement an urban heat resilience plan or strategy that includes heat mitigation and management actions to prepare for and respond to chronic and acute heat risk in the community. The strategy should be informed by urban heat island mapping and may include coordinated efforts such as cooling centers, early warning systems, changes to development/land use codes, energy grid resilience, and reducing the area of impervious surfaces. Utilize the King County Extreme Heat Mitigation Strategy to align with county planning efforts.

Policy CA-8.1.2 Identify communities disproportionately impacted by extreme heat events or low air quality and prioritize equitable access to emergency preparedness resources for overburdened and unsheltered communities. Develop and distribute tools and resources for the community to stay safe during extreme heat events.

Policy CA-8.1.3 Partner with Puget Sound Clean Air Agency to track and monitor air quality in the City. Ensure plans align with 100% of US EPA National Ambient Air Quality Standards and seek to reduce the potential health impacts of air pollution on residential populations and other sensitive users near corridors with high volumes of vehicle traffic, such as SR522.

OBJECTIVE 8.2 Incentivize retrofits and new buildings that are built sustainably to reduce environmental impacts and remain resilient to extreme weather and other hazards worsened by climate change.

Policy CA-8.2.1 In cooperation with King County, electrical and gas utility providers, or other agencies, promote the use of weatherization programs for existing housing, especially multifamily and affordable housing units. Prioritize incentive programs for cost burdened communities and ensure outreach is targeted towards and benefits overburdened populations.

Policy CA-8.2.2 Develop or modify design standards to integrate exterior building features (e.g., awnings, cool roofs, solar panels) that reduce the impacts of climate change.

Policy CA-8.2.3 Encourage new utility infrastructure to define alternative routes to avoid impacts to environmentally sensitive areas or areas susceptible to climate impacts (e.g., flooding and landslides) where possible.

GOAL 9. PROMOTE PREPAREDNESS, RESPONSE, AND RECOVERY ACTIVITIES TO ENSURE THAT ALL KENMORE COMMUNITY MEMBERS ARE PREPARED FOR CLIMATE EMERGENCIES.

OBJECTIVE 9.1 Anticipate and be ready to accommodate the rise in demand for emergency services due to climatic change impacts and understand community needs when preparing for emergency situations.

Policy CA-9.1.1 Work with community members on emergency procedures and coordinate between facilities, such as public libraries or other community centers, to create "resilience hubs" that are prepared to meet the challenges of weather emergencies exacerbated by climate change. Ensure that the Washington Environmental Health Disparities Map informs the location of where the resilience hubs are located.

Policy CA-9.1.2 Encourage participation in incentive-based emergency preparedness programs such as the Community Rating System (FEMA's National Flood Insurance Program), Firewise (National Fire Protection Association), and StormReady (National Weather Service).

Policy CA-9.1.3 Place special emphasis on mitigating extreme weather events that impact communities most vulnerable to experiencing homelessness.

GOAL 10. INCREASE OUTREACH EFFORTS TO IMPROVE COMMUNITY RESILIENCY AND ENSURE THAT RESIDENTS CAN EFFECTIVELY ADAPT TO CURRENT AND FUTURE CLIMATE IMPACTS.

OBJECTIVE 10.1 Provide all community members an equitable opportunity to learn about climate impacts, influence policy decisions, and take actions to enhance community well-being and resilience.

Policy CA-10.1.1 Develop messages on the impacts of climate change on health and safety, including information to help residents plan and practice actions to protect themselves from these impacts. Encourage the involvement of overburdened communities and provide outreach in multiple formats and languages.

Policy CA-10.1.2 Co-create climate communications with Kenmore's communities—especially youth organizations to ensure that the next generation has a say—on climate and health impacts and emergency resources/warnings during extreme events. To reach overburdened communities, consider offering incentives for engagement and transcreation in developing culturally relevant climate communication.

GOAL 11. PROTECT AND PRESERVE VALUED COMMUNITY RESOURCES AT RISK TO CLIMATE CHANGE IMPACTS.

OBJECTIVE 11.1 Ensure that cultural resources and practices, including historic sites and culturally important traditional foods and natural resources, are resilient to the impacts of extreme weather and other natural hazards worsened by climate change.

Policy CA-11.1.1 Protect culturally significant resources, land, and artifacts at risk to climate change impacts. Protect, enhance, and restore ecosystems to meet tribal treaty rights including habitat for salmonids, foods, and medicinal plants that could be adversely impacted by climate change.

Policy CA-11.1.2 Protect salmonid habitats by ensuring that land use and facility plans (transportation, water, sewer, electricity, gas) include riparian and stream habitat conservation measures developed by the County, cities, tribes, service providers, and/or state and federal agencies consistent with the Natural Environment Element.

Policy CA-11.1.3 Coordinate across city departments to 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 CA-11.1.4 Encourage public and private efforts that support culturally appropriate food opportunities, including grocery stores, farmers' markets, food banks, and nutrition programs, especially to meet the nutritional needs of infants, children, elders, and other overburdened communities in their neighborhoods.

GOAL 12. PROTECT, CONSERVE, AND ENHANCE WATER RESOURCES IN KENMORE AND CREATE MORE CLIMATE RESILIENT WATER SYSTEMS.

OBJECTIVE 12.1 Promote and support water conservation efforts to increase the resiliency of Kenmore's water supply.

Policy CA-12.1.1 Conduct outreach and education on water conservation strategies, including using grey water for non-potable uses (e.g., irrigation) when possible. Incentivize greywater solutions for property owners, for example, free or subsidized rain barrels.

Policy CA-12.1.2 Utilize educational campaigns to encourage low-impact, drought-resistant landscape development and design using native plants, rain gardens, and stormwater drain maintenance or using drain filters. Work with landscape companies to educate and incentivize smart irrigation management and technology use.

Policy CA-12.1.3 Coordinate with the appropriate service providers to ensure water system plans include aggressive conservation and re-use measures, as well as development of new sources to support planned land uses with reliable service at minimum cost, consistent with the Utilities Element.

OBJECTIVE 12.2 Require low-impact development to manage stormwater in new/remodeled construction projects and implement flood prevention projects.

Policy CA-12.2.1 Effectively manage the city's municipal separate storm sewer system and private surface water systems in a manner that reduces flooding, maintains water quality and protects the natural environment in accordance with the Surface Water Element.

Policy CA-12.2.2 Require the design and construction of commercial and residential buildings and their surrounding sites to reduce water consumption, re-use wastewater, and reduce stormwater runoff. Encourage low-impact development techniques that enhance climate resilience in proposals for new development.

OBJECTIVE 12.3 Consider alternative and sustainable irrigation sources to increase the resiliency of agricultural practices.

Policy CA-12.3.1 Coordinate with Northshore Utility District on water conservation methods—such as the use of 'smart meters'—and to address the feasibility of using reclaimed water from the Brightwater plant for irrigation consistent with the Utilities Element.

GOAL 13: ENSURE THAT FORESTS, WETLANDS, SHORELINES, AND OTHER ECOSYSTEMS ARE RESILIENT TO THE IMPACTS OF EXTREME WEATHER, INVASIVE SPECIES, PESTS, DISEASES, AND OTHER IMPACTS WORSENER BY CLIMATE CHANGE.

OBJECTIVE 13.1 Assess and understand the climate risks for existing ecosystems.

Policy CA-13.1.1 Use the best available climate science and adaptive management principles to identify and protect environmentally critical areas and resources including fish, trees, frequently flooded areas, unstable slopes, and associated ecosystems, in order to protect and increase the resiliency of native habitats.

Policy CA-13.1.2 Take inventory of and protect climate refugia—areas which protect and facilitate survival for species during periods of climate instability—and address habitat connectivity needs for plants and wildlife under stress from climate change.

Policy CA-13.1.3 Accommodate shifting species in revegetation, restoration, and other projects, such as through updates to development and infrastructure

standards addressing landscaping, tree canopy, critical area and shoreline buffers, stormwater facilities, etc.

OBJECTIVE 13.2 Increase the resilience of habitats and species to climate impacts by restoring and preserving ecosystems.

Policy CA-13.2.1 Protect, preserve, and restore local waterways, ecosystems, and habitats by partnering with residents, local and regional environmental groups, and other jurisdictions (e.g., the Kenmore community, Conservation Corps, US Army Corp of Engineers, King County, and other cities along Sammamish River and its tributaries).

Policy CA-13.2.2 Improve the resiliency of salmon and other fish species by removing or replacing old or degrading culverts and ensuring they are adequately sized to accommodate increased winter peak flows. Engage the public in restoring native salmon populations via public outreach campaigns.

Policy CA-13.2.3 Increase resiliency to flooding events by protecting, and where possible, enhancing and restoring existing flood storage, conveyance, and ecological functions and values of floodplains, wetlands, and riparian corridors.

Policy CA-13.2.4 Develop a comprehensive urban landscape strategy or framework (for both public and private projects) to develop additional natural areas and preserve the function of existing ones under changing climatic conditions. As part of the Urban Forest Management Plan, update the tree canopy assessment regularly and prioritize increasing tree canopy in areas subject to urban heat island effect.

Policy CA-13.2.5 Encourage community involvement and volunteering in stewardship activities that restore wildlife habitat, salmon populations, riparian corridors, and green spaces. Educate residents on the connection between ecosystem health and human health.

GOAL 14. BALANCE THE NEED FOR DEVELOPMENT AND GROWTH WITH NATURAL RESOURCE FUNCTIONS.

OBJECTIVE 14.1 Protect the natural environment through zoning policies and regulations.

Policy CA-14.1.1 Critical areas regulations should incorporate climate change considerations. Consider climate change in assessments of zoning and allowed uses within and adjacent to critical areas.

Policy CA-14.1.2 Protect natural and environmentally sensitive areas, open space, trees, vegetation, natural terrain, and drainage consistent with the Natural Environment Element.

1 Policy CA-14.1.3 Use regulations, zoning, incentives, and open space acquisition to protect
2 floodplains, riparian corridors, high value wetlands, and unstable slopes
3 from degradation due to climate change impacts.

4 Policy CA-14.1.4 Expand parks and green space in urban areas to reduce the effects of
5 climate impacts (e.g., flooding and extreme heat) consistent with the
6 Parks, Recreation, and Open Space Element. Provide parks, trails, and open
7 space within walking distance of urban residents. Prioritize overburdened
8 communities for open space improvements and investments.

9 Policy CA-14.1.5 Ensure No Net Loss standards are being met and establish a Net Ecological
10 Gain regulation for public development projects. This standard should
11 ensure ecological functions and values that support biodiversity and
12 resiliency ecosystems are improved over current conditions at a
13 cumulative scale that can be incrementally implemented through site-
14 specific actions, with any short-term loss of those functions and values
15 being more than offset by overall ecological gains.

16 **OBJECTIVE 14.2 Ensure that the transportation system does not result in a loss of**
17 **ecosystem function.**

18 Policy CA-14.2.1 Consider natural boundaries, such as critical area boundaries, to help
19 determine transportation routes and placement of infrastructure
20 connections and improvements.

21 Policy CA-14.2.2 Where feasible, determine where improvements to the current
22 transportation infrastructure can be implemented to improve ecological
23 functions.
24 • Transportation facilities crossing 100-year floodplains should not
25 function as dikes or levees to flood waters.
26 • Design roadway improvements to be in accordance with the City's
27 Surface Water Management Plan and stormwater regulations.

28 Policy CA-14.2.3 Consistent with the Shoreline Element, transportation and parking facilities
29 shall be planned, located, and designed to have the least possible adverse
30 impact on environmentally critical areas in the shoreline.

31 ***GOAL 15: SUPPORT A RESILIENT AND GREEN LOCAL ECONOMY.***

32 **OBJECTIVE 15.1 Ensure that the local economy is resilient to climate disruptions and**
33 **fosters business opportunities associated with climate mitigation and**
34 **resilience.**

35 Policy CA-15.1.1 Implement the CAP to develop a green jobs strategy in partnership with
36 community groups and businesses that:
37 • Supports the low carbon transition of Kenmore's impacted industries;
38 • Develops pathways for youth and impacted workers to transition into
39 green jobs;

- Provides green job training and continuing education for those facing economic vulnerability or with limited skills and work experience in this sector;
- Ensures opportunities (e.g., local hiring requirements) for these jobs.

Policy CA-15.1.2 Recognize the environment as a key economic value in the community that must be protected consistent with the Economic Development Element.

Policy CA-15.1.3 Support local businesses' efforts to reduce GHG emissions and to generate and store renewable electricity on-site, which can provide back-up power during emergencies and help ensure continuity of operations. Ensure this support reaches businesses facing economic disadvantage, such as small, women-owned, or BIPOC-owned businesses.

Policy CA-15.1.4 Promote regional eco-industrial development to support a circular economy that increases demand for recycled materials and reduces demand for new raw materials and their embodied carbon emissions.

Policy CA-15.1.5 Encourage private reinvestment in residential and commercial areas that increases building and infrastructure resiliency and efficiency consistent with the Community Design Element.

Policy CA-15.1.6 Expand and support the food-related economy to ensure resiliency to impacts of extreme weather and other natural hazards worsened by climate change. Increase access to healthy, affordable, and climate-friendly foods.

IMPLEMENTATION

The Climate Action Element policies would require new or increased commitments of City resources to prepare new regulations, review/amend existing regulations, create educational or incentive programs, and/or coordinate with agencies, service providers, or adjacent jurisdictions. This section outlines specific implementation strategies the City can take to implement the policies described in the previous section.

Monitoring and Evaluation:

- Update GHG inventory every two years;
- Update Climate Vulnerability Assessment every three to five years, with a focus on the built environment, communities, and natural systems;
- Review, and as necessary, expand the biennial budget to enable implementation of climate programs;
- Continue funding climate action staff;
- Provide annual climate action progress report to Council.

Plan Development and Updates:

- The CAP implements the policy direction outlined in this element and will be updated on a five-year cycle, or sooner based on City Council's direction. The CAP implementation matrix will determine implementation emission reduction potential, increased resilience potential, timeline, costs, and department leads for a given action in addition to identifying key considerations, including but not limited to:
 - **Developing incentives** for green building design, building decarbonization, energy efficiency, EV and electric equipment purchase, water conservation, and drought resistant landscape design;
 - **Planning engagement** for a community outreach program to support and protect communities disproportionately impacted by extreme heat events and low air quality, develop and implement community stewardship activities to demonstrate connection between ecosystem and human health, and support access to culturally appropriate food opportunities by encouraging collaboration among public, non-profit, and private food purveyors;
 - **Initiating and sustaining partnerships** with local governments, tribal governments, stakeholders, and the community to ensure a transition to clean, and efficient energy use; expand transit services and EV infrastructure; ensure waste haulers contracted with the City offer recycling and composting services; protect, preserve, and restore waterways and ecosystems; co-create messages with the community on the impacts of climate change on health, safety, and emergency resources; and maintain tribal treaty rights and to protect cultural resources, practices, and historic sites from the impacts of climate change.
- Coordinate across City departments to incorporate climate considerations within appropriate Elements, including but not limited to:
 - **Utilities, Public Services, Housing Elements:** reduce water consumption, stormwater runoff, increased water reuse in design and construction of commercial, residential buildings/properties;
 - **Transportation Element:** maintain and protect environmentally critical areas, ecosystem functions;
 - **Land Use Shoreline Element:** protect environmentally critical areas and climate refugia, updates to development and infrastructure standards through best available climate science;
 - **Natural Environment Element:** reflect necessary restoration and capital projects that support enhancing climate resiliency;
 - **Parks, Recreation, and Open Spaces Element:** prioritize enabling access to open space in overburdened communities;
 - **Land Use, Housing, Transportation Elements:** climate-oriented growth strategies to promote dense, mixed-use, transit-oriented development, and affordable housing; equitable distribution of growth that reduces potential for displacement;
 - **Transportation, Parks, Recreation, and Open Spaces, Public Services Elements:** prioritization of transportation systems to locations vulnerable to climate

impacts; continued design of accessible facilities and infrastructure (ADA Transition Plan).

- Develop and implement the following processes, plans, or strategies identified in the CAE:
 - **Environmental justice audit process** to incorporate into Land Use Element that seeks to address the disproportionate environmental and health impacts exacerbated by climate change and ensure the equitable distribution of resources and benefits. Partner with City's Diversity, Equity, Inclusion, and Accessibility Task Force and engage city residents and community groups to thoroughly understand community needs.
 - **Construction and Demolition Waste Diversion Plan** (ensure incorporation into Utilities Element)
 - **Urban Forest Management Plan** (ensure incorporation into Land Use Element)
 - A **green jobs strategy** to support Kenmore's local economy
 - Update Economic Development and Community Design Elements to reflect City priorities for a resilient local economy and fostering business opportunities to advance climate mitigation and resilience.
 - Implement the **Kenmore Pedestrian Facilities Plan**, develop a **Bicycle Priority Network Strategy**
- Review and update City's Hazard Mitigation Plan (HMP) to incorporate climate impact risk assessment findings and increase the resilience of public services, utilities, and infrastructure. This should include:
 - Strategies to mitigate heat risks in community and incorporate resilience to flooding events; identify transportation in event of natural or human disasters;
 - A disaster response component to HMP, including waste removal to reduce risk of fire, flood, injury, and disease; update Land Use, Utilities, Parks, Recreation, and Open Space Elements as necessary.
- Obtain external funding to complement City funding and secure proper resources for climate action through:
 - State and Federal grants,
 - Formula funds,
 - Regional partnerships, and
 - Other sources.

SUPPORTING DOCUMENTATION

Additional documentation which provides more detailed information regarding how Climate Action Element goals and policies were developed can be found in the following documents. City produced documents are available on the City's webpage or at City Hall.

Climate Action Plan

The City of Kenmore [Climate Action Plan](#) (adopted in 2022) includes:

- An overview of why Kenmore sought to create a climate action plan;
- An overview of the baseline analysis of greenhouse gas emissions in Kenmore;
- A set of strategies and actions for addressing climate change through mitigation and adaptation approaches;
- An implementation matrix that includes potential for emissions reductions, resilience potential, cost, and timeline.

Vulnerability Assessment

The [City of Kenmore Vulnerability Assessment](#) (2021) includes:

- A summary of the risks, exposure, sensitivity, and adaptive capacity of the Kenmore community, natural environment, and infrastructure to the effects of climate change and interacting stressors.

Climate Action Element Policy Trends, Gaps, and Opportunities Assessment Memorandum

The [Policy Trends, Gaps, and Opportunities Assessment Memorandum](#) (2023) includes:

- A description of the overarching goals for developing and adopting a CAE;
- An overview of the approach used to identify initial goals, objectives, and policies related to climate action;
- A summary of key findings from the quantitative and qualitative assessment of Kenmore's existing climate policies and goals;
- Recommendations for emissions reductions and climate resilience and adaptation goals, objectives, and policies in several identified priority sectors per identified priority sector.

Kenmore Climate Action Element Equity Assessment Memorandum

The [Kenmore CAE Equity Assessment Memorandum](#) (2023) includes:

- An equity assessment, which examined the impacts, both intended and not, on people in overburdened communities explicitly for 25 objectives from the draft Climate Action Element.

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- Cascadia Consulting Group. (2021). *Kenmore Vulnerability Assessment*.
- Headwaters Economics. (2023). *Neighborhoods at Risk*. (Northeast Regional Climate Center) Retrieved 2023, from <https://nar.headwaterseconomics.org/5300023515/explore/map>
- University of Washington Department of Environmental & Occupational Health Sciences and Washington State Department of Health. (2022). *Washington Environmental Health Disparities Map: Cumulative Impacts of Environmental Health Risk Factors*. Retrieved

- 1 from [https://doh.wa.gov/sites/default/files/2022-07/311-011-EHD-Map-Tech-](https://doh.wa.gov/sites/default/files/2022-07/311-011-EHD-Map-Tech-Report_0.pdf?uid=62e46bbc98fad)
- 2 [Report_0.pdf?uid=62e46bbc98fad](https://doh.wa.gov/sites/default/files/2022-07/311-011-EHD-Map-Tech-Report_0.pdf?uid=62e46bbc98fad)
- 3



ECONOMIC DEVELOPMENT ELEMENT



ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

Purpose

The purpose of the Economic Development Element is to articulate how the City of Kenmore will support local businesses, stimulate job growth, enhance broaden the City's tax base¹, and improve the economic well-being of Kenmore residents. The purpose of this Element is to provide economic development policies for the City of Kenmore, as the community's economic base changes over time in response to market forces and in response to the vision of the Kenmore community.

Growth Management Act

Economic development is one of 14 statewide planning goals under the Growth Management Act (GMA). The specific goals regarding economic development are to:

- Encourage economic development throughout the state that is consistent with adopted comprehensive plans
- Promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons
- Promote the retention and expansion of existing businesses and recruitment of new businesses
- Recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

The Economic Development Element is to establish local goals, policies, objectives, and provisions for inclusive and sustainable economic growth and vitality and a high quality of life and is to include a summary of the local economy, including strengths and challenges.

VISION 2050

The primary goal of Puget Sound Regional Council (PSRC) VISION 2050 related to the economy reads, "The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life."

PSRC's Regional Growth Strategy defines roles for different types of areas in accommodating the Puget Sound region's population and employment growth. According to the Regional Growth

¹ "Broaden the City's tax base" refers to expanding the scope of economic activities, properties, or individuals subject to taxation within the city. The goal is to increase the diversity and inclusivity of the tax base, ensuring a larger portion of the population or economic transactions contributes to government revenue. It is also seen as a way to enhance fiscal sustainability and reduce the reliance on a narrow segment of taxpayers.

Strategy, it is assumed that 65 percent of the region's population growth and 75 percent of the region's job growth will locate within regional growth centers and near high-capacity transit.

VISION 2050 has seven economic policy objectives, each of which are targeted toward customizing local economic policies and strategies that further regional and local economic development goals. These policy objectives are:

- Identify and enhance industry clusters, including those recognized in the Regional Economic Strategy that provide goods and services for export
- Focus retention and recruitment efforts and activities to foster a positive business climate and diversify employment opportunities by specifically targeting:
 - Businesses that provide living wage jobs;
 - Local, women, and minority-owned businesses and start-up companies;
 - Established and emerging industries, technologies, and services that promote environmental sustainability, especially those addressing climate change and resilience.
- Promote strategies and policies that expand access to opportunity and remove barriers for economically disconnected communities.
- Address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure.
- Develop a range of employment opportunities to create a closer balance between jobs and housing, reducing commute times, traffic congestion, air emissions and other vehicle related emissions, and improving physical and mental health and community strength.
- Promote environmental and socially responsible business practices, especially those addressing climate change, resilience, and improved health outcomes.
- Support, recognize, and empower the contributions of the region's culturally and ethnically diverse communities, institutions, and Native Tribes.

Kenmore is identified as a High Capacity Transit (HCT) community in PSRC's VISION 2050 plan. HCT's are cities and urban incorporated areas with planned high-capacity transit investments that will allow these jurisdictions to accommodate a larger share of future growth, including both housing and employment. In addition, several areas within King County are identified as Regional Growth Centers (RGC). As of 2024, Downtown Kenmore is a Candidate Countywide RGC, with consideration for full designation through the 2025-26 biennium.

Countywide Planning Policies

The King County Countywide Planning Policies include many related to economic development. Policy *concepts* that support strong and vibrant local communities are summarized below:

- Make local investments to maintain and expand infrastructure and public services, promote education, and protect the environment in a way that contributes to the economic sustainability of the County.
- Coordinate local economic policies and strategies with VISION 2050 and the Regional Economic Strategy.
- Support economic growth that accommodates employment growth targets.

- Support industry clusters and their related subclusters that are integral components of the Regional Economic Strategy and King County's economy.
- Evaluate the performance of economic development policies and strategies in business development and middle wage job creation.

Topics that should be addressed include:

- Business Development: Strengthen, expand, and diversify the economy through creation, retention, expansion, and recruitment of businesses.
- Diversity, Equity, Inclusion, and Accessibility: Create and support a community and economy that are inclusive and welcoming to all.
- Support of the regional food economy: Support improving access to affordable and culturally relevant food options within the local community.
- Environmental Protection: Promote the natural environment as an economic value and work to improve access and restore the natural environment, as well as encourage private, public, and nonprofit organizations to incorporate environmental stewardship and social responsibility.
- Human resources – Create an economy that provides opportunities for all, particularly for economically disadvantaged residents and neighborhoods. Improve cultural diversity, job training and education.
- Direct governmental actions – Inventory, plan for, and monitor land supply and development capacity, and maintain and improve infrastructure and simplify permitting processes.
- Private/public partnerships – Foster partnerships to implement economic development policies, programs, and projects.

CITY OF KENMORE ECONOMIC DEVELOPMENT STRATEGY AND APPROACH

Economic Development Strategy (2018)

In 2018, the City hired a consulting firm, Community Attributes, to update the original Economic Development Strategy (2009). Through an extensive analysis, the development of a market profile update, an updated commercial buildable lands assessment, and a robust public engagement process with local business and stakeholders across the Kenmore community, several goals, strategies, and actions were developed aimed at diversifying, growing, and sustaining Kenmore's economy.

The six goals include:

- Promote & Differentiate Kenmore's Image
- Grow New & Existing Businesses & Target Sectors
- Enable High-Quality Retail, Office, & Mixed-Use Development
- Leverage Placemaking² & Livability for Economic Development
- Expand Connectivity, Access to the Waterfront & Multi-Modal Transportation

² Placemaking is defined as the process of creating quality places that people want to live, work, play and learn in.

- Highlight Kenmore’s Welcoming Business Climate

Economic Development Approach

Using the 2018 Economic Development Strategy as a guide, the City developed an Economic Development Approach that is guiding Kenmore’s economic development work.

Be a Well-Run City

We believe that the best thing we can do to promote economic development in Kenmore is to ensure we are a well-run city. This means that our city employees are approachable and accessible so that our community has positive experiences in dealing with the city. It also means that we provide well-maintained roads and parks, a walkable downtown core that is both safe and clean, well-planned zoning and housing options, easy-to-navigate permitting and registration processes, and care for our ecosystems, all of which create an environment where it is easier for businesses to thrive.

Seize Strategic Opportunities

We believe in taking matters into our own hands in order to make things happen. We embraced this part of our strategy in the last biennium by purchasing the Bench and Holt properties and utilizing the Shell property for an affordable housing development. We need to continue to be a city that moves boldly to ensure we are well positioned and prepared for the future by seizing opportunities that make an impact.

Focus on Key Partnerships

We believe it is critically important to engage with and support our city’s key institutions. This includes our largest employers, businesses, and service providers and the Kenmore Business Alliance, the city’s bridge to our numerous and treasured small businesses. We are deeply invested in the long-term success of our businesses and institutions, and we want to maintain strong partnerships with them.

EXISTING CONDITIONS

The following is a summary of Kenmore’s existing economic conditions based on information obtained from the various regional, state, and federal data sources. Where available, the most recent data from these sources was used.

Population and Socio-Economic Characteristics

The City of Kenmore has an estimated population of 24,350 (OFM estimate April 1, 2024), an increase of just over 3,000 or approximately 14 percent since the last Comprehensive Plan update in 2014. Table ED-1 below shows the population profile.

Table ED-1, Population Profile, 2023

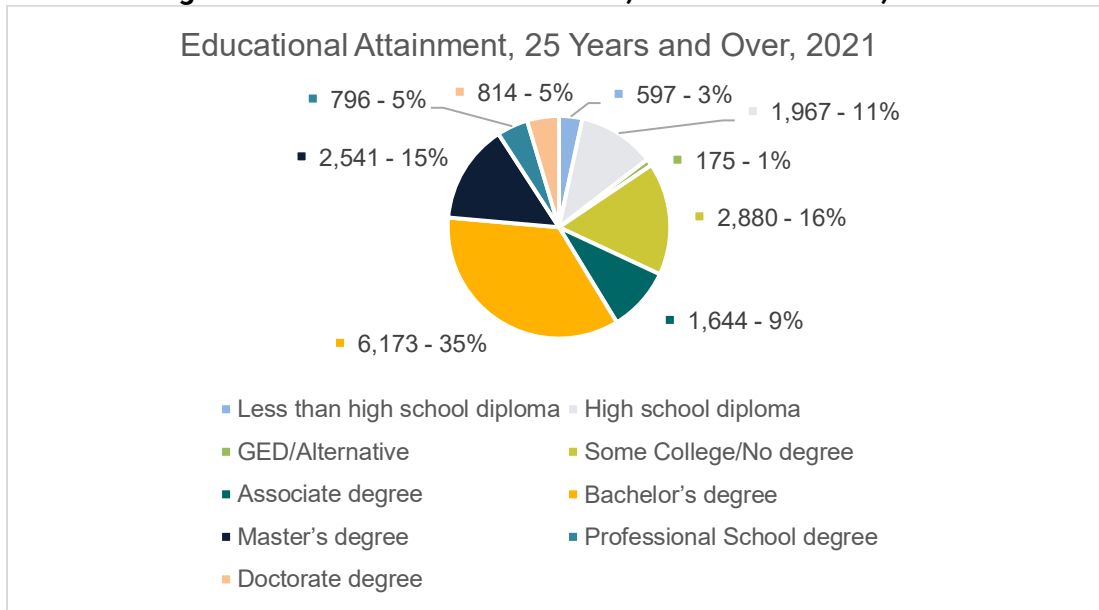
Population	24,350
Households	9,505
Median Age	41.3
Median Male Age	40.6
Median Female Age	42.1

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

Educational Attainment & Income

Approximately 67 percent of residents over the age of 25 have earned an associate degree or higher educational attainment. For comparison, about 64 percent of the population over 25 in King County have earned an associate degree. Figure ED-2 shows estimated educational attainment for Kenmore residents aged 25 or older.

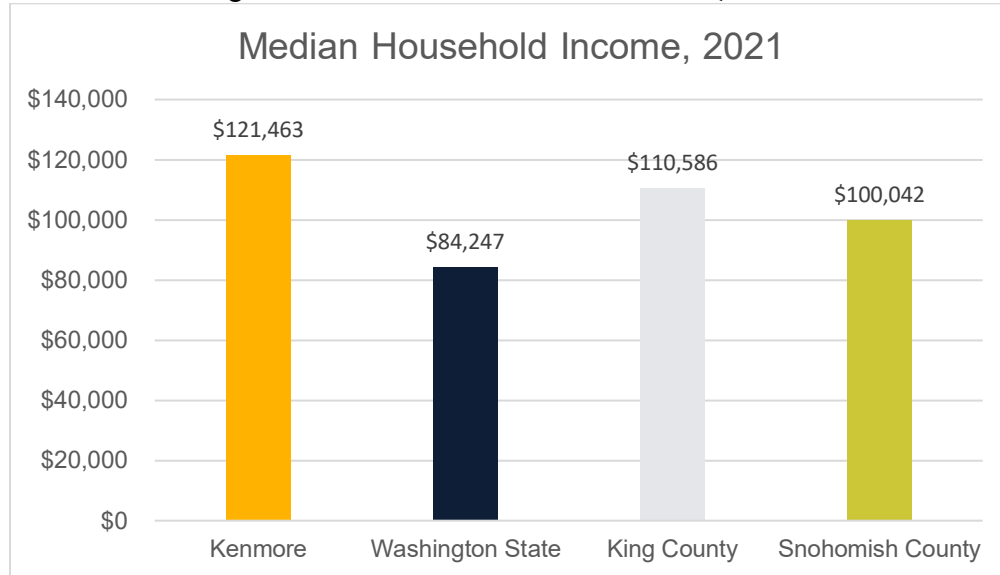
Figure ED-2 Educational Attainment, 25 Years and Over, 2021



Source: US Census American Community Survey, 5-year, 2017-2021

The Kenmore area has a median household income level estimated to be \$121,463 in 2021, compared to approximately \$110,586 for King County and \$100,042 in Snohomish County. Figure ED-3 shows estimated median household incomes in Kenmore, King and Snohomish counties, and Washington state.

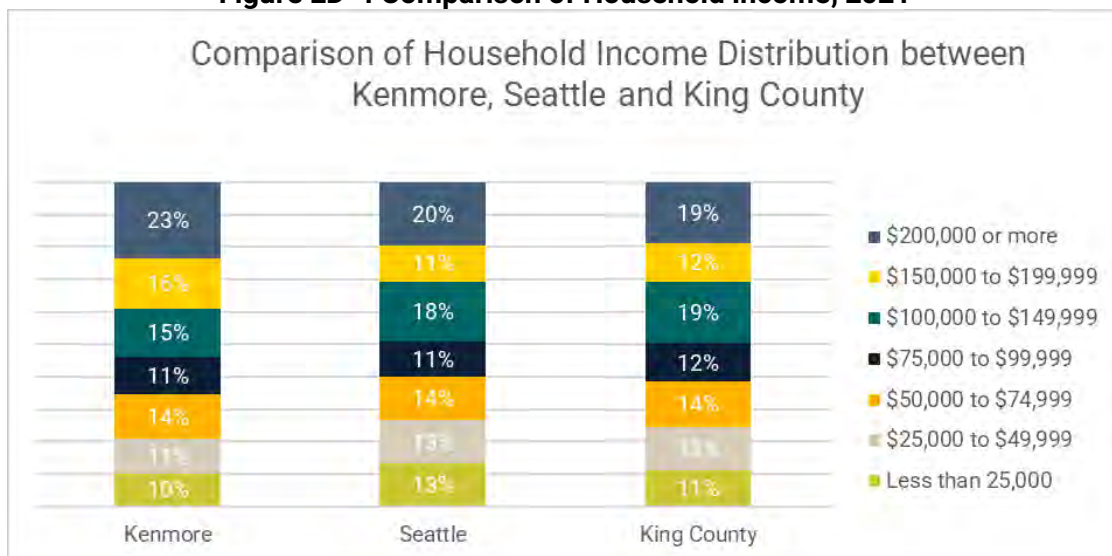
Figure ED-3 Median Household Income, 2021



Source: US Census American Community Survey, 2021

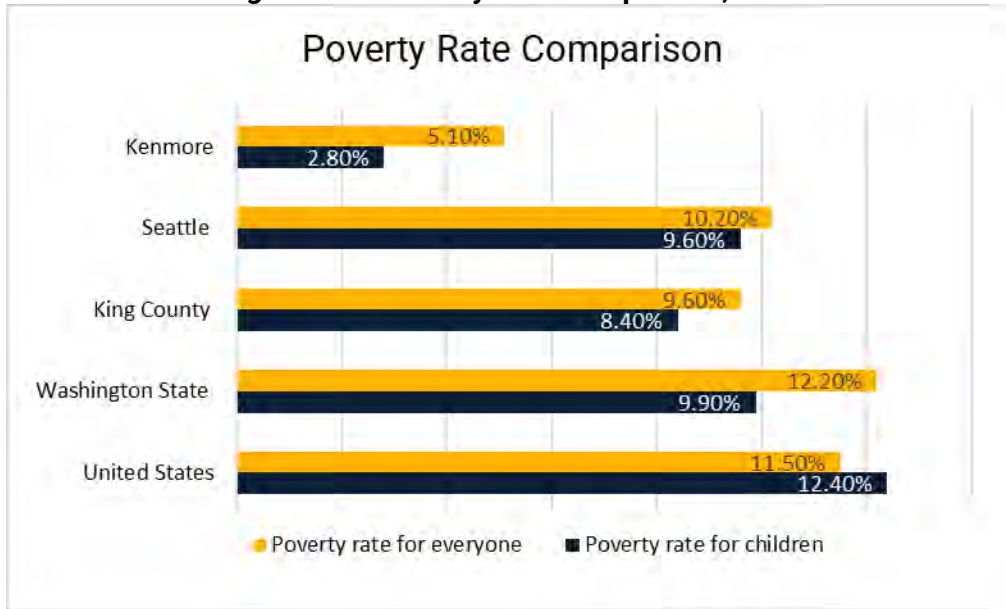
Approximately 6.1 percent of the population for whom poverty status is determined in Kenmore (1,425 out of 23,472 people) live below the poverty level, which is lower than the national average of 12.8 percent. The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who classifies as impoverished. If a family's income is less than the family's threshold, then the family and every individual in it is considered to be living in poverty. Figure ED-4 shows the comparison of household income for Kenmore with Seattle and all of King County while ED-5 illustrates the poverty rate for children and adults in these areas.

Figure ED-4 Comparison of Household Income, 2021



Source: Source: PSRC, 2021

Figure ED-5 Poverty Rate Comparison, 2021



Source: PSRC, 2021

Housing Economic Profile

There are an estimated 9,623 total housing units in Kenmore. Of these, approximately 6,445 (67 percent) are owner-occupied, 2,765 (29 percent) are renter-occupied, and 357 (4 percent) are vacant. The median value of owner-occupied units is \$948,000, with median gross rent of \$1,704. The average household size in Kenmore, as reported in the 2020 Census, is 2.53. Table ED-6 shows the housing profile for Kenmore.

Table ED-6 Housing Profile³

Total Housing Units	9,623
Average Household Size	2.53
Owner-occupied units	6,445
Renter-occupied units	2,765
Vacant units	357
Median Value (Owner-occupied)	\$948,000
Median gross rent (per month)	\$1,704

Source: U.S. Census, American Community Survey, 5-year, 2017-2021

Housing Affordability

Housing affordability in a community is a large factor in a community's success. When households spend more than 30% of their income on housing, they are cost burdened and struggle to afford other necessities. Households are severely cost burdened when they pay more than 50% of their income on housing. Cost burden is only one measure for understanding affordability in Kenmore.

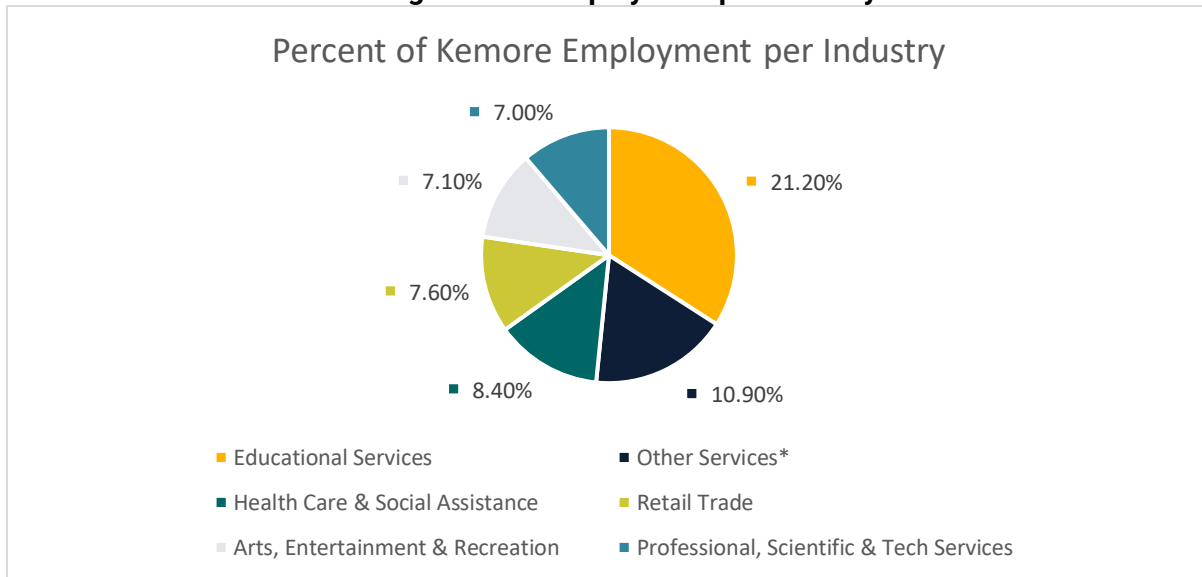
³ Housing profile numbers as estimates based on U.S. Census data. There is a margin of error factor. Therefore, total housing units may not be exact.

Employment

As of September 2023, there are approximately 4,583 employees within Kenmore. 21.2 percent of the working population in Kenmore is employed in Educational Services, making it the largest employment sector in the city. The next five largest employment sectors are Other Services* (10.9 percent), Health Care & Social Assistance (8.4 percent), Retail Trade (7.6 percent), Arts, Entertainment & Recreation (7.1 percent), and Professional, Scientific & Tech Services (7.0 percent).

According to WA State Department of Revenue, there are 1,198 businesses operating in Kenmore (September 2023). Of these businesses, 66% are home-based. Table ED-7 illustrates the percentages of employment per industry.

Figure ED-7 Employment per Industry



Source: WA Department of Revenue

(*Other Services (except Public Administration) NAICS 81 – Activities providing services not elsewhere specified, including repairs, religious activities, grantmaking, advocacy, laundry, personal care, death care, and other personal services.

Table ED-8 shows covered employment data for Kenmore. Table ED-9 shows the top 5 employers in Kenmore.

Table ED-8, Covered Employment by Industry, Kenmore

by NAICS Codes	Employees	
	Number	Percent
Agriculture, Forestry, Fishing & Hunting	0	0.0%
Mining	0	0.0%
Utilities	0	0.0%
Construction	303	6.6%
Manufacturing	136	3.0%
Wholesale Trade	152	3.3%
Retail Trade	348	7.6%
Motor Vehicle & Parts Dealers	62	1.4%
Furniture & Home Furnishings Stores	7	0.2%
Electronics & Appliance Stores	10	0.2%
Building Material & Garden Equipment & Supplies Dealers	32	0.7%
Food & Beverage Stores	30	0.7%
Health & Personal Care Stores	85	1.9%
Gasoline Stations & Fuel Dealers	16	0.3%
Clothing, Clothing Accessories, Shoe and Jewelry Stores	3	0.1%
Sporting Goods, Hobby, Book, & Music Stores	75	1.6%
General Merchandise Stores	28	0.6%
Transportation & Warehousing	239	5.2%
Information	90	2.0%
Finance & Insurance	94	2.1%
Central Bank/Credit Intermediation & Related Activities	67	1.5%
Securities & Commodity Contracts	8	0.2%
Funds, Trusts & Other Financial Vehicles	19	0.4%
Real Estate, Rental & Leasing	91	2.0%
Professional, Scientific & Tech Services	319	7.0%
Legal Services	53	1.2%
Management of Companies & Enterprises	3	0.1%
Administrative, Support & Waste Management Services	152	3.3%
Educational Services	970	21.2%
Health Care & Social Assistance	383	8.4%
Arts, Entertainment & Recreation	325	7.1%
Accommodation & Food Services	304	6.6%
Accommodation	18	0.4%
Food Services & Drinking Places	286	6.2%
Other Services (except Public Administration)	498	10.9%
Automotive Repair & Maintenance	63	1.4%
Public Administration	135	2.9%
Unclassified Establishments	41	0.9%
Total	4,583	100.0%

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

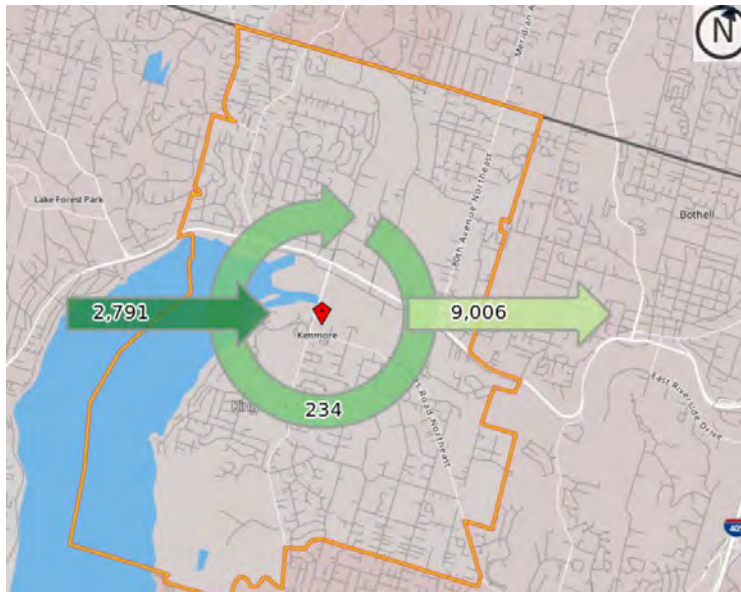
Table ED-9, Largest Employers in Kenmore

Bastyr University
The Lodge at St. Edward Park
Safeway, Inc.
Kenmore Air Express/Kenmore Air Harbor ⁴
Inglewood Golf Club

Source: WA State Dept. of Revenue, City of Kenmore 2023

According to U.S. Census data, only 2 percent of working Kenmore residents are employed inside the City. Figure ED-10 shows the inflow/outflow of Kenmore residents and non-residents, as well as the residents who live and work in Kenmore. There are over 3.5 times as many residents working outside the city for employment versus those coming into the City. This indicates the limited availability of jobs in the city and residents work in job sectors that Kenmore does not offer (i.e., education and services instead of high-tech, financial). Kenmore still serves largely as a bedroom community for surrounding employment centers.

Figure ED-10: Inflow/Outflow of Workers



Source: U.S. Census On the Map, 2021

Employment by Industry Sector

Kenmore residents are employed in a variety of industries. Over 25 percent of the population is employed in professional, scientific, management, and administrative services, making it the largest employment sector. In 2021, the median annual earnings for this sector were \$93,247. The next largest employment sectors are educational services (21 percent), other services

⁴ Kenmore Air Express is the commercial air service business operating out of Kenmore. Kenmore Air Harbor is the maintenance and aircraft operations of the seaplane base in Kenmore. Together, these two businesses operate side-by-side at the Kenmore base.

(including repairs, religious activities, grantmaking, advocacy, laundry, personal care, death care, and other personal services (10.9 percent), and health care and social assistance (8.4 percent). In 2021, the median earnings for these sectors range between \$63,210 and \$112,102 annually. Table ED-11 shows estimated full-time, year-round employees by industry sector in Kenmore.

Table ED-11 Employment by Industry Sector, 2021

Industry Sector	Count	Share	Median Earnings*
Full-time, year-round civilian employed population 16 years and over	9,486	100%	\$68,917
Agriculture, forestry, fishing, hunting, and mining:	0	0	-
Construction	565	5.9%	\$66,397
Manufacturing	926	9.7%	\$112,102
Wholesale Trade	353	3.7%	\$78,529
Retail Trade	928	9.7%	\$47,180
Transportation and warehousing, and utilities:	220	2.3%	\$62,313
Transportation and warehousing	146	1.5%	\$48,646
Utilities	74	.07%	\$123,750
Information	325	3.4%	\$133,889
Finance and insurance, and real estate and rental and leasing:	805	8.4%	\$71,750
Finance and insurance	496	5.2%	\$99,261
Real estate and rental and leasing	309	3.2%	\$60,747
Professional, scientific, and management, and administrative and waste management services	2,396	25.2%	\$93,247
Professional, scientific, and technical services	1,923	20.2%	\$101,979
Management of companies and enterprises	105	1.1%	\$109,306
Administrative and support and waste management services	368	3.8%	\$45,625
Educational services, and health care and social assistance:	1,997	21.0%	\$63,210
Educational services	792	8.3%	\$70,278
Health care and social assistance	1,205	12.7%	\$58,423
Arts, entertainment, and recreation, and accommodation and food services	497	5.2%	\$43,013
Arts, entertainment, and recreation	182	1.9%	\$59,375
Accommodation and food services	315	3.3%	\$31,989
Other services, except public administration	215	2.2%	\$25,875
Public administration	259	2.7%	\$75,192

Sources:

US Census American Community Survey, 2021

<https://data.census.gov/table?q=industry&g=160XX00US5335170&tid=ACST5Y2021.S2404>

<https://data.census.gov/table?q=earnings+by+industry&g=160XX00US5335170>

Employment Capacity

The affordability of commercial space and housing within the region contributes to whether the local economy has the potential to slow or grow in upcoming years. As increasing housing costs play a major role in housing affordability, so does the cost of commercial and industrial real estate. As real estate costs rise, this may negatively impact the potential of business creation and the retention of existing business. Higher rents may price out existing businesses, make expansions of existing businesses cost-prohibitive, or displace existing businesses as commercial areas redevelop.

Monitoring commercial space availability and development capacity may ensure that zoning and other development regulations create a balanced and sustainable economic development approach. Table ED-12 below summarizes the 2021 King County buildable lands analysis of commercial and industrial lands in Kenmore, as well as the capacity to accommodate jobs in those categories in the city. The table includes a summary of land supply and employment capacity by vacant and underutilized parcels. Also included is a summary of capacity within lands categorized as Pipeline (lands within project planned or underway) as of 2021.

Estimating commercial/industrial land supply and job capacity determines if the city has enough land inventory (availability) in these land use categories, as well as the capacity to accommodate employment (jobs) in these categories.

Table ED-12 Commercial / Industrial Land Supply and Job Capacity

Land Supply	Gross Area (acres)	Critical Areas (acres)	ROW (acres)	Public Purpose (acres)	Initial Land Supply	Market Factor	Buildable Lands (acres)
Vacant/Redev.							
Commercial	0	0	0	0	0	0%	0
Mixed Use	131.4	17.4	8.0	16.0	90.1	0% - 10%	87.5
Industrial	0	0	0	0	0	0%	0
Non-Res Land Total	131.4	17.4	8.0	16.0	90.1		87.5

Job Capacity by Land Use	Net Buildable Area (mil.sq.ft.)	Assumed Density Range (FAR)	Existing Floor Area (million sq. ft.)	Floor Area Capacity (mil.sq.ft.)	Sq.ft. per job	Job Capacity
Commercial						
Vacant	0	0	0	0	0	0
Redevelopable	0	0	0	0	0	0
Commercial Total	0	0	0	0	0	0
Mixed-Use						
Vacant	0.48	0.16 / 1.50	0	0.19	300 / 400	623
Redevelopable	3.33	0.16 / 1.50	0.26	0.97	300 / 400	3,239
Mixed-Use Total	3.81	0.16 / 1.50	0.26	1.16	300 / 400	3,862
Industrial						
Vacant	0	0	0	0	0	0
Redevelopable	0	0	0	0	0	0
Industrial Total	0	0	0	0	0	0
City Total						
Commercial	0	0	0.69	0	0	0
Mixed Use	3.81	0.16 / 1.50	0.91	1.16	300 / 400	3,862
Industrial	0	0	0.26	0	0	0
<i>Job Capacity in Pipeline</i>						19
City Total	3.81	1.50	1.86	1.16	0 / 400	3,881

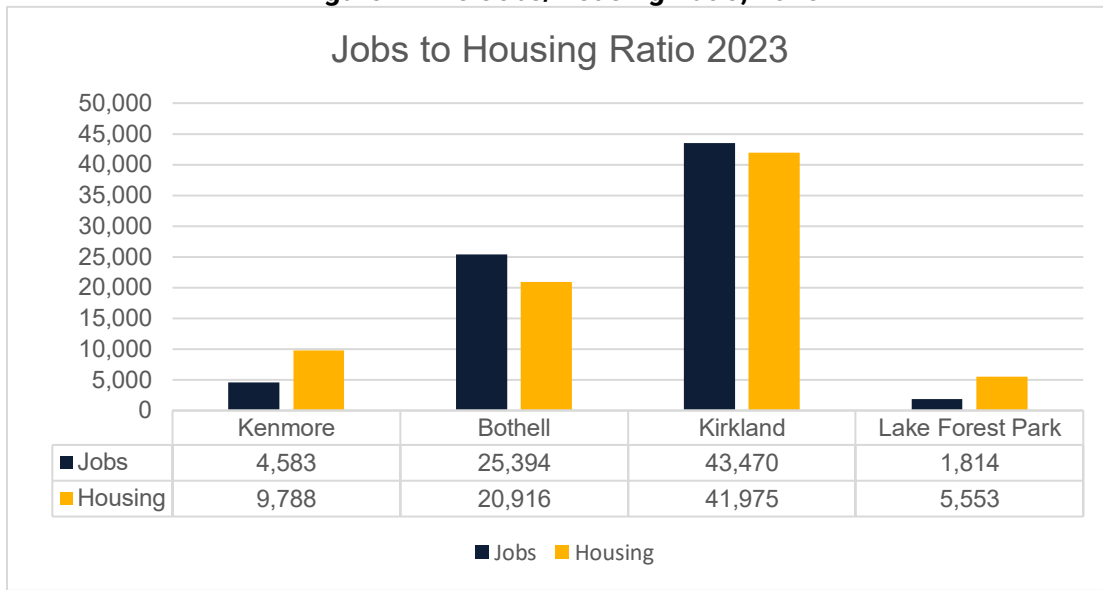
Source: King County Urban Growth Capacity Report, June 2021

Jobs/Housing Ratio

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

Kenmore, with approximately 4,583 jobs and 9,623 housing units, has a 1:2 jobs to housing ratio, which is a little less than half the number of jobs per housing units available. Figure ED-13 shows the jobs/housing ratio for Kenmore, as well as other nearby jurisdictions and King County for comparison. For comparison, Bothell has slightly more jobs than housing, Kirkland has an almost equal balance of jobs and housing, and Lake Forest Park has significantly more housing than jobs by a 3:1 margin.

Figure ED-13 Jobs/Housing Ratio, 2023



Source: Data Axle Inc, ESRI Community Analyst, 2023

Employment Growth Target

The King County Countywide Planning Policies (CPPS) establish growth targets for all jurisdictions within King County. The CPPs were most recently amended in 2023, updating the growth targets for cities and towns throughout the County. The updated growth targets extend the planning horizon through 2044. Kenmore's current employment is 4,583 with a growth target of 3,200 net new jobs by 2044.

Taxable Retail Sales

The reported taxable retail sales in Kenmore as reported in 2022 was \$439.9 million, which was a 10% change from the prior year (\$399,401,715). Table ED-14 shows the taxable retail sales of Kenmore compared to other nearby cities. Table ED-15 shows the taxable retail sales within Kenmore by category. Per WA State Revenue, this includes sales by other methods including online, phone, and retailers by mail.

Table ED-14 Taxable Retail Sales, 2022 Annual

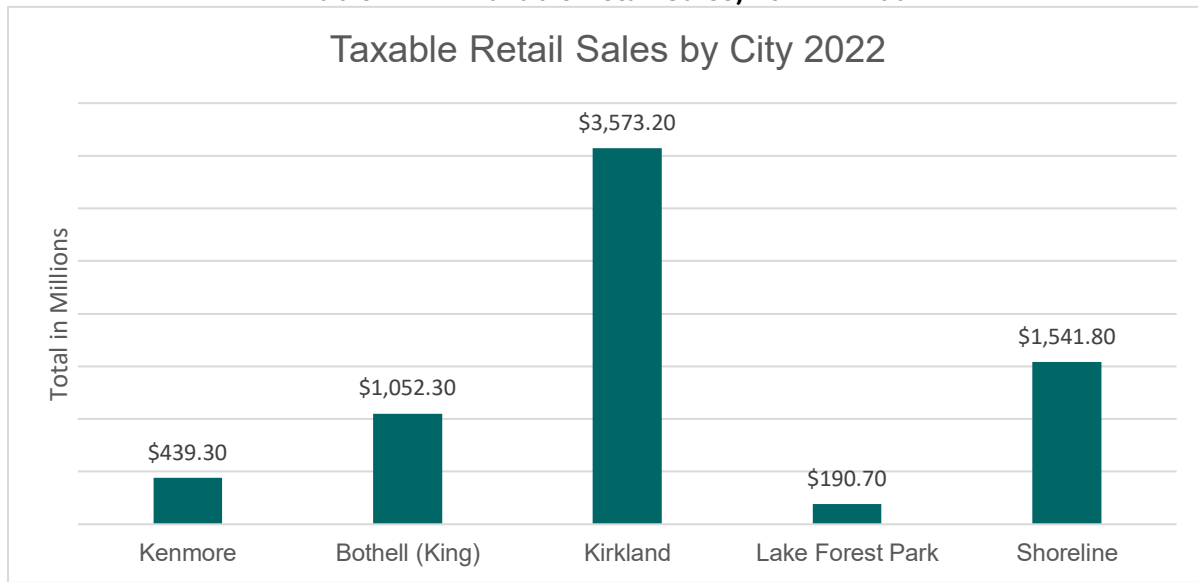
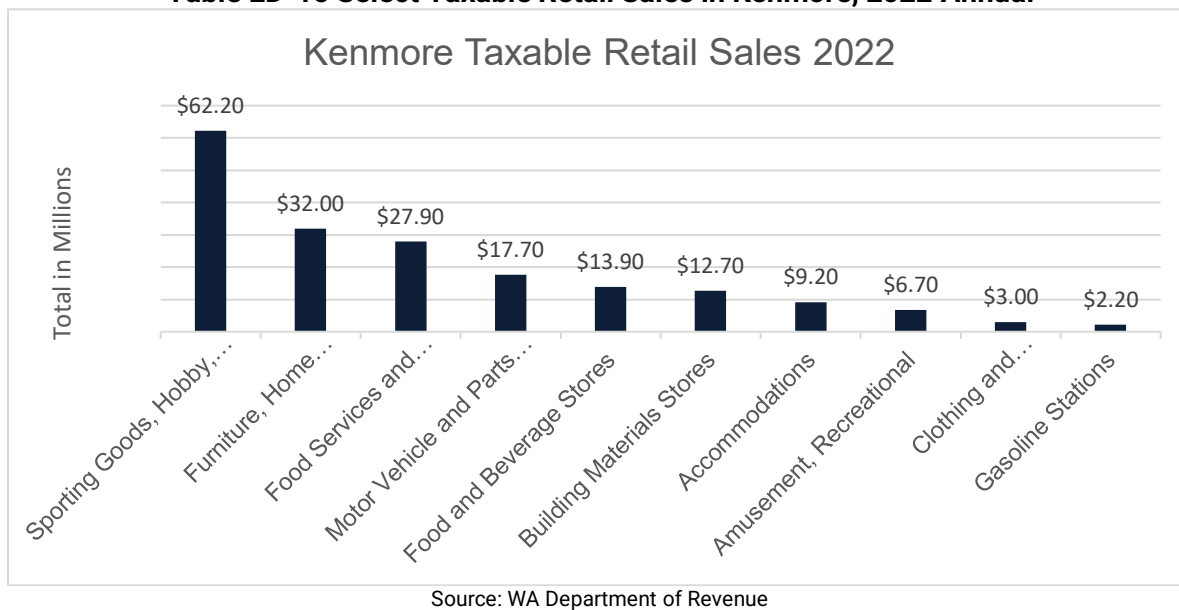


Table ED-15 Select Taxable Retail Sales in Kenmore, 2022 Annual



FUTURE TRENDS

Kenmore, particularly in the four quadrants of Downtown, is expected to capture additional economic growth. As a designated “High Capacity Transit (HCT)” community⁵ with good access to the regional transportation network, Kenmore is targeted for both residential and employment growth as part of the Regional Growth Strategy. As a HCT, Kenmore is viewed as an important subregional job, service, cultural, and housing center. The Downtown area will capture a share of City-wide development based on several key characteristics:

- Central location, convenient to job centers and job growth in northeast King County.
- Location on major highways/arterials. Travelers can get to or from Kenmore without traveling on a toll road.
- Location on Lake Washington and the Sammamish River.
- Variety of existing commercial development types and the potential for redevelopment.
- Presence of Bastyr University, a leader in natural health sciences.

More details about the Downtown area are discussed in the Downtown Element.

Retail Demand

Taxable retail sales have remained steady in Kenmore. Restaurants, groceries, and until recently, autos and parts, made-up the largest share of retail spending. With the departure of James G. Murphy Co. in 2022, this auto sales and parts sales category dramatically decreased. Kenmore retail largely serves a local market area. Even within this area, the city retail captures only a small share of resident expenditures.

The retail inventory in the city consists of a mix of highway-oriented development and some stand-alone facilities. The largest concentrations are Kenmore Square and surrounding development, Safeway and surrounding development, and Kenmore Village and surrounding development.

The City of Kenmore has the potential to provide retail goods and services for an area beyond its own boundaries. The projected market area for Kenmore lies within an approximate 3-mile radius around the Downtown, and the boundaries are further described in the Downtown Element.

Particularly in the four downtown quadrants there are opportunities for both rehabilitation of existing retail and new retail development opportunities that serve both local and regional needs. Providing opportunities to access small, local neighborhood retail is also a consideration for serving local needs.

⁵ ‘High Capacity Transit’ means transit service that functions to carry high volumes of passengers quickly and efficiently, preferably on exclusive or semi-exclusive rights-of-way, such as bus rapid transit, light rail, commuter rail, and passenger only ferries. In the case of Kenmore, SR-522 (Bothell Way) is defined as a high capacity transit corridor. ‘High Capacity Transit community,’ as defined under PSRC’s VISION 2050, is a regional geography that refers to cities and unincorporated areas that are connected to the regional high-capacity transit system.

While there is some limited potential for retail expansion in Kenmore, the long-term projection is declining retail sales at traditional brick and mortar retailers and a continuing trend in online retail. According to McKinsey & Company, a global management consulting company, the share of traditional retail is set to decline from 85 percent at present to 65-70 percent in the next 4 to 5 years.

Office Demand

The Kenmore office market is quite small in comparison to the region. Kenmore's ability to capture regional and national serving office users depends on its competitive position. Office concentrations in Bothell, Lynnwood, and Kirkland are all located on major interstate highways. While Kenmore does not offer the same level of highway access and visibility, Kenmore does have an opportunity to capitalize on its waterfront setting.

Since about 60 percent of Kenmore businesses with a Kenmore Business Registration are home-based businesses (as of 2023), there may be an upcoming need and demand for smaller-scale office development as these businesses mature. Buildings that accommodate live-work or coworking spaces may be more suitable for Kenmore's business environment rather than the traditional Class A or B office space that is commanded in large job centers. However, because of the lack of available coworking space in Kenmore, businesses are forced to look outside the city.

Telecommuting is a trend that has rapidly increased since the COVID-19 pandemic. This has created high retail and office vacancy rates in many prime locations outside of Kenmore. The current trend and long-term projections are conversions of excess office space to residential. While Kenmore may not be largely affected by this trend, it will still have an overall impact on office space availability and rents.

Clean Light Manufacturing Demand

Clean light manufacturing generally includes advanced manufacturing (including information technology) and urban and/or artisanal manufacturing (including breweries and specialty food manufacturers, for example). Both types of light manufacturing, particularly small growing businesses and start-ups, do not need large spaces and are looking for inexpensive rent. Kenmore has a few properties that fit this description and is a lower cost location than other options, regionally. As an emerging business type, there may be the potential for future growth of green businesses in Kenmore.

In addition to clean light manufacturing, supporting local businesses and fostering business opportunities to advance climate mitigation and resilience are important long-term objectives of the City. The Climate Action Element has goals and policies related to supporting a resilient and green local economy.

STRENGTHS, CHALLENGES, OPPORTUNITES & THREATS (SCOT)

The city of Kenmore, with its ideal location at the top of Lake Washington along a heavily travelled corridor between Seattle and the Eastside, has a lot of opportunity for commercial growth. With these opportunities, there are certainly challenges as well. This section briefly describes the strengths, challenges, opportunities, and threats, otherwise known as a SCOT analysis. This section also summarizes responses from business and stakeholder interviews conducted during development of the 2018 Economic Development Strategy.

Strengths

Kenmore has several assets that can be leveraged to establish its identity and promote the community for increased investment and employment.

Location

Kenmore's location on 522 roughly halfway between the Eastside and downtown Seattle, as well as its location on the north end of Lake Washington, are significant assets to attracting new residents and businesses alike.

Pleasant Residential Neighborhoods

Kenmore has many excellent neighborhoods, each with its own identity and character, which add to the uniqueness of the community and improved quality of life.

Excellent School District

The Northshore School District is one of the top public school districts in the region.

Burke Gilman Trail

The Burke Gilman Trail is a 19-mile multi-purpose trail that runs from Bothell to Shilshole Bay in Seattle. The trail is part of a 27-mile trail that includes the Sammamish River Trail running from Bothell to Marymoor Park in Redmond. The Kenmore portion of the Burke Gilman Trail is approximately 2.4 miles.

Kenmore's Air Harbor

Founded in 1946, Kenmore's Air Harbor continues to be a unique and vital asset to the city's history and economic vitality. With an average 20 single-engine seaplane fleet, it is America's largest seaplane harbor with air service provided daily to downtown Seattle, the San Juan Islands, and Canada. Along with passenger services, the Air Harbor also provides seaplane restoration and maintenance services. The Air Harbor also provides space for approximately 25 private seaplanes. During the peak summer months of July and August, the Air Harbor employs approximately 250 people.

More information about Kenmore's Air Harbor is provided in the Land Use Element.

Bastyr University

Kenmore is home to Bastyr University, the premier university in naturopathic medicine in the United States, with campuses in Kenmore and San Diego, California. The 51-acre Kenmore campus is located adjacent to St. Edwards State Park and It is known for its focus on natural health arts and sciences, particularly in the areas of naturopathic medicine, acupuncture, herbal medicine, nutrition, and holistic health. Not only does Bastyr offer in-person, full-time programs, but also offers online degrees and continuing and community education programs. Bastyr has a total student body of approximately 742 students between both campuses and employs over 600 employees.

Strong Local Business Presence

Kenmore is home to many locally owned businesses, both large and small. In fact, over 60-percent of Kenmore businesses are home-based.

Challenges

SR-522 Traffic

The pass-through traffic on SR-522 (Bothell Way) is a major east-west thoroughfare that is a significant barrier to pedestrians as well as limiting the potential for and type of development along the highway.

Competition with Neighboring Cities

The local economy is considered small relative to its population base. Several of Kenmore's neighboring cities have strong regional retail and employment centers, including Lynnwood, Bothell, and Kirkland.

Lack of Large-Scale Commercial/Office Space

Compared with neighboring cities, Kenmore has less current and available commercial and office space. This makes it more challenging for businesses to expand or locate in the city.

Opportunities

Excellent Transportation Connections

SR-522 (Bothell Way) is a major east-west arterial that provides excellent connection to Interstate 5 to the west and Interstate 405 to the east. The highway also acts as a major transit corridor for both local (King County Metro) and regional (Sound Transit) bus service. The addition of the S3 Stride Line, a new bus rapid transit line that will connect I-405 and Link Like Rail in Shoreline, will provide residents and employees additional transit options, while also expanding access and opportunities to economically disadvantaged residents. Also, continuing to pursue the King County Water Taxi as a viable transportation alternative would bring added economic benefits to downtown Kenmore.

Expanding the Downtown Core

Downtown Kenmore has been slowly redeveloping and redefining itself as the new community shopping and gathering place. Along with city investments for a new town square and several new privately initiated housing developments, there is a lot of opportunity for continued growth.

Promotion of Kenmore as a Unique Lakeside City

Kenmore is uniquely situated at the north end of Lake Washington. This location, and the benefits of lakeside access, provides not only a dramatic view but also several economic development opportunities.

Lakepointe Development

Lakepointe is a 'once in a lifetime' opportunity to create a lasting legacy for residents, business and visitors.

Threats

Climate Change

Climate change has the potential to have many negative effects on the economy, many of which may be out of the control of local government. Business establishment and success,

as well as customer spending patterns, may be affected. Kenmore could, however, take steps to improve and market climate mitigation and adaptation strategies in the Climate Action Plan to attract businesses and shoppers.

Economic Uncertainty

Uncertainty in regional, national, and global economies plays a role in what happens to local economies. Inflation, supply chain and labor shortages, transportation costs, and stock market volatility are unknowns that may impact the region in the future. While many of these market forces are uncontrollable, the City can develop policies to prepare for any negative swings and prepare for and respond to changing economic conditions.

Housing Affordability

Regional and local housing plays a role in economic success and growth in the community. Housing affordability can impact housing rents and home costs, which may impact the availability and creation of workforce jobs. The City can monitor existing housing trends and home prices, as well as make changes to housing policies, if needed, to ensure an adequate supply of affordable housing in Kenmore.

Commercial Affordability

Commercial affordability also plays a large role in economic success and growth in Kenmore. Rising costs in commercial rents and property can negatively impact existing business, as well as discouraging new business development. The City can monitor existing commercial metrics and adjust economic policies, to the extent possible, that helps promote a variety of businesses.

Transition to Online Marketplace

Even before the COVID-19 pandemic, the retail marketplace has slowly been changing from a traditional brick-and-mortar, big-box environment to e-commerce. While traditional “in-person” shopping is still the predominant method, the pandemic has inevitably accelerated this change as large-scale regional developments (i.e., shopping malls and retail centers) are either closing or redeveloping into mixed-use urban villages or “lifestyle centers.” While Kenmore does not have many large-scale shopping centers, the City may explore the potential of adaptive reuse for aging buildings or redevelopment of underperforming retail centers into new mixed-use or live-work spaces.

Tables ED-16 and ED-17 show key sector opportunities and challenges and what was heard from participants during the 2018 Economic Development Strategy participation sessions.

Table ED-16 Key Sector Opportunities & Challenges – 2018 Economic Development Strategy

Sector	Opportunities	Challenges
Retail	Current retail leakage to other retail centers; opportunity to capture spending from nearby communities	Suitable locations for future retail; format/type of retail and compatibility with City goals; changing retail environment (bricks and mortar challenges)
Medical/Health Care	Existing demand; relative small scale development type; existing presence in Kenmore; Bastyr University	Available property for development; Rising construction costs
Professional Services (office space)	Demand for locally serving office space; low vacancy rates; lack of supply of office space nearby; potential for coworking office development	Financing of speculative office space; available locations within the City
Restaurants/Breweries/Wineries	Rising costs in Seattle and other markets i.e. relative affordability of commercial space; strong local demographics and growth; underserved market	Available space (existing or for new construction); rising rents in Kenmore; nearby competition
Tourism and Recreation	Build upon success of the Lodge at Saint Edward; Burke Gilman linkages; Unique lakefront amenities; Kenmore Air	Linkage between downtown and lake access points; growth in nearby offerings; Highway 522 environment
Information & Communications Technology (ICT)/Tech Sector	Potential for satellite offices on certain properties in long term (Lakepointe for example); improving transportation linkages; Regional growth in sector; regional demand	Site suitability and availability; regional competition; long odds strategy

Source: 2018 Economic Development Strategy, CAI, Inc.

Table ED-17 What Was Heard – 2018 Economic Development Strategy

What Makes Kenmore an Attractive Place to do Business?

The Ability to Live & Work Here
Central Location Within Region
Affordable Commercial Rent

The Local Economy
Confidence in Future Growth
Untapped Markets
Quality Businesses Draw Customers from Outside Kenmore

Kenmore's Economic Assets
Local Leadership & Support for Businesses
Location
Spillover Regional Growth
Bastyr University Growth

What Challenges and Opportunities Affect the Kenmore Economy the Most?

Greatest Challenges
Transportation
Current Perceptions of the City
Quality & Quantity of Commercial Space
Competition with Neighboring Communities

Greatest Opportunities
Increasing Transportation Options
Expanding Downtown Retail Core
Developing Identity as Unique Destination
Improving Quality of Commercial Building Space

Looking Forward

Infrastructural Development
Development of the Lakepointe Property
Expected Growth - and a Higher Profile
Increasing Variety of Commercial Development
Places to Gather
Shared Work Spaces
Technology, Healthcare and Professional Services

Source: 2018 Economic Development Strategy, CAI, Inc.

SUPPORTING AN EQUITABLE LOCAL ECONOMY

A diverse and stable economy offers long-term economic opportunity and social equity to all Kenmore residents. Equitable and broadly spread prosperity through employment is a key factor in helping residents improve financial outcomes and stay out of poverty. Equity has been identified by the City as top priority and ensuring availability and access to jobs is one of the ways to improve quality of life, especially for historically underrepresented people. Creating the

opportunity for access to living wage jobs and workforce development and education leads to greater economic growth and success.

GOALS, OBJECTIVES, AND POLICIES

Following are the economic development goals, objectives, and policies.

GOAL ED-1 ESTABLISH AN ECONOMIC BASE THAT PROVIDES FOR THE NEEDS OF RESIDENTS AND A RANGE OF EMPLOYMENT OPPORTUNITIES.

OBJECTIVE ED-1	Strengthen the diversity of employment opportunities in a manner that creates job opportunities for all residents and creates opportunities for people to live and work in Kenmore.
Policy ED-1.1	Classify an adequate amount of land for commercial and business use.
Policy ED-1.2	Recognize the environment as a key economic value in the community that must be protected.
Policy ED-1.3	Through cooperative planning efforts with other agencies, support community-based actions to involve minorities, women, and economically disadvantaged individuals in improving their economic future.
Policy ED-1.4	Promote local use of small business financing and management assistance programs. Help identify facilities which may be used to support small businesses.
Policy ED-1.5	Develop and maintain accurate and up-to-date capital facility plans for transportation, surface water, and parks.
Policy ED-1.6	Foster the development and use of private/public partnerships to implement economic development policies, programs, and projects.
Policy ED-1.7	Identify & target sectors that are appropriate for siting in Kenmore, providing for job diversity and living-wage occupations.
Policy ED-1.8	Ensure existing and future housing and land use policies support the balance of affordable housing and available jobs in Kenmore.
Policy ED-1.9	Consider establishing a target of living wage jobs-to-housing ratio for Kenmore.
Policy ED-1.10	Actively seek living wage jobs that support Kenmore residents and encourage educational opportunities through local and regional training partners, such as WorkSource, community colleges, and technical trade schools.

Policy ED-1.11	Support opportunities and partnerships that prepare residents such as occupational rehabilitation, training, internships, work study, and other efforts.
OBJECTIVE ED-2	Support new and existing business development by creating climate that fosters business creation and retention, positively contributing to the City's quality of life.
Policy ED-2.1	Actively support the retention and expansion of the local and regional economic base.
Policy ED-2.2	Partner with economic development groups, such as the Economic Development Council of Seattle/King County, State Department of Commerce, Small Business Development Center (SBDC), and various trade organizations to coordinate recruitment and marketing of business opportunities.
Policy ED-2.3	Partner with the Bothell Kenmore Chamber of Commerce and Kenmore Business Alliance to connect businesses and obtain input on City policies and activities.
Policy ED-2.4	Use zoning, strategic infrastructure investment, and public facilities to stimulate business revitalization, retention, and creation.
Policy ED-2.5	Permit home businesses within residential zones consistent with the neighborhood context.
Policy ED-2.6	Encourage quality and affordable childcare and adult care facilities to support a diverse work force.
Policy ED-2.7	Identify the unique needs of multi-cultural and women-owned businesses and coordinate City policies with business associations and other stakeholders in Kenmore.
Policy ED-2.8	To support Kenmore's Economic Development Approach, continue to facilitate permitting for new and expanding businesses and facilitate property acquisitions where strategic to achieve economic development strategies.
Policy ED-2.9	Ensure that all economic development activities and partnerships are consistent with the City's Economic Development Approach.
OBJECTIVE ED-3	Encourage the retention and provision of commercial services that support residents and local businesses.
Policy ED-3.1	Support private reinvestment in local businesses through the potential use of tools such as loan or grant matching, fee abatement, or other mechanisms to revitalize commercial centers.

Policy ED-3.2	Reinforce private investment through regular maintenance and improvement of the City's streets, sidewalks, surface water facilities, and parks.
Policy ED-3.3	Encourage mixed-use areas where small-scale commercial development can occur.
Policy ED-3.4	Encourage the development of shared office/co-working spaces in Kenmore.
OBJECTIVE ED-4	Improve the visual appearance of new and existing commercial development in terms of design, signage, landscaping, and maintenance.
Policy ED-4.1	Improve the visual appearance of Downtown, SR-522, and other commercial districts through public and private measures for beautification, façade improvements, and maintenance.
Policy ED-4.2	Improve the appearance of parking areas with landscaping and maintenance.
Policy ED-4.3	Implement sign standards that create a distinct image for the Downtown, SR-522, and other commercial nodes, and which orient to pedestrians as well as drivers.
OBJECTIVE ED-5	Identify and support Kenmore's Downtown as a focal point for commercial and inclusive and sustainable economic growth.
Policy ED-5.1	Promote a diversity of uses within the Downtown which support the activity base by providing employment, civic, cultural, recreational, residential, and a variety of commercial activities.
Policy ED-5.2	Use zoning and infrastructure incentives to achieve redevelopment in the Downtown.
Policy ED-5.3	Create zoning districts, regulations, incentives, and strategic investment that, in conjunction with market forces, result in an inviting and vital central core that is inclusive and sustainable.
OBJECTIVE ED-6	Support regional economic development strategies consistent with the Kenmore vision statement.
Policy ED-6.1	Cooperate in efforts to establish regional economic diversification and development goals, strategies, and actions. Participation should be encouraged by other jurisdictions, labor, education, environment, and business interests.
Policy ED-6.2	Continue to cooperate on a countywide and regional basis with other counties, cities, other governmental agencies and the private sector to inventory, plan for and monitor the land capacity for commercial, institutional, resource, critical area, open space and residential uses.

Policy ED-6.3	Utilize tax and fee systems, where appropriate, that are equitable, consistent with City goals, predictably and appropriately fund local services, and are able to maintain a competitive local and regional economic environment. Periodically review the City's tax and fee systems to ensure they remain consistent with the City's priorities.
OBJECTIVE ED-7	Emphasize Climate Action Plan strategies during economic development decision making.
Policy ED-7.1	Attract a job sector that encourages clean-energy and low-carbon producers, emphasizes the reduction of natural resources, and promotes local and statewide initiatives of a green economy.
Policy ED-7.2	Support green job training and continuing education opportunities for economic vulnerable job sectors.
Policy ED-7.3	Support industries and job sectors that reduce greenhouse gas emissions and transitioning to renewable energy sources.
OBJECTIVE ED-8	Develop a culture of excellent service that supports all residents and businesses in Kenmore.
Policy ED-8.1	Continue to provide excellent service, and identify improvements as necessary, for City permitting, licensing, code enforcement and other front-line functions.
Policy ED-8.2	Instill a problem-solving approach to project review, licensing and permitting.
OBJECTIVE ED-9	Enhance communication between the City and local businesses.
Policy ED-9.1	Communicate with business owners to illustrate the value proposition inherent in operating a business in Kenmore.
Policy ED-9.2	Encourage proactive outreach to Community Business Organizations, such as Kenmore Business Alliance, informing the local business community of Kenmore's regulatory simplicity, supportive business culture, and low-cost business environment.
OBJECTIVE ED-10	Enhance community services as an integral part of residents and business owners' satisfaction with Kenmore and their sense of community.
Policy ED-10.1	Continue to operate a summer farmers market or support other activities in downtown that brings together people, business and enhances community pride.
Policy ED-10.2	Provide home-based businesses with easy access to community services and other opportunities that help advertise and promote their business to local residents and property owners.

Policy ED-10.3	Monitor residents and business owner satisfaction regarding city services and other quality of life metrics and track over time.
OBJECTIVE ED-11	Consistent with the City's Diversity, Equity, Inclusion and Accessibility (DEIA) Plan, support businesses and projects that align with equity goals.
Policy ED-11.1	Increase efforts to build partnerships that support to retain local businesses and organizations, with an emphasis on supporting historically marginalized groups in the business community.
Policy ED-11.2	Support a diversity of business types by engaging with business organizations and agencies that assist minority and women-owned businesses, such as the Washington State Office of Minority and Women's Business Enterprises (OMWBE), Washington State Department of Commerce, and Association of Women and Minority Businesses (AWMB).
OBJECTIVE ED-12	Leverage Placemaking and Livability and Position Kenmore as a destination for North King County.
Policy ED-12.1	Promote Kenmore as a regional tourism destination with regional businesses and attractions.
OBJECTIVE ED-13	Continue to recognize the value of Kenmore's Air Harbor as a provider of air transportation and as a significant employer in the city.
Policy ED-13.1	Support the continued operation of Kenmore's Air Harbor through effective planning, reduction from risk of incompatible development, and collaboration with the City and surrounding property owners.

IMPLEMENTATION STRATEGIES

The Economic Development Element policies will require continued or increased commitments of City resources to prepare new regulations, review/amend existing regulations, create educational or incentive programs, foster partnerships, or coordinate with adjacent jurisdictions.

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

- Incentives to stimulate business revitalization, retention, and creation.
- Identification and tracking key economic and demographic metrics to help the city evaluate the effectiveness of local economic strategies and achievement of equitable outcomes.
- Development and tracking of citywide and departmental performance measures related to economic development.
- Monitor and analyze commercial space availability and development trends to ensure that zoning and development regulations are appropriate for Kenmore.
- Continue to assess business development needs to ensure economic growth, particularly local business development.

A review of existing programs, rules and regulations would be needed to ensure they meet the policies, including:

- Review of home occupation, home business standards.
- Periodic review of development standards that relate to commercial or business development.
- Review of design, landscape, and signage standards.

Continuing coordination efforts would be needed with adjacent jurisdictions or agencies, including:

- Cooperative efforts with other agencies, such as Washington State Office of Minority and Women's Business Enterprises (OMWBE), Washington State Department of Commerce, and Association of Women and Minority Businesses (AWMB), to support economic development activities for small, local, women- and minority-owned businesses in Kenmore.
- Coordination and partnership with economic development and business groups, such as the Economic Development Council of Seattle/King County, the State Department of Commerce, various trade organizations, the Bothell Kenmore Chamber of Commerce and the Kenmore Business Alliance to promote Kenmore as a commercial and recreational destination.
- Continuing to promote and expand business-supporting slogans and branding materials that effectively support and value the business community in Kenmore. This may also include development of a small and local business directory, a "how to do business in Kenmore" guide, and a handbook on licensing and permitting.
- Cooperation on a regional basis towards economic diversification and land capacity monitoring.

A periodic review of the five-year action plan in the Economic Development Strategy is also recommended to keep the strategy plan current. The City continues to pursue the following efforts to further the goals of the Economic Development Strategy:

- Supporting a community marketing campaign to promote Kenmore's and support business development.
- Leveraging and partnering with the area's educational institutions.
- Supporting the development of a natural health-related cluster.
- Creating a landmark gateway to Kenmore and improving wayfinding signage and streetscape and business area appearance.
- Providing leadership and facilitation in opening up the waterfront as a key amenity.
- Creating opportunities for new start-up businesses.
- Providing free educational seminars for local businesses.
- Supporting the City's business registration program.
- Supporting activities of the Kenmore Business Alliance and Bothell Kenmore Chamber of Commerce.
- Supporting the development of office space or other opportunities for employment.
- Seeking grants or other funding opportunities that support business retention, creation, and growth.

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HOUSING ELEMENT



HOUSING ELEMENT

INTRODUCTION AND BACKGROUND

Purpose

Access to quality and affordable housing is crucial for promoting socially and economically diverse neighborhoods. The Housing Element is intended to plan for a range of densities and housing types for all needs and incomes, through preserving, improving, and expanding housing stock. City housing policy should be financially sustainable supportive of strong neighborhoods with efficient service provision. Strategically planned and well-designed neighborhoods can serve as a climate resilience strategy, promoting sustainable transportation networks, housing options, access to services, amenities, employment opportunities and preserving the natural environment. To achieve this, a diverse range of housing choices should be located within Kenmore's neighborhoods. Ensuring adequate homeownership and rental housing choice availability in the city, creates greater opportunity for current and future Kenmore residents to thrive and broadens access to social and economic benefits.

Growth Management Act Requirements

The Growth Management Act (GMA) states that Comprehensive Plans are to plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. Housing elements are to include an inventory and analysis of existing and projected housing needs, including units for moderate-, low-, very low-, and extremely low-income households as well as emergency housing¹, emergency shelters, and permanent supportive housing². The Housing element should include a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including moderate-density housing options such as duplexes, triplexes, and townhomes. Housing elements must identify sufficient land capacity for housing including, but not limited to, government - assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes and townhomes. The housing element must also consider housing location in relation to employment location. Lastly, housing elements also must identify policies, regulations, and implementation measures that do not result in racially disparate impacts, displacement and exclusion in housing.

¹ Emergency Housing, as defined by RCW 36.70a.030, means temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.

² RCW 36.70A.030(31) "Permanent supportive housing' is subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter 59.18 RCW."

Countywide Planning Policies

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

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

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

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

Relationship to the Natural Environment

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

EXISTING CONDITIONS

Demographics and Household Characteristics

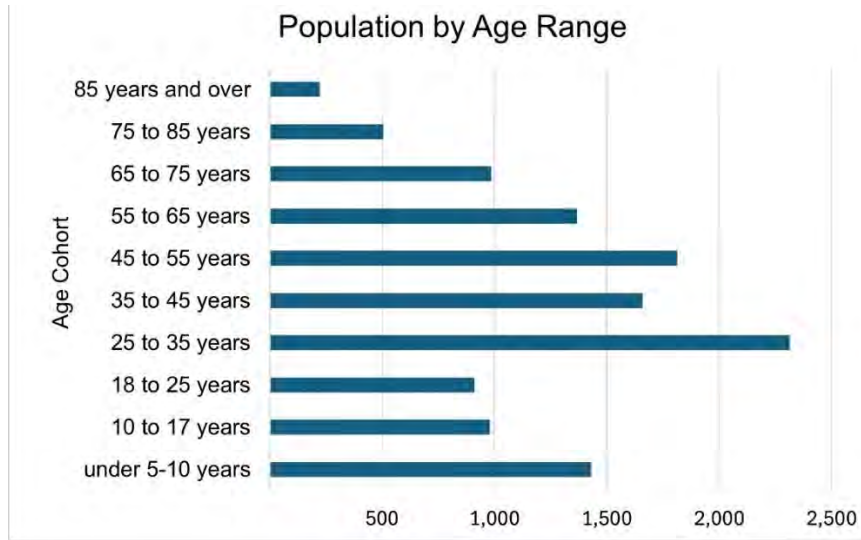
The City of Kenmore has an estimated population of 24,350 (April 1, 2024, OFM estimate), an increase of just over 3,000, or approximately 14 percent since the last Comprehensive Plan update in 2014. The annual growth rate (1.35 percent) is slightly lower than the countywide growth rate (1.7 percent) during this period. Table H-A below shows the population profile. Figure H-1 shows the age distribution in Kenmore, while Figure H-2 shows population by race and ethnicity.

TABLE H-A, Population Profile, 2023

Population	24,350
Households	9,505
Median Age	41.3
Median Male Age	40.6
Median Female Age	42.1

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

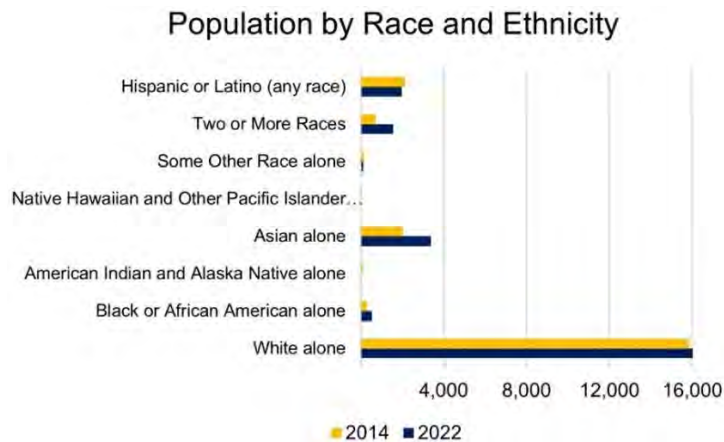
FIGURE H-1 POPULATION COHORTS



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

People of Color (BIPOC) comprise approximately 35 percent of the Kenmore population overall, the highest of which are Asian alone. The proportion of residents defining themselves as “White alone” declined from 74 percent in 2014 to 68 percent in 2022, while persons defined as “Asian alone” increased from 10 percent to 14 percent of the population. Self-identified Hispanic/Latino residents dropped slightly from 10 percent in 2014 to 8 percent in 2022. See Figure H-2.

FIGURE H-2 POPULATION BY RACE AND ETHNICITY

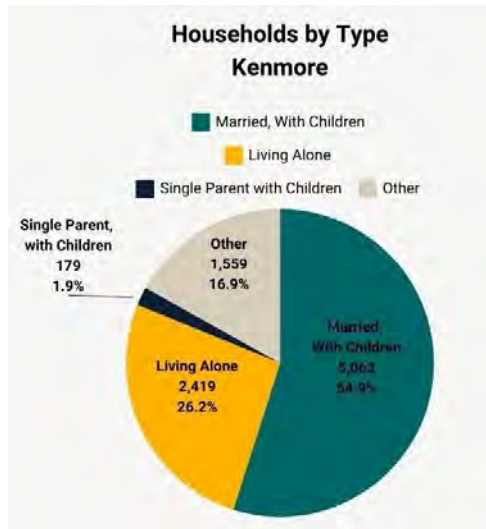


Source: ACS, 5-year estimates, 2022.

Households and Household Types

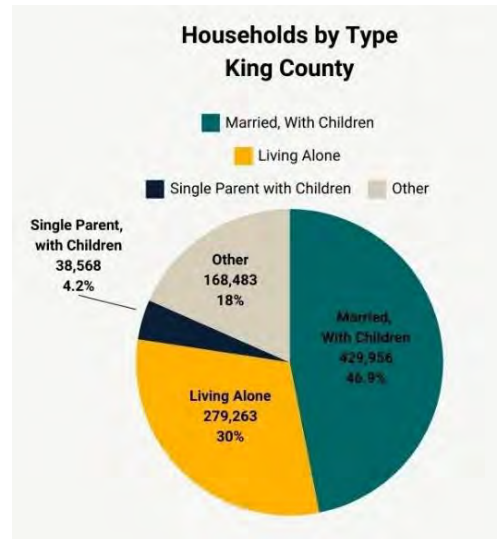
Kenmore currently has approximately 9,220 households, 15 percent more than last reported in the comprehensive plan in 2014. The household size decreased slightly, from 3.03 to 2.53. Compared to King County overall (Figures H-3 and H-4 below), the city has greater percentages of married-couple families (55 percent) and families with children (57 percent).

**FIGURE H-3
KENMORE, 2015–2019**



Source: ACS 5-Year estimates, 2022

**FIGURE H-4
KING COUNTY, 2015–2019**



Source: ACS 5-Year estimates, 2022

Jobs and Wages

Employment can be an important contributor to housing demand within a community, both in terms of the amount and affordability of housing. Jobs are mostly concentrated along the SR-522 corridor. As of September 2023, there are approximately 4,583 jobs/employees within Kenmore. According to U.S. Census data, only 2 percent of working Kenmore residents are employed inside the City. There are over 3.5 times as many residents working outside the city for employment versus those coming into the City. Kenmore still serves largely as a bedroom community for surrounding employment centers.

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

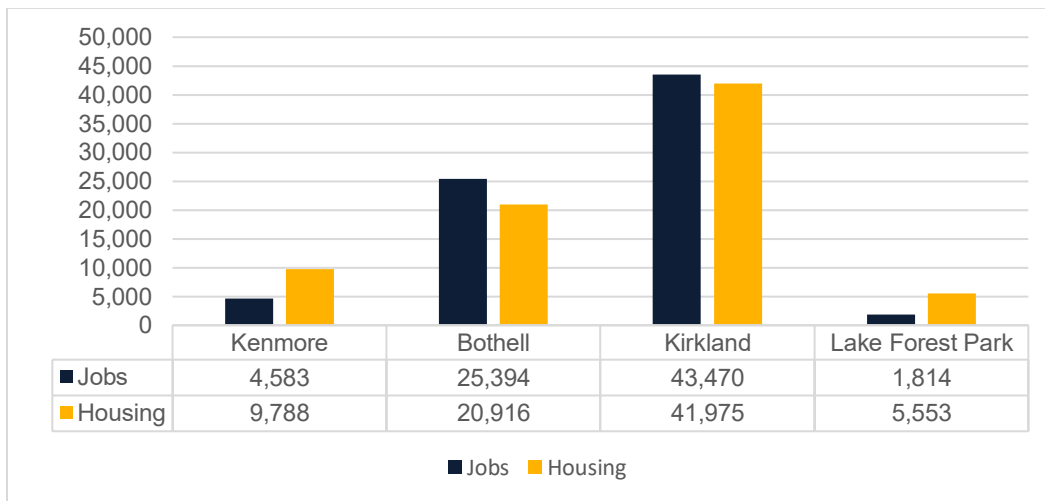
Kenmore, with approximately 4,583 jobs and 9,788 housing units, has a 1:2 jobs to housing ratio, which is a little less than half the number of jobs per housing units available. Figure H-5 shows the jobs/housing ratio for Kenmore, as well as other nearby jurisdictions and King County for comparison. For comparison, Bothell has slightly more jobs than housing, Kirkland has an almost equal balance of jobs and housing, and Lake Forest Park has significantly more housing than jobs by a 3:1 margin.

Location of Housing and Employment

A requirement of the GMA is to consider housing locations in relation to employment locations. This analysis is documented in both the Housing Element above and also the Economic Development Element. Some key findings include:

- **Jobs to Housing Ratio** – As of 2023, Kenmore has approximately 4,600 jobs and 9,800 housing units, giving it a jobs to housing ratio of 1:2, meaning there are fewer than half the number of jobs compared to housing units. For comparison, Bothell has slightly more jobs than housing, Kirkland has an almost equal balance of jobs and housing, and Lake Forest Park has significantly more housing than jobs, with a 3:1 ratio. See Figure H-5.
- **Inflow/Outflow of Workers** – Over 3.5 times as many residents work outside the city for employment versus those coming into the city. This is due to the limited jobs in the city and in the city and also residents who work in job sectors that are not available in Kenmore (e.g., high-tech, financial). Most of Kenmore’s employment is concentrated along the SR-522 corridor between the city limits of Bothell and Lake Forest Park.
- **Land Use Pattern** – Kenmore’s land use pattern is a mix of low-density, located primarily to the north and south of SR-522, and a mix of medium- to high-density along the SR-522 corridor. Downtown Kenmore is the most densely populated area of the city and is designated as a Countywide Growth Center.

**FIGURE H-5
JOBS TO HOUSING RATIO, 2023**



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

Household Incomes

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

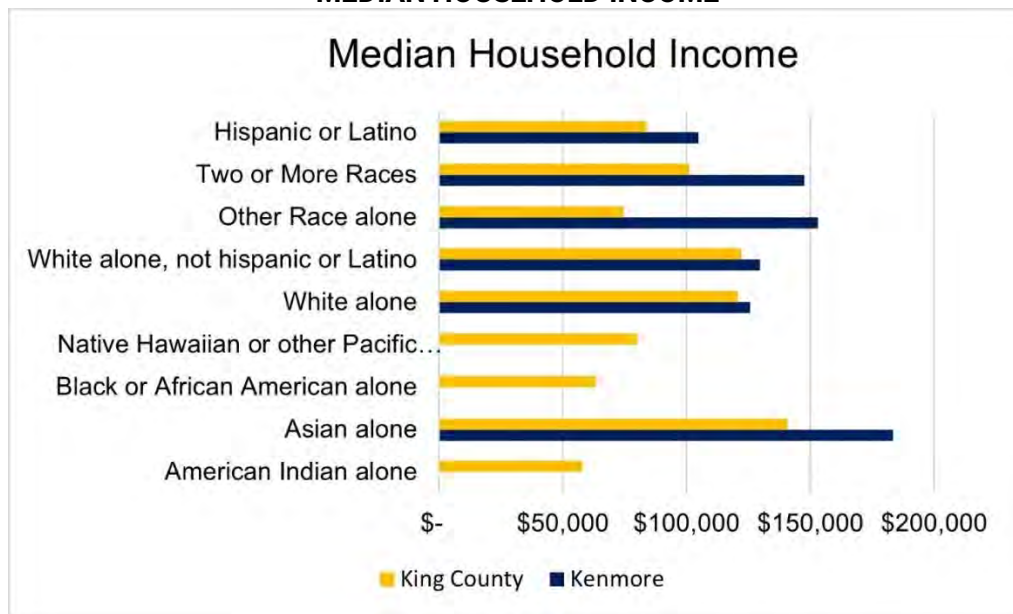
**TABLE H-B
HOUSEHOLDS BY INCOME CATEGORY**

HOUSEHOLD INCOME CATEGORY		PERCENT OF TOTAL HOUSEHOLDS			
		KENMORE		KING CO.	
		2012-2016	2017-2020	2012-2016	2017-2020
< 30% of median:	Extremely Low-Income	11%	11%	12%	13%
30% to 50% of median:	Very Low-Income	9%	8%	10%	11%
50% to 80% of median:	Low-Income	10%	11%	11%	12%
> 80% of median:	Middle- and Higher-Income	70%	70%	67%	64%
"Median" refers to the Area Median Income (King and Snohomish counties). Some totals exceed 100% due to rounding.					

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

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

**FIGURE H-6
MEDIAN HOUSEHOLD INCOME**



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

Existing Housing Types

As of 2023, Kenmore added 14 percent more housing units since 2010, which is slower than King County and other neighboring cities (see Table H-C, below).

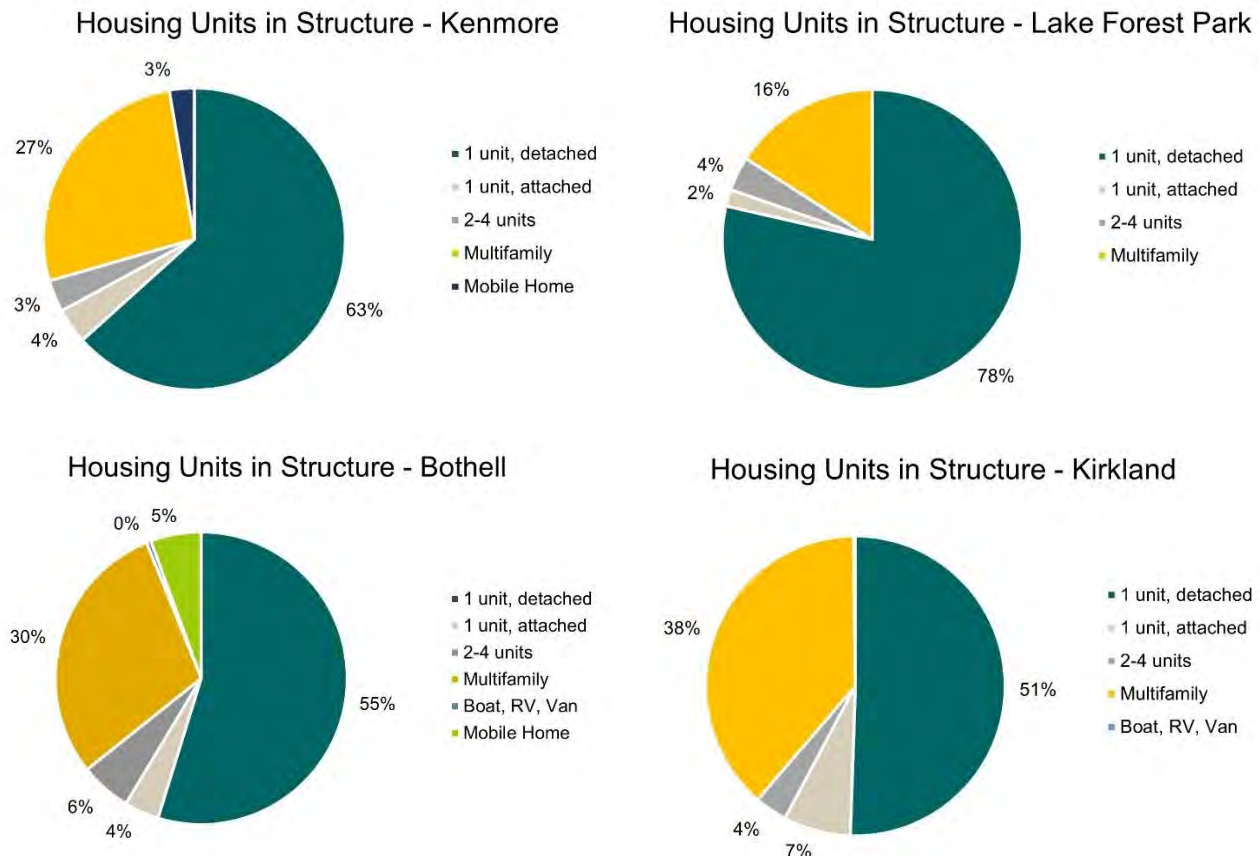
**TABLE H-C
NUMBER AND TYPE OF HOUSING UNITS, KENMORE**

TYPE OF HOUSING	2010		2023	
	UNITS	% OF TOTAL	UNITS	% OF TOTAL
Single-family Detached	6,024	70%	6,679	68%
2 or more-family	2,254	26%	2,827	29%
Mobile Homes	291	3%	291	3%
Total Units	8,569	100%	9,797	100%

Source: WA State Office of Financial Management (OFM), Postcensal Estimates of Housing Units, April 1, 2020 to April 1, 2023.

Compared to most jurisdictions in King County, Kenmore has a low percentage (27 percent) of multi-family housing (see Figure H-7, below).

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



Source: 2022 American Community Survey, 5-Year Estimates (U.S. Census Bureau).

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

Homeownership

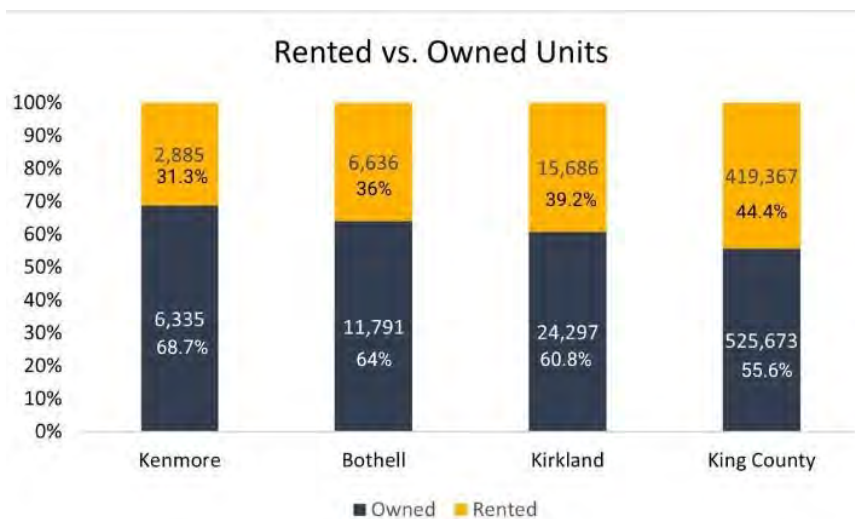
Kenmore has a homeownership rate of 69 percent, compared to the countywide rate (56%). Black, Indigenous, and other People of Color (BIPOC) householders are 19 percent of Kenmore's households and 18 percent of the homeowners. Asian householders (not Hispanic or Latino) are 13 percent of the total households and 14 percent of the homeowners. Other BIPOC householders are 6 percent of the total and 4 percent of Kenmore's homeowners.

The average home value in June 2024 in Kenmore was \$1,055,872 (Zillow, 2024).

Rental Housing

Rental housing makes up about 31 percent of housing supply in Kenmore, a significantly smaller portion of overall housing than in east King County and King County as a whole (Figure H-8).

**FIGURE H-8
RENTED VS. OWNED UNITS**



Source: ACS, 5-year estimates, 2022. U.S. Census.

Role of ADUs in Kenmore

Another adequate provision required by RCW is to consider the role of accessory dwelling units (ADUs) in meeting housing needs. Given that much of Kenmore’s land is allocated to detached single-family residential, there is an opportunity to address housing needs by promoting the development of both attached and detached dwelling units on these lots. These housing types could be affordable for moderate and lower-income households.

In 2020, the City amended its ADU regulations to encourage development of ADUs, including extinguishment of the owner occupancy requirement after the first six months of consecutive occupancy. In 2023, the State legislature passed HB 1110 and HB 1337, but which mandate significant changes to ADU regulations, including allowing two ADUs per lot in all cities within urban growth areas (including Kenmore) and reducing barriers related to occupancy, sale, lot size, and parking. Kenmore is updating its development regulations to comply with these new provisions and will complete the updates within six months of the periodic update.

Predicting ADU production trends post-regulation updates is challenging. Although recent ADU construction in Kenmore has been minimal, there’s potential for a substantial increase due to the planned code updates and the existing size of residential lots. This is reflected in the housing land capacity analysis and the considerations for meeting housing targets under current zoning.

Kenmore has permitted at total of 126 accessory dwelling units in the City (as of 2024).

Housing Costs

The costs of purchasing or renting homes in Kenmore have increased dramatically. While all households are affected, renter households, Hispanic/Latino households, and lower-income households (regardless of tenure) in Kenmore allocate a larger portion of their income toward housing. According to policies established by the U.S. Department of Housing and Urban Development, a household should spend no more than 30 percent of its income on housing, including utilities. A household that is considered “cost burdened” when they spend more than 30 percent of their household income on housing. In 2020, approximately 25 percent of all households in the city fell into the cost-burdened category, a little over 2,300 households. Among them, over 854 households were severely cost-burdened. Table H-D shows incomes and affordable housing costs for various income levels.

TABLE H-D
AFFORDABLE HOUSING COSTS BASED ON KING COUNTY MEDIAN INCOME, 2024

	EXTREMELY LOW- INCOME		VERY LOW- INCOME		LOW- INCOME	
	30% of Area Median		50% of Area Median		80% of Area Median	
Household Size	Annual Income	Affordable Monthly Cost	Annual Income	Affordable Monthly Cost	Annual Income	Affordable Monthly Cost
1	\$30,954	\$774	\$51,590	\$1,290	\$82,544	\$2,064
2	\$35,376	\$884	\$58,960	\$1,474	\$94,336	\$2,358
3	\$39,798	\$995	\$66,330	\$1,658	\$106,128	\$2,653
4	\$44,120	\$1,106	\$73,700	\$1,843	\$117,920	\$2,948
5	\$47,758	\$1,194	\$79,596	\$1,990	\$127,354	\$3,184

Source: ARCH.

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

The median gross rent in Kenmore in 2022 was \$1,850, 5 percent below the county-wide median (Table H-E).

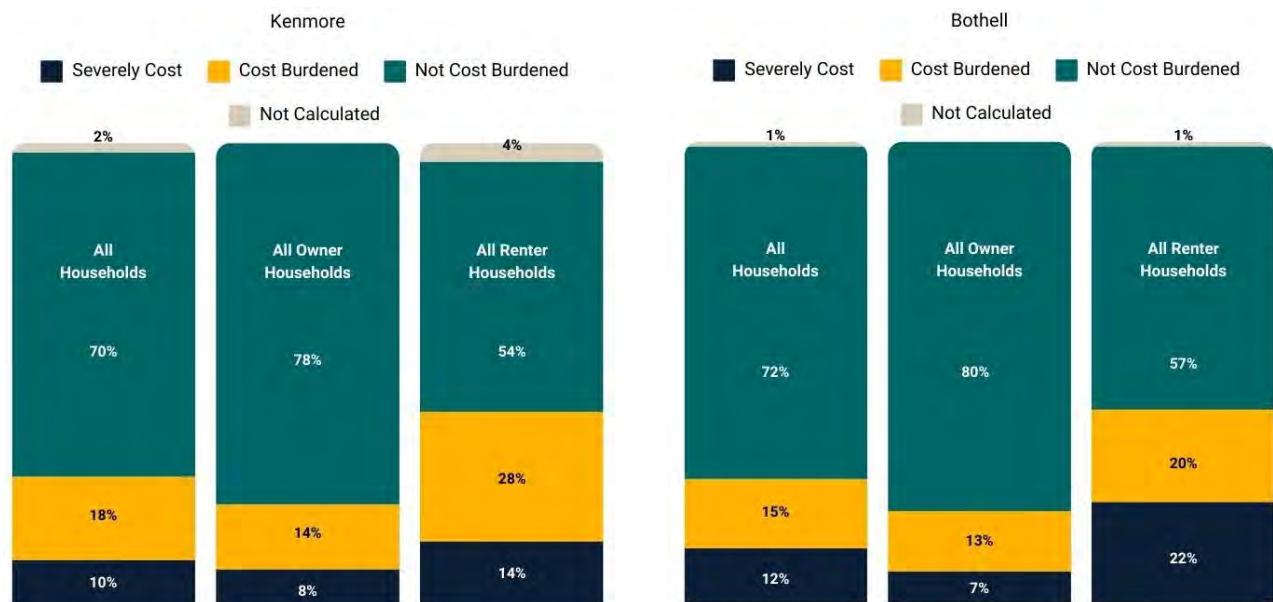
TABLE H-E
MEDIAN GROSS RENTS, 2015–2019 5-YEAR AVERAGES
(2019 DOLLARS)

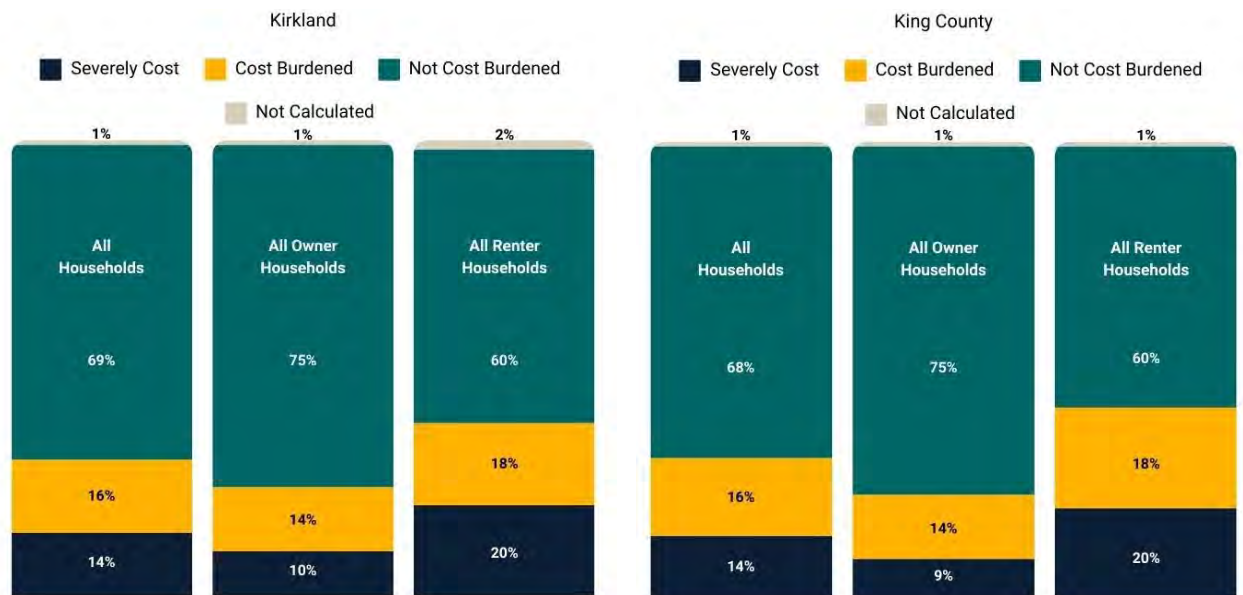
LOCATION	BEDROOMS				AVERAGE
	0	1	2	3	All Units
Bothell	\$1,845	\$1,857	\$2,200	\$2,782	\$2,174
Kenmore	\$1,169	\$1,677	\$1,864	\$2,417	\$1,850
Lake Forest Park	\$N/A	\$1,717	\$2,206	\$2,417	\$1,992
King County	\$1,552	\$1,738	\$2,070	\$2,569	\$1,950

Source: ACS 2022 5-Year Estimates.

The average 5-year rental vacancy rate in Kenmore, according to 2022 ACS data, averaged 4.4 percent.

FIGURE H-9
PROPORTION OF ALL HOUSEHOLDS BY COST BURDEN AND TENURE (2021)

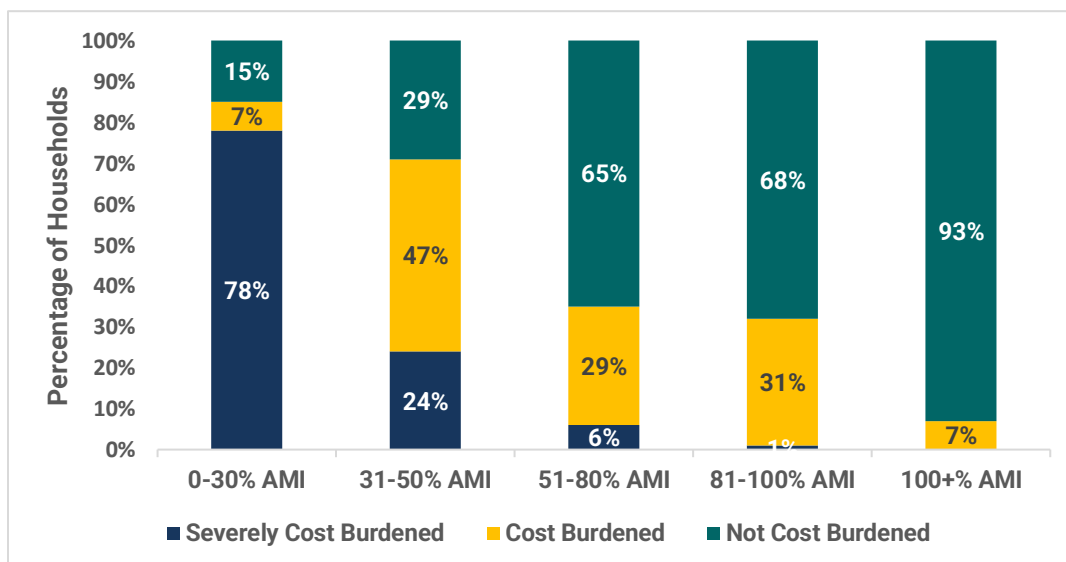




Source: HUD CHAS data (based on 2017-2021 ACS 5-year estimates)

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

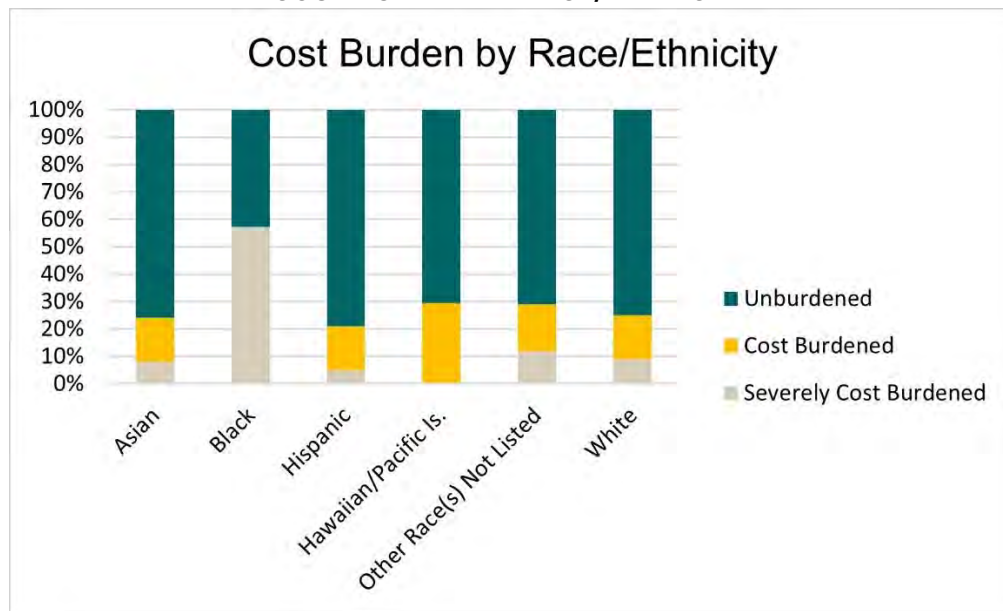
**FIGURE H-10
COST BURDEN BY HOUSEHOLD INCOME**



Source: CHAS 2016-2021

Examining the proportion of all households by race (Figure H-11), households of color have similar rates of cost-burden as White households. However, of the Black or African American population living in Kenmore, the majority are severely cost burdened, spending over 50 percent of their income on housing.

**FIGURE H-11
COST BURDEN BY RACE/ETHNICITY**



Source: CHAS 2015-2019

HOUSING TARGETS AND CAPACITY

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

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

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

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

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

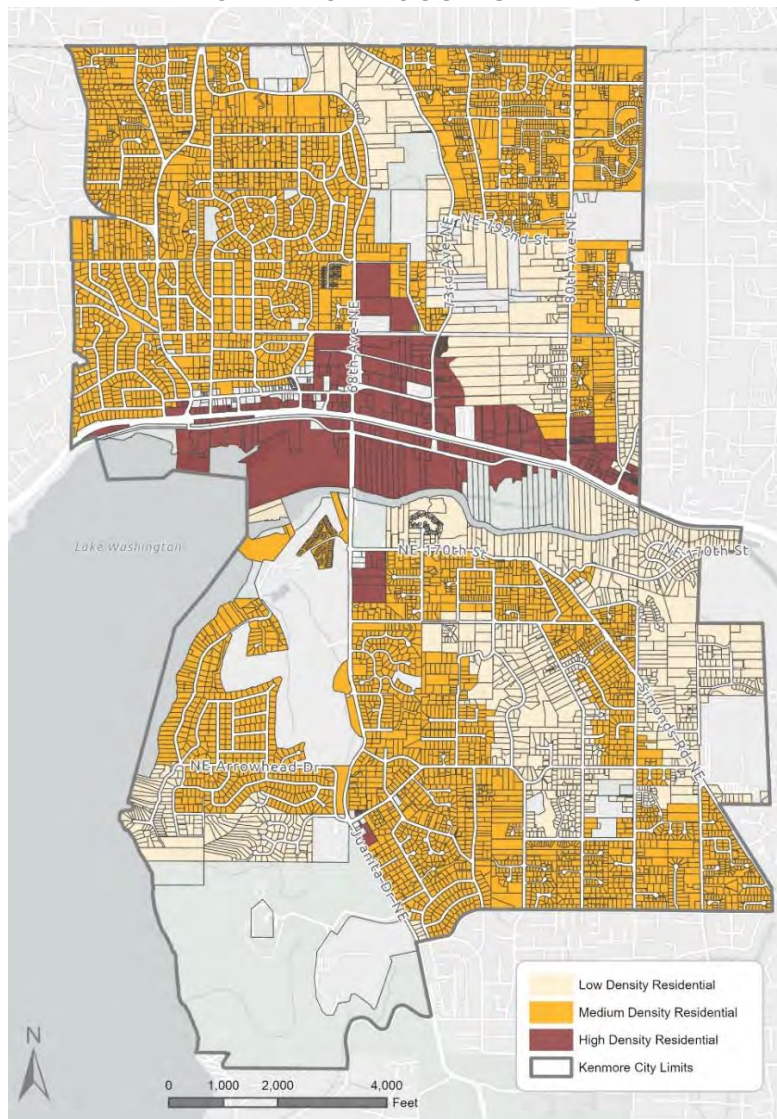
Approximately seventy (70) percent of the city’s residential capacity, however, is zoned for “medium high” and “high” densities, and if developed to capacity Kenmore will provide a variety of housing similar to that of other similarly sized cities (Table H-G). Of Kenmore’s total city acreage, 78% is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

**TABLE H-G
AREA BY ALLOWED HOUSING DENSITY**

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

Source: City of Kenmore GIS

**FIGURE H-12
LAND ZONED FOR HOUSING BY DENSITY**



Source: City of Kenmore GIS

Land Capacity Analysis

Cities and counties are required to perform a Land Capacity Analysis (LCA) to assess and document the capacity of new housing and jobs on vacant, underutilized, or partially used lands. This analysis examines the potential for land within a community's borders to support new housing growth, given the existing zoning and development regulations. Unlike a Buildable Lands Analysis, which reviews past performance under the previous comprehensive plan, a LCA projects forward, evaluating land uses and development types planned for the next planning period as outlined in WAC 365-196-325. The aim of a LCA is to assess what current development regulations permit, rather than what has already been developed.

A summary of findings of the LCA are documented below in Table H-H below (the full LCA and methodology may be found in Appendix G.) The LCA showed that the City has more than enough capacity to accommodate its assigned growth targets under existing zoning patterns. In 2044, the City is expected to have a surplus capacity of 3,678 housing units and 52 jobs above King County growth targets. That said, the City may want to continue expanding capacity beyond what is needed to meet growth targets and achieve important community-wide objectives such as housing affordability.

**TABLE H-H
LAND CAPACITY ANALYSIS SUMMARY**

Subject	Findings
Housing Capacity	6,748 dwelling units
Housing Surplus	3,678 dwelling units
0-80% AMI Housing Surplus	2,147 dwelling units
>80-120% AMI Housing Surplus	1,531 dwelling units
Net Commercial/Industrial Capacity	52.38 acres
Employment Capacity	3,252 jobs
Employment Surplus	52 jobs

Source: City of Kenmore, Kimley-Horn

AFFORDABLE HOUSING CHALLENGES AND OPPORTUNITIES

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

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

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

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

A Regional Coalition for Housing (ARCH)

ARCH, a partnership between King County and East King County Cities, including Kenmore, collaborates to preserve and expand housing for low- and moderate-income households in the region. ARCH assists member governments in developing housing policies, strategies, programs, and regulations. The ARCH Housing Trust Fund invests local funding from ARCH member cities in the creation and preservation of affordable homes for low and moderate income individuals and families. ARCH also plays a role in region-wide planning efforts, including addressing homelessness through regional strategies.

Housing Allocation of Future Housing Needs

The state Growth Management Act (GMA) mandates that each county and city must plan to accommodate the growth projected over the next 20 years. Additionally, the GMA requires cities to plan for and provide affordable housing for all economic segments of the population. Permanent housing needs, as shown in Figure H-J below, include both permanent supportive housing (PSH) and non-permanent supportive housing (non-PSH). The City of Kenmore is planning for sufficient capacity to accommodate 3,070 new units projected to be built by 2044. This includes housing for all income groups, as well as emergency housing and emergency shelter housing.

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

**TABLE H-I
CITY OF KENMORE PERMANENT HOUSING NEEDS BY
INCOME LEVEL (% OF AREA MEDIUM INCOME³)**

2020-2044	Total	0-30% Non-PSH⁴	0-30% PSH	>30 - ≤50%	>50 - ≤80%	>80 - ≤100%	>100 - ≤120%	>120%	Emergency Housing Need⁵
Estimated Housing Supply (2020)	9,589	359	0	835	1,183	1,277	1,517	4,418	587
Kenmore Housing Targets (2020-2044) ⁶	3,070	1,063	559	483	393	75	85	412	

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

³ AMI = area median income.

⁴ PSH = permanent supportive housing.

⁵ Emergency housing includes emergency housing and shelter and is in addition to permanent housing needs.

⁶ New/additional units

Overall, production of housing units in Kenmore has kept pace to achieve future housing 2044 targets. However, the rate of moderate- to low-income housing production (>80% AMI) has been slower than for those at higher-level incomes (>80% AMI).

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

History of Racially Discriminatory Communities and Racially Disparate Land Use and Housing Practices

Like many communities, Kenmore has a documented history of racially discriminatory land use and housing practices, including the placement of racially discriminatory housing covenants over some local neighborhoods. These actions prevented people from historically marginalized communities from access to housing and from living in parts of the City.

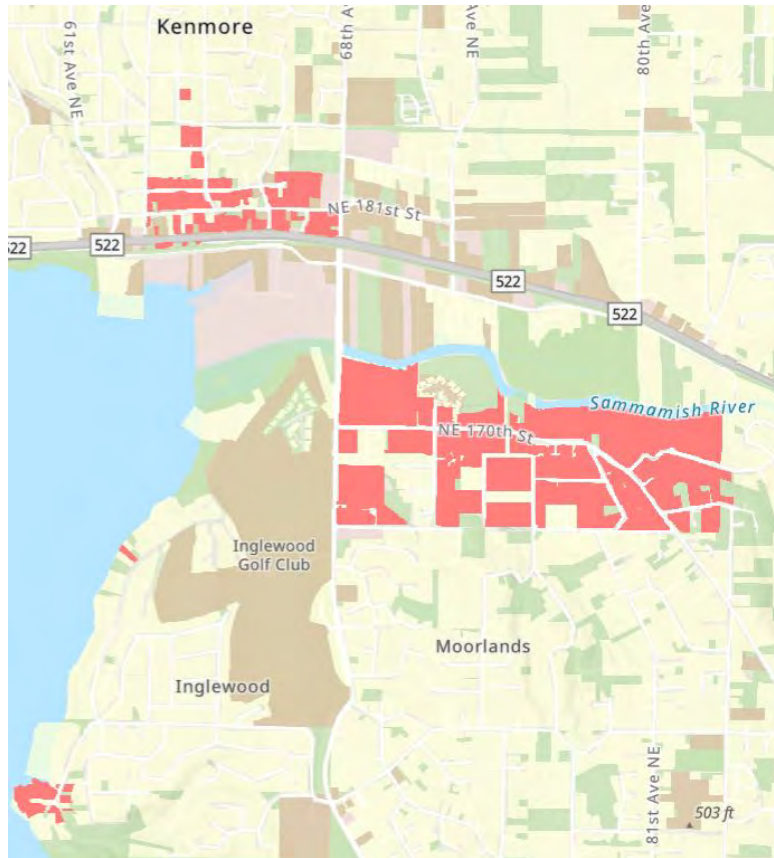
While many working class and middle class families live and continue to live in single-family housing, widespread zoning of areas exclusively for single-family housing has kept out those with lower incomes or those who are able to only afford rental housing. Recognition of diversity, equity and inclusion, as well as an understanding that local housing practices cannot fully remediate or prevent harms of past or current discrimination, is part of this Housing Element.

Racial covenants were legally enforceable in the United States from 1927 to 1968, until the Supreme Court invalidated their use. Restrictions such as “None other than persons of the Caucasian race may live upon or hold title to land in this plat,” or more specific restrictions calling out specific races were commonly used. According to the Washington State Racial Restrictive Covenants Project⁷, Kenmore had an estimated total of 417 restrictive covenants. These parcels are depicted on Figure H-13.

Although several of these structural elements fall outside the purview of municipal government, City of Kenmore remains dedicated to actively promoting equity. The City adopted the Diversity, Equity, Inclusion, and Accessibility (DEIA) Strategic Plan in 2023, which focuses on strategies to cultivate an inclusive community through city services and amenities. Housing and Human Services is a key focus of the DEIA Plan, which is aimed at meeting the basic needs of all residents. This Housing Element includes policies that focus on the importance of DEIA, the Strategic Plan, and aim to root out systemic inequality. Additionally, Housing Element policies address displacement and potential mitigations, particularly for lower-income residents People of Color (BIPOC).

⁷ <https://depts.washington.edu/civilr/segregated.htm>

**FIGURE H-13
RACIALLY RESTRICTED PARCELS IN KENMORE**



Source: Washington State Racial Restrictive Covenants Project

City of Kenmore Equity Analysis & Eastside for All Report

As part of this Comprehensive Plan update, City of Kenmore conducted a racial equity analysis to help the City establish anti-displacement policies for the Plan's Housing and Land Use elements. The goal of the analysis was to provide information, context, and evaluation of the potential disparate impacts or displacement risk that might result from growth plans and provide recommendations that support the City's ability to avoid and mitigate policies that preserve past harms and work to eliminate practices that increase future displacement risks. In summary, the results of the racial equity analysis found that the City should:

1. Develop a wider historical context (e.g., increased recognition of Native Americans)
2. Understand the combinations of risks associated with displacement (e.g., housing, land use, and demographic displacement risks)
3. Develop an investment strategy that prioritizes investing in people and places that need stabilizing first, rather than centering distribution by population (e.g., focus on population and people and affordable housing)
4. Establish an equitable approach to population growth (e.g., improving lives of marginalized populations, racial equity and social justice lens, applying targeted universalism, health equity, multimodal transportation)
5. Take a regional approach to population growth and housing
6. Consider public health equity with displacement risks
7. Deepen equity considerations within community engagement

The full report is adopted by reference as part of the Housing Element as Appendix E.

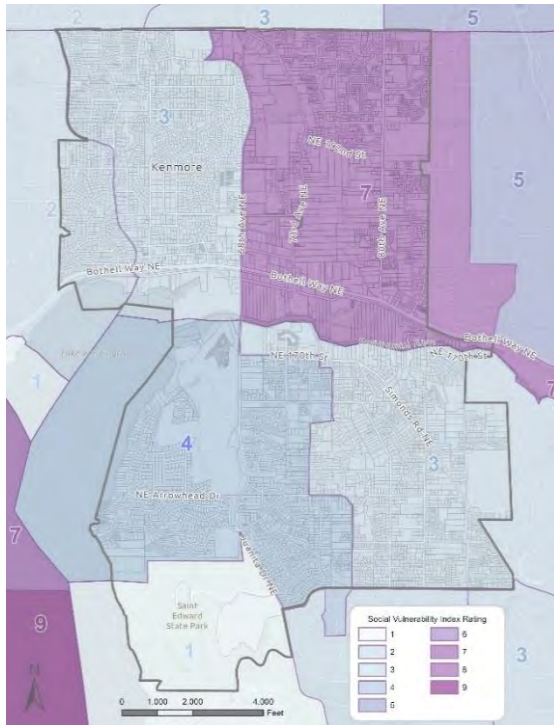
In addition to the equity analysis, the City collaborated with ARCH and Eastside for All (EFA), a nonprofit organization founded in 2019 to advance racial equity and social justice in East King County. EFA organizes and mobilizes communities of color and immigrant communities who are most impacted by racial disparities and inequities. The report of the process is adopted by reference as part of the Housing Element as Appendix F.

Displacement Risk

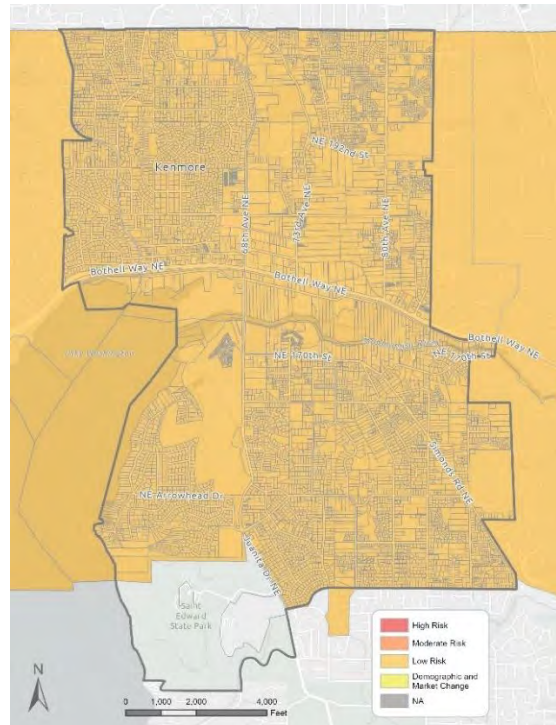
The impact of racially exclusive and discriminatory land use and housing practices can be seen when analyzing changing demographic population patterns. Puget Sound Regional Council (PSRC) has developed a “displacement risk mapping tool” to identify areas in the region where current residents and businesses are at risk of displacement as growth occurs. The mapping tool uses a variety of indicators across five major categories, including socio-demographics, transportation qualities, neighborhood characteristics, housing, and civic engagement. No census tract in Kenmore was identified as a “high” displacement risk. Two tracts, both of which overlap with the City of Bothell to the east, identify as “moderate” displacement risk. This area is located east of 68th Avenue NE and north of Bothell Way/SR-522.⁸

Figures H-14 and H-15 identify the socioeconomic vulnerability index and displacement risk within the City of Kenmore.

FIGURES H-14 and H-15
SOCIAL VULNERABILITY INDEX AND DISPLACEMENT RISK



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



Source: WA Department of Commerce, US Census

⁸ While there are no Census tracts (which is a broadly defined area) that have a high displacement risk, there is possibility that some Census blocks may have a higher or lower displacement risk. For example, the Census blocks which include the city's mobile home communities have a higher displacement risk than other Census blocks due to a number of possible factors, including the land being privately-owned and the potential of the land being sold.

Housing for Vulnerable Populations⁹

Currently, Kenmore has very limited housing for people who need emergency shelters, transitional housing, emergency housing, and permanent supportive housing (“STEP¹⁰”), particularly for the elderly, persons with disabilities, persons with medical conditions, individuals with physical disabilities, and those who are unhoused or facing eviction in Kenmore.

Emergency housing and shelters both provide temporary services, whereas emergency housing provides overnight accommodation and shelters may not. Permanent supportive housing is a long-term housing option for those who need comprehensive support services to retain tenancy. As of 2024, Kenmore Place, a transitional shelter operated by Hopelink, is located in Kenmore.

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

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

Income- and Price-Restricted Housing

Land Use and Tax Incentives

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

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

Spencer 68 Apartments benefits from an exemption from property taxation on their buildings (not the land) for 12 years—through 2029—and, in exchange, reserves 56 affordable units for the life of the property.

⁹ Vulnerable populations, as defined by RCW 70A.02.010, means (a) population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms due to : (i) Adverse socioeconomic factors, such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and (ii) sensitivity factors, such as low birth weight and higher hospitalization. (b) “Vulnerable populations” includes but is not limited to: (i) Racial or ethnic minorities; (ii) Low-income populations; (iii) Populations disproportionately impacted by environmental harms; and (iv) Populations of workers experiencing environmental harms.

¹⁰ STEP housing, as defined by Department of Commerce is a combination of emergency shelters, transitional housing, emergency housing, and permanent supportive housing.

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

Public and other Funding Programs

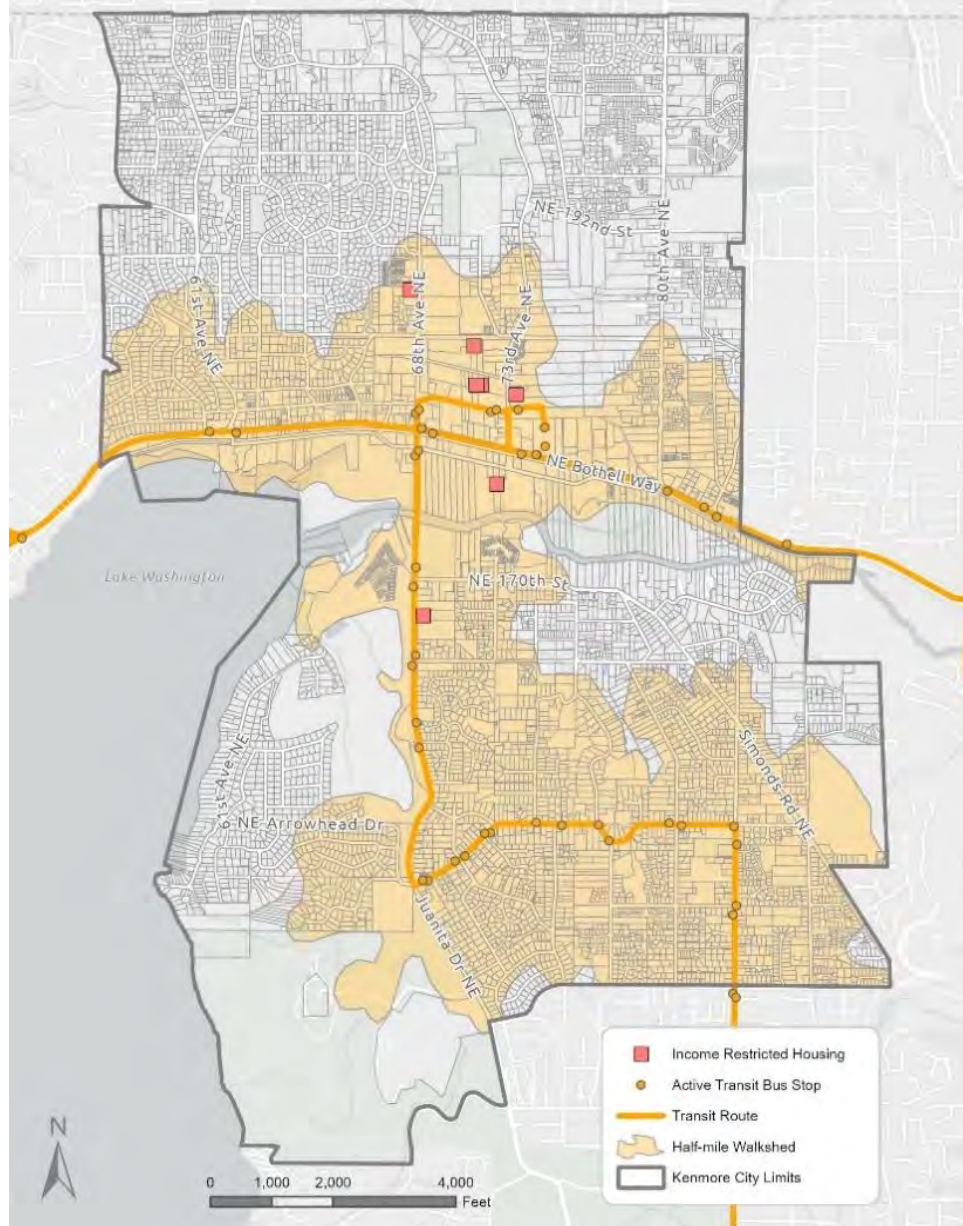
A variety of publicly assisted rental housing is available in Kenmore, including:

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

Source: City of Kenmore

All of these income- and price-restricted housing units are located within a half mile of transit service (see Figure H-16)

FIGURE H-16
INCOME RESTRICTED HOUSING WITHIN HALF MILE OF WALKSHED OF TRANSIT



Source: City of Kenmore GIS

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

Housing for the Homeless

Although Kenmore-specific information is not available, the 2020 Point in Time Count of the homeless found that there were 204 sheltered homeless individuals and 56 unsheltered homeless individuals (living on the streets) in north King County, which includes Bothell, Kenmore, Lake Forest Park, Shoreline, and Woodinville.

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

Lake City Partners plan to open a new senior women's shelter in Kenmore in late 2024/early 2025. This facility will provide temporary shelter as well as a comprehensive pathway to stability and sustainable housing.

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

Faith organizations in Kenmore have provided temporary shelter in the past, but also present opportunities for the provision of affordable housing units. As these organizations are considering how to utilize their properties, including excess land or parking areas, there may be future opportunities to accommodate affordable housing, especially for those households earning 50 percent AMI or below.

ADEQUATE PROVISIONS FOR HOUSING

RCW 36.70A.070 and RCW 36.70A.070(2)(d) requires that cities document in their housing element adequate provisions for existing and projected housing needs for all economic segments of the community, including:

- i. Incorporating consideration for low, very low, extremely low, and moderate-income households;
- ii. Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;
- iii. Consideration of housing locations in relation to employment location; and
- iv. Consideration of the role of accessory dwelling units (ADUs) in meeting housing needs.

As part of the Comprehensive Plan update, an analysis to identify adequate provisions must be conducted. However, actions to "make adequate provisions" may be implemented after the plan's adoption. The City must submit a report to the Washington State Department of Commerce five years after the adoption of the Comprehensive Plan (2029), detailing progress in implementing the Comprehensive Plan. This report, as outlined in RCW 36.70A.130, will include updates on housing element implementation and permitting timelines. This section summarizes the analysis of adequate provisions conducted by the City.

Historic and Target Housing Production

A comparison of the historic rate of housing production to the rate of housing production needed to meet housing targets by income band for low- and moderate-income households is shown in Figures H-J below. Using the City's permit data and PSRC's Income-Restricted Housing Inventory, income levels are correlated with housing types based on the analysis for housing prices affordable to various income levels in Kenmore. As shown below, there is an overall barrier to production of low- or moderate income units in Kenmore.

**TABLE H-J
HISTORIC AND TARGET HOUSING PRODUCTION TRENDS IN KENMORE**

Income Level (%AMI)	Projected Housing Need (2020-44)	Housing Types	Annual Unit Production Needed	Aggregated housing need (2020-24)	Historic Average Annual Production (2014-24)	Barrier Exists?
Emergency Housing/Shelter	587	Emergency housing/shelter	23	587	0	Yes
0-30 PSH	559	Low- and mid-rise (walk-ups up to 3 stories, apartments, condos)	22	2,498	27 units	Yes
0-30 Non PSH	1,063		43			
>30-50%	483		19			
>50-80%	393		16			
>80-100%	75	Moderate density(townhomes, duplex, triplex, 4-plex, ADU)	3	160	16 units	No
>100-120%	85		3			
>120%	412	Single-family	17	412	51 units	No

Source: City of Kenmore, PSRC Income-Restricted Housing Inventory

Consideration of Housing for All Income Levels

The GMA mandates that the City must plan for an accommodate housing needs across all income levels. These needs are specified in housing growth targets by income level, provided by King County, and documented in the Countywide Planning Policies(CPPs). These targets are outlined in the previous section. The Comprehensive Plan must demonstrate adequate land capacity to meet housing needs at each affordability level. Additionally, the City must identify barriers to housing production at each affordability level and outline adequate provisions to address these barriers within the Comprehensive Plan.

Actions to Achieve Housing Availability and Affordability

As identified in the Land Capacity Analysis summary above, the City is able to meet its assigned growth targets. However, there are a number of actions, listed below in Table H-K, that outline recommended actions for the City to address barriers to housing production and increase the likelihood of meeting the housing needs of all income levels over the next 20 years. Implementing these actions will likely take several years. While there are no specific actions needed to be taken before the adoption of this Plan, the following section highlights actions that that should be prioritized for implementation after the plan's adoption.

TABLE H-K
HOUSING PRODUCTION BARRIERS & PROPOSED ACTIONS

Barrier	Housing Types	Proposed Action
Regulations and permit process for Shelters, Transitional Housing, Emergency Housing and Permanent Supportive Housing (STEP)	STEP Housing	Review and amend zoning regulations and permit process for STEP housing using the Department of Commerce guidance
Building/Energy Codes	All housing types. Affordable (income restricted) housing	Review recent building code updates & energy code requirements make building more costly. Review codes to explore options for cost reductions in particular for affordable (income restricted) housing.
Permit Fees/Impact Fees	Accessory Dwelling Units and affordable housing	Review and amend permit fees/impact fees for ADU's and affordable (income restricted) housing projects to provide exemptions and/or reduced fees. Coordinate with the school district on regulations that exempt affordable (income restricted) housing from school impact fees.
Utility Connection Fees	Accessory Dwelling Units and affordable housing	Coordination with utility providers on options for reducing connection fees particularly for ADU's and also affordable (income restricted) housing project.
Affordable Housing Funding Gap	Affordable housing	Review Multi-Family Tax Exemption (MFTE) regulations and consider expanding to other areas of the City. Review inclusionary zoning requirements and consider expanding to other areas of the City.
High minimum lot sizes	Duplexes, triplexes, townhomes	Consider decreasing minimum lot sizes from 7,200 to 5,000 ft ² in R-4 zones
Low maximum density	Duplexes, triplexes, townhomes	Consider increasing maximum density in R-1 zone to 4 units per lot and 8 units per lot in R-6
Building heights	Low- to mid-rise	Consider increasing maximum heights in Downtown Residential & Commercial, and Urban Corridor and Residential zones
Parking requirements	All middle housing and multi-family types	Consider reducing parking requirements citywide

Source: City of Kenmore

SUMMARY OF LOCAL HOUSING STRATEGIES

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

- In 2003, the city rezoned a former Park and Ride site on 68th Avenue NE to enable a multifamily development, with a requirement that 25 percent of the units address local affordable housing needs.
- The city has been an ongoing member of ARCH. Through the ARCH Trust Fund process, the city has regularly committed local funds for affordable housing projects in Kenmore and throughout the region, assisting with nearly 100 units affordable to lower-income households.
- Through participation in the countywide CDBG Consortium, local homeowners receive Housing Repair loans (9 applications in 2021).
- In 2015, the city adopted increased density allowances in the Transit Oriented Development District Overlay Area with requirements for including affordable housing in new development. Regulations were amended in 2022 with a requirement that twenty-five percent of units must be affordable to those at the 50% AMI level or below for rental units or 80% AMI for ownership units.
- In 2017, the city approved a Housing Strategy Plan identifying potential strategies to address affordable housing needs and prioritizing them for future consideration.
- In 2019, the city:
 - rezoned the City's manufactured housing communities in order to preserve existing affordable housing in those communities. The adopting ordinance was appealed and as of July 2024, the appeal has not been resolved.
 - amended zoning for portions of the Community Business zoning district, including incentives for development of affordable housing.
 - expanded the area eligible for a Multifamily Tax Exemption to the Transit-Oriented Development District.
- In 2020 the City adopted regulations to allow flexible re-use of tax-exempt or publicly owned sites through a special process to increase housing supply and enable more diverse forms of housing if linked to providing some affordable housing.
- The City has adopted several residential renter protection regulations. In 2019, the city adopted an enhanced notice of rent increase. From March 20, 2021, through January 15, 2022, the city adopted a temporary moratorium on residential tenant evictions related to the Covid-19 pandemic. In June 2021, the City adopted four renter protections that remained in place through the Washington State and City of Kenmore declared emergency related to the Covid-19 pandemic:
 - Creates a defense to eviction for rental debt accrued due to pandemic-related hardship.
 - Creates a defense to eviction if a tenant has a rental assistance application in process.
 - Bans late fees for rent that became due during the pandemic.
 - Requires landlords to certify that they have attempted to obtain rental assistance before filing for eviction due to unpaid rent accrued during the pandemic.
- In 2021, the city:
 - created a reduced permit review process for projects containing affordable housing.
- In 2022 the City adopted additional residential tenant protections. Tenant protections adopted included:
 - Notice of rent increase required
 - Cap on late fees
 - Cap on move in fee
 - Right to Payment Plan
 - Just cause eviction program
 - Criminal background checks prohibited

- Bars discrimination due to immigration status
 - Bars requirement of social security number
 - Bans abusive, deceptive, and unfair practices in rental housing
 - Rent due date may be altered due to tenant's fixed income
- In 2023 the tenant protection ordinances were appealed. In September 2024, the City Council adopted Ordinance 24-0604 Amending Chapter 8.55 KMC, Tenant Protections.¹¹
- The Approach at Kenmore, a proposed multifamily rental and ownership building, will provide an affordable housing option for families in the downtown Kenmore area. Habitat for Humanity SKKC will create 20 affordable for-sale units, while Imagine Housing will operate the rental units and will partner with a complementary community service partner to provide access to essential services for on-site residents and the broader community.

¹¹ Ordinance 24-0604, Amending Chapter 8.55 KMC, Tenant Protections. This ordinance repealed Section 8.55.075 KMC, Just cause for landlord's eviction, and Section 8.55.078, Unfair or abusive acts by landlords prohibited.

GOALS, OBJECTIVES, AND POLICIES

RESIDENTIAL NEIGHBORHOODS

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

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

- Policy H-1.1.1 Encourage private reinvestment in residential neighborhoods and private rehabilitation of housing by providing information, technical assistance, and referrals to appropriate agencies and organizations.
- Policy H-1.1.2 Provide regular and appropriate levels of investment in transportation, pedestrian safety, surface water, and parks maintenance and improvements within residential neighborhoods, consistent with the City's capital improvement priorities. Encourage special districts to provide services and maintain infrastructure within residential neighborhoods consistent with adopted service and capital improvement plans.
- Policy H-1.1.3 Cooperate with King County, utility providers, or other agencies, promote the use of weatherization programs in existing housing.
- Policy H-1.1.4 Consider modifications to existing development standards or development incentives which make the development of middle housing types and ADUs more feasible when maintaining existing housing on single-family lots.
- Policy H-1.1.5 Allow for and encourage the development of small houses on small lots to provide diverse housing options, promote neighborhood housing diversity, promote housing affordability, and minimize environmental impacts by through more sustainable development (e.g., reduction of land consumption, energy use, and materials).
- Policy H-1.1.6 Encourage homeowners to take advantage of existing programs and resources to maintain and preserve their homes.
- Policy H-1.1.7 Encourage the preservation and repurposing of existing housing, including demolition when practical.
- Policy H-1.1.8 Implement minimum property maintenance requirements to ensure the safety and livability of existing housing stock.

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

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

OBJECTIVE H-1.3 Prioritize and pursue social justice and equity in housing policies, regulations, and programs when considering zoning changes or capital projects. In particular consider impacts on marginalized people, with a particular focus on Black, Indigenous, and People of Color (BIPOC) communities.

- Policy H-1.3.1 Support policies, practices, and programming that promote and retain diversity, and ensure equity and inclusion in Kenmore.
- Policy H-1.3.2 Actively mitigate displacement risks and enhance opportunities for affordable housing through preservation and displacement prevention strategies.
- Provide relocation assistance to low- and moderate-income households facing displacement due to condemnation or redevelopment.
 - Develop strategies to preserve manufactured housing communities at risk of redevelopment.
 - Strengthen protections and support for low-income renters and renters with disabilities.
 - Implement anti-displacement measures before or alongside development capacity increases or capital investments.
 - Identify and secure funding for anti-displacement tools and programs. (Futurewise recommendation)
- Policy H-1.3.3 Foster equitable outcomes by collaborating with communities most affected by past and present racially exclusive land use and housing practices.
- Address Historical and Current Harms: Identify and implement targeted actions to address the negative impacts of past and present racially exclusive land use and housing practices on Black, Indigenous, and People of Color (BIPOC) households.
 - Partner with Disproportionately Impacted Communities: Collaborate with community-based organizations and BIPOC individuals, especially those with extremely low incomes, to ensure their meaningful participation in housing policy development and implementation.
 - Promote Anti-Displacement and Opportunity: Support anti-displacement efforts, increase access to opportunities, and promote wealth building within BIPOC communities.
 - Center BIPOC Needs and Solutions: Develop, implement, and monitor strategies that prioritize the needs and solutions articulated by disproportionately impacted populations.
 - Ensure Fair Housing Practices: Collaborate with local agencies and partners to establish processes that ensure fair housing laws and best practices are upheld.

Policy H-1.3.4	Partner with historically marginalized communities disproportionately affected by past and present racial housing and land use disparities to create equitable opportunities. Work closely with communities that have experienced the negative impacts of racially exclusive land use and housing policies to promote fairness and equity.
Policy H-1.3.5	Identify and eliminate barriers that prevent equal access to housing and neighborhood opportunities for people of all races and backgrounds.
Policy H-1.3.6	Track progress in reducing racial and other inequalities in housing and neighborhood options. Identify controllable factors within Kenmore that contribute to disparities and take corrective actions.
Policy H-1.3.7	Ensure that land use, zoning, and regulatory frameworks facilitate the effective operation of human services, shelters, permanent supportive housing, and emergency housing.
Policy H-1.3.8	Support affordable housing development on city-owned and faith-based properties through regulations allowing for affordable housing as an accessory use and density bonuses.
OBJECTIVE H-1.4	Promote safe, physically accessible, well maintained, and well-designed residential environments with associated open spaces.
Policy H-1.4.1	Encourage housing design and development that promotes public safety including “Crime Prevention through Environmental Design” components as described in the Community Design Sub-Element.
Policy H-1.4.2	Ensure development regulations address accessible housing and transportation services. Residential structures as well as physical improvements, such as parking, streets, and sidewalks, should allow for mobility and accessibility by all residents, including the elderly and persons with disabilities, consistent with the Transportation Element. Promote awareness of Universal Design improvements that increase housing accessibility.
Policy H-1.4.3	Support well-maintained neighborhoods through an active code enforcement program.
Policy H-1.4.4	Prepare and implement development and design standards that further the community vision consistent with Land Use and Community Design Element goals and policies.
Policy H-1.4.5	Encourage energy and water efficiency in existing and new housing developments, as addressed in the Utilities Element.
Policy H-1.4.6	Ensure adequate setbacks, landscaping, and buffering are required between housing developments of significantly differing densities and between housing and commercial areas.
Policy H-1.4.7	Ensure critical area regulations protect environmentally sensitive areas and that the regulations are fully implemented. Restrict intrusion into sensitive areas by nearby residents and visitors.

- Policy H-1.4.8 Encourage cluster residential development along with open space, to protect and preserve environmentally sensitive areas.
- Policy H-1.4.9 Plan for residential neighborhoods that promote the health and well-being of all residents by supporting active living and by reducing exposure to harmful conditions.
- Policy H-1.4.10 Implement energy-efficient housing standards that incorporates renewable energy sources like solar and wind power to maximize sustainability.
- Policy H-1.4.11 Encourage home renovations that prioritize resilience, energy efficiency, and indoor air quality, helping to mitigate the impacts of natural disasters and climate change.
- Policy H-1.4.12 Promote the use of durable, low-maintenance building materials, high-efficiency energy systems, and low-impact development techniques to reduce housing lifecycle costs and align with the City's Climate Action Plan.
- Policy H-1.4.13 Encourage the remediation of older homes to eliminate potential health hazards, including lead-based paint, asbestos, and other harmful materials.
- Policy H-1.4.14 Encourage the repurposing of non-residential buildings for residential use.
- Policy H-1.4.15 Develop design guidelines, standards, or other measures to achieve the following benefits:
 - a. Promote compatibility between new and existing housing.
 - b. Connect multifamily developments with surrounding neighborhoods to enhance community cohesion.
 - c. Facilitate the integration of attached and detached accessory dwelling units into residential areas.

GOAL H-2 ***PROVIDE HOUSING OPPORTUNITIES AND ZONE SUFFICIENT LAND IN KENMORE TO ACCOMMODATE PROJECTED HOUSING NEEDS FOR VULNERABLE POPULATIONS.***

OBJECTIVE H-2.1 **Provide opportunities for the development of short-term and permanent housing for vulnerable populations.**

- Policy H-2.1.1 Allow opportunities for assisted housing, for people with vulnerable populations, by:
 - a. Permitting group living situations, including those where residents receive such supportive services as counseling, foster care or medical supervision in accordance with state and federal laws; and,
 - b. Encouraging developers and owners of assisted housing units to undertake activities to establish and maintain positive relationships with neighbors. Encourage neighbors to similarly maintain those

relationships.

Policy H-2.1.2	Ensure that group home providers have received appropriate licenses from federal or state agencies where appropriate.
Policy H-2.1.3	Support housing options and services that enable seniors to stay in their homes or neighborhoods.
Policy H-2.1.4	Allow housing for vulnerable populations throughout the city.
Policy H-2.1.5	Partner with public and private agencies to provide housing for seniors, people with disabilities, domestic violence victims, and homeless individuals and families.
Policy H-2.1.6	Develop or modify codes and ordinances to allow for a continuum of care and housing opportunities for vulnerable populations.
Policy H-2.1.7	Encourage the creation, renovation, and modification of housing that is accessible to vulnerable populations, using building and site plan codes.
Policy H-2.1.8	Provide incentives to encourage developers to dedicate a portion of new housing projects to vulnerable populations.
Policy H-2.1.9	Facilitate the acquisition of grants and loans for housing for vulnerable populations by agencies, developers, and nonprofits.
OBJECTIVE H-2.2	Support and promote community facilities and programs that are important to the safety, health, and social needs of residents.
Policy H-2.2.1	Increase coordination among providers of social, health, counseling, and other services to individuals, families, children, and persons with special needs including senior citizens, persons with physical or mental disabilities, persons with terminal illness, or other special needs.
Policy H-2.2.2	Work with transit and transportation providers to increase access between special needs housing and community facilities and programs in Kenmore or the Northshore area.
Policy H-2.2.3	Support the location of social, recreational, health, safety, and other services in Kenmore to serve people with special needs.
Policy H-2.2.4	Support efforts by providers of social, health, counseling, and other services to assist newly arrived immigrant populations.
Policy H-2.2.5	Support a range of housing options and services to help homeless persons and families stay sheltered.
Policy H-2.2.6	Work with other jurisdictions, the Regional Homelessness Authority, and health and social service organizations to develop a coordinated, regional approach to homelessness.
Policy H-2.2.7	Continue to support the creation of emergency, transitional, and permanent supportive housing with appropriate services for people with special needs

- and the homeless. Place a strong emphasis on transitioning individuals into permanent housing as soon as possible.
- Policy H-2.2.8 Promote, assist, and support social and health service organizations that provide housing programs for vulnerable populations.
- Policy H-2.2.9 Foster and maintain partnerships that have proven effective in reducing homelessness, preventing homelessness, and assisting chronically homeless individuals with necessary care.
- Policy H-2.2.10 Support the creation of public and private housing and services for the homeless population in North King County, offering both short-term and long-term solutions.
- Policy H-2.2.11 Support the development of a comprehensive network of emergency shelters for homeless and at-risk populations, including families with children, childless adults, unaccompanied youth, and victims of sexual and domestic violence.
- Policy H-2.2.12 Support a variety of housing options for older adults, including aging in place, assisted living, and age-restricted senior communities. Strategies include:
- a. Encourage the construction of new housing that is accessible and adaptable for older adults by following Universal Design and visitability standards.
 - b. Evaluate and update regulations to support a variety of housing options and permit accessibility modifications.
 - c. Encourage developers to create new senior-oriented residential options by offering incentives.
- Policy H-2.2.13 Support initiatives that enable older adults and people with disabilities to remain in their communities as their housing needs evolve, such as promoting universal design or retrofitting homes for long-term use.
- Policy H-2.2.14 Support the construction of age-friendly housing, prioritizing locations near essential services and amenities for seniors.
- Policy H-2.2.15 Advocate for a diverse range of senior housing options to accommodate varying income levels, including independent living, assisted living, and skilled nursing care. Prioritize expanding opportunities for seniors to reside in specialized housing.

RESIDENTIAL GROWTH

- GOAL H-3** ***PLAN APPROPRIATE LAND USE DESIGNATIONS AND ZONING CATEGORIES TO ACCOMMODATE PROJECTED HOUSEHOLD GROWTH.***
- 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.
Policy H-3.1.2	<p>Ensure access to diverse housing options that cater to various household sizes, types, tenures, and income levels by implementing inclusive planning tools, regulations, and policies to boost housing supply and diversity citywide.</p> <ul style="list-style-type: none"> • Encourage the development of units suitable for large households or those with multiple bedrooms. • Eliminate regulatory obstacles that hinder housing diversity. • Promote a wide range of housing types through incentives and programs.
Policy H-3.1.3	Expand allowed residential housing types in traditionally single family zoned areas to include six of nine approved housing types.
Policy H-3.1.4	Consider developing a Permit Ready program for ADUs and middle housing types to decrease the barrier to middle housing development.
Policy H-3.1.5	Coordinate with internal City departments and outside service providers/agencies to adequately plan for community services and facilities associated with the development of middle housing.
Policy H-3.1.6	Permit indoor emergency shelters and housing in all zoning districts that allow hotels, which include Downtown Commercial (DC), Urban Corridor (UC), Waterfront Commercial (WC), and Regional Business (RB). Allow permanent supportive and transitional housing in all zones permitting residential dwellings or hotels.
Policy H-3.1.7	Zone sufficient buildable land to accommodate Kenmore's projected housing need, meet allocated housing growth targets, and accommodate its allocated share of countywide future housing needs for moderate-, low-, very low-, and extremely low-income households as well as emergency housing and permanent supportive housing.
Policy H-3.1.8	Ensure regulations, incentives, programs, and other city tools foster the creation of accessible, healthy, and safe housing.
Policy H-3.1.9	Explore the feasibility of developing tiny houses in specific neighborhoods within the city.
Policy H-3.1.10	Support the development of residential housing on infill sites, promoting increased density in designated areas.

Policy H-3.1.11	Promote the development of neighborhoods throughout the city which support affordable housing options and abundant public spaces in a walkable urban setting.
Policy H-3.1.12	Pursue strategies and regulations that increase housing options for 0 to 80 percent of AMI households throughout Kenmore, particularly in historically single-family zones.
Policy H-3.1.13	Pursue strategies and regulations that increase the long-term supply of both market-rate affordable housing and cost-controlled income-restricted affordable housing.
OBJECTIVE H-3.2	Identify and support Kenmore’s Downtown as a center for commercial, civic, cultural, park, and higher density housing uses and activities consistent with its designation as a Countywide Growth Center.
Policy H-3.2.1	Develop mixed-use, higher density districts in Downtown Kenmore, meeting community goals to develop community identity, provide vital business and service opportunities, concentrate higher density housing close to high-capacity transit, and provide multi-modal transportation services and connections to those services.
Policy H-3.2.2	When higher densities are applied to residential and mixed use development in the Downtown, include requirements for the provision of affordable housing.
Policy H-3.2.3	Offer density bonuses and density transfers, where appropriate, to achieve a compact, vital Downtown, as well as meet environmental and affordable housing goals.
Policy H-3.2.4	Encourage property consolidation in the Downtown, through density bonuses or other incentives, to create mixed-use and multi-family developments that offer a range of site and community benefits such as private and public open spaces and plazas, structured parking, and other amenities.
Policy H-3.2.5	Address issues of diversity, equity and inclusion for historically marginalized groups when developing Kenmore’s Countywide Growth Center approaches.
Policy H-3.2.6	East of Downtown, in the area of transit-supportive development near the Park and Ride, require long-term low-cost housing as a condition of development.
Policy H-3.2.7	Support the development of affordable and accessible housing in neighborhoods with convenient access to services and the rest of the community.
Policy H-3.2.8	Ensure that plans promote greater physical accessibility between housing, employment, transportation, recreation, daily-needs services, and educational uses.

- Policy H-3.2.9 Encourage and provide for mixed-use developments that include residential units above businesses.
- Policy H-3.2.10 Promote the development of residential housing in commercial and mixed-use areas, particularly those near public transportation.

HOUSING AFFORDABILITY

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

OBJECTIVE H-4.1 Encourage retention of the existing housing stock in Kenmore as a source of affordable housing.

- Policy H-4.1.1 Promote the use of housing rehabilitation assistance (from King County, for example) to lower-income homeowners and to landlords who rent to lower-income people.
- Policy H-4.1.2 Support the acquisition, rehabilitation, and preservation of existing affordable housing by agencies and organizations as an alternative to new construction.
- Policy H-4.1.3 Allow existing legally created duplexes, triplexes, and other medium-density housing types in the low and medium density residential classifications to continue without “nonconformance” limitations related to density, setbacks, height, or lot size.
- Policy H-4.1.4 Support preservation of and maintain existing manufactured housing communities.
- Policy H-4.1.5 When displacement is unavoidable, 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 where feasible, to help very low- and low-income households. For manufactured home parks in particular, consider a funding pool to assist low- and moderate-income residents in deteriorating and obsolete manufactured homes to find alternative housing in the community, or help to establish preferences in nearby housing for persons giving up their homes.
- Policy H-4.1.6 Consider affordable housing measures and incentives beyond those in RCW 36.70A.635(2)(a)¹² to promote additional affordable housing units in the

¹² RCW 36.70A.635(2)(a): To qualify for the additional units allowed under subsection (1) of this section, the applicant must commit to renting or selling the required number of units as affordable housing. The units must be maintained as affordable for a term of at least 50 years, and the property must satisfy that commitment, and all required affordability and income eligibility conditions adopted by the local government under this chapter. A city must require the applicant to record a covenant or deed restriction that ensures the continuing rental of units subject to these affordability requirements consistent with the conditions in chapter 84.14 RCW for a period of no less than 50 years. The covenant or deed restriction must also address criteria and policies to maintain public benefit if the property is converted to a use other than which continues to provide for permanently affordable housing.

City.

Policy H-4.1.7 Develop strategies to increase the sustained supply of affordable housing, including market-rate and income-restricted units.

Policy H-4.1.8 To prevent the loss of affordable housing, the City should collaborate with housing providers to identify and preserve subsidized units at risk of being converted to market-rate rents.

Policy H-4.1.9 Prioritize the preservation and creation of lower-cost housing in neighborhoods where redevelopment is most likely to occur, supporting initiatives that maintain affordability in these areas.

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.¹³

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:

- a. Whenever possible, integrate affordable housing plans into proposals for development of publicly owned properties.
- b. Play a partnership role with nonprofit housing project sponsors by supporting applications for CDBG, HOME, and other Federal, State, or local funding sources for the projects.
- c. Enter into a long-term partnership with one or more nonprofit housing developers to identify sites and identify opportunities for public funding.
- d. Actively support affordable housing projects by expediting the permitting process, reducing development fees, or similar measures.
- e. Consider regulatory changes, including eliminating parking requirements within ¼ mile of major transit stops, , updating building codes to promote innovative, low-cost development, and expanding the Multifamily Tax Exemption (MFTE) program to support more affordable housing development.

Policy H-4.2.2 Participate in A Regional Coalition for Housing (ARCH) to help develop and preserve affordable housing in the community and region. Maintain data demonstrating the impact in the City of Kenmore and communicate the results to the community for continued understanding and support.

Policy H-4.2.3 Identify and catalogue real property owned by the City that is no longer required for its purposes and is suitable for the development of affordable housing for extremely low- to moderate income households.

¹³ See Countywide Planning Policies

	Engage with community partners on how best to use these resources.
Policy H-4.2.4	Use local resources, as available, to leverage other public and private funding for the creation or preservation of affordable housing.
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.
Policy H-4.2.6	As part of any rezone that increases residential capacity, consider requiring that a portion of the new units be affordable to extremely low-, very low- or low-income households.
Policy H-4.2.7	Before implementing a new policy or regulation, consider how it will impact the cost to build a home.
Policy H-4.2.8	Focus on projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color (BIPOC) communities.
Policy H-4.2.9	Support alternative homeownership models that lower barriers to ownership and provide long-term affordability, such as community land trusts, and limited or shared equity co-ops
Policy H-4.2.10	Collaborate with other organizations or entities to evaluate ways to address transitional homeless housing or provide an additional housing type.
Policy H-4.2.11	Ensure that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.
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.
Policy H-4.2.13	<p>Partner to Address Deeply Affordable Housing¹⁴:</p> <ul style="list-style-type: none"> • Identify and Leverage Existing Assets: Collaborate with public agencies, faith-based organizations, and nonprofits to identify suitable properties for affordable housing development. • Remove Barriers to Shelter: Eliminate obstacles that prevent faith institutions, community-based organizations, and nonprofits from hosting shelters. • Combine Public and Private Resources: Leverage both public and private funding to provide subsidies for deeply affordable housing.

¹⁴ Deeply Affordable Housing, as defined by Department of Commerce, is housing that is <50% AMI, and includes housing such as emergency shelters, emergency housing, transitional housing, and permanent supportive housing.

	<ul style="list-style-type: none"> • Prioritize Local and Regional Resources: Utilize local and regional funding sources and surplus property to support income-restricted housing. • Invest in Land Acquisition: Allocate funds for acquiring land for affordable housing development. • Support Alternative Homeownership Models: Encourage the use of innovative homeownership models, such as community land trusts and limited or shared equity co-ops, to increase affordability and accessibility.
Policy H-4.2.14	Support legislation and funding at the local, county, state, and federal levels that would promote the city's housing goals and policies.
Policy H-4.2.15	Develop meaningful, measurable targets and strategies to encourage the creation of affordable housing that meets local demands and monitor progress towards fulfilling these goals.
Policy H-4.2.16	Promote both rental and ownership options for affordable housing, encompassing a variety of types and sizes.
Policy H-4.2.17	Consider implementing a policy that requires a percentage of affordable housing units in new residential developments.
Policy H-4.2.18	Preserve and explore expanding regulatory incentives to promote the development and preservation of affordable ownership and rental housing, including density bonuses, reduced impact fees, expedited permits, or other methods.
Policy H-4.2.19	Consider offering incentives such as density bonuses, reduced parking requirements, and flexible design standards to developments that include a certain percentage of affordable units.
Policy H-4.2.20	Advocate for greater funding for affordable housing at the regional and state levels.
Policy H-4.2.21	Simplify the regulatory review and building permit process and evaluate the cost of infrastructure improvements and their impact on housing affordability.
OBJECTIVE H-4.3	Provide zoning and development standards that integrate affordable housing compatibly into the community.
Policy H-4.3.1	Allow designated manufactured homes built to state standards on single-family lots.
Policy H-4.3.2	Allow and accommodate accessory dwelling units in low and medium density residential districts.
Policy H-4.3.3	Pursue land use policies and regulations that:

- a. Result in lower development costs without loss of adequate public review, environmental quality, or public safety; and,
 - b. Do not reduce design quality, inhibit infrastructure financing strategies, or increase maintenance costs for public facilities.
- Policy H-4.3.4 Promote the creation of diverse ownership housing opportunities in Kenmore, encompassing different styles, sizes, and affordability levels.
- Policy H-4.3.5 Provide residents, especially those in underserved populations, with information about affordable housing opportunities and first-time homeownership programs.
- Policy H-4.3.6 Consider the influence of transportation costs on housing affordability and accessibility of services and other opportunities when planning for housing development.
- Policy H-4.3.7 Develop affordable housing in various parts of the city, with a focus on areas with good access to transit, employment, education, and shopping.

HOUSING EQUITY

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

- OBJECTIVE H-5.1 *Promote fair housing for all persons regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people.***
- Policy H-5.1.1 Utilize the City's Diversity, Equity and Inclusion (DEI) program to ensure that city housing policies, programs, regulations, or decisions do not result in housing discrimination.
 - Policy H-5.1.2 Work with the legislature, King County, or other agencies to authorize homeowners to easily remove discriminatory restrictive covenants from deeds and other property documents.
 - Policy H-5.1.3 Support use of housing choice vouchers in Kenmore.
 - Policy H-5.1.4 Consider environmental health in neighborhoods where affordable housing exists or is anticipated, and plan for environmentally healthy neighborhoods for all residents.
 - Policy H-5.1.5 Encourage existing housing providers and private lenders to conduct homebuyer education seminars for potential first-time homebuyers, including outreach to current renters to inform them about homeownership opportunities.

IMPLEMENTATION STRATEGIES

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

- Work with neighborhoods and historically underrepresented groups when new policies, plans or programs are proposed to ensure that their unique issues are considered.
- Adopt development standards for medium density residential housing types, such as duplexes, triplexes, and cottage housing.
- Adopt development standards for reduced minimum lot sizes with maximum house size restrictions in some low (R-6) and medium density classifications. When considering maximum house sizes for smaller houses on smaller lots, remain mindful of the needs of multigenerational and large families. Also consider open space needs and environmental protection, as well as accessory dwelling unit standards.
- Implement the Housing Strategy Plan and DEIA Strategic Plan.
- Maintain communications with, or participation in, regional agencies and projects.
- Monitor housing needs and supply over time, especially data that evaluates progress toward meeting a proportionate share of the countywide needs for affordable housing and improved access to opportunity for Black, Indigenous, and People of Color (BIPOC) communities. Reassess and adjust policies and regulations as necessary to achieve City goals.
- Cooperate on a regional basis towards economic diversification and land capacity monitoring.
- Evaluate and report results of the Strategy Plan and how the goals, objectives, and policies of this Housing Element have been achieved.
- Adopt development standards that encourage reduction of impervious surfaces, and evaluate opportunities for in kind or financial contributions for neighborhood sidewalks and/or stream protection plans.

REFERENCES

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

City of Kenmore (2023). City of Kenmore Comprehensive Plan Update – Equity Analysis and Recommendations.

Eastside for All (2023). Missing Middle Housing: Tell Your City – Engagement Report for A Regional Coalitions for Housing and East King County Partner Cities.

EMC Research (2024). City of Downtown Resident Survey.

ENDNOTES

This element contains several charts, graphs, and tables. Because of the variety of sources and release dates of the data, there may be underlying trends that are not available to us at publication of this element. Staff will continue to monitor data and trends and will update the element, as necessary.



TRANSPORTATION ELEMENT



TRANSPORTATION ELEMENT

INTRODUCTION

Since its incorporation in 1998, the City of Kenmore has continuously made investments that enhance its position as a vibrant community in which to live, work, and play. New civic facilities in downtown and multimodal transportation facilities throughout the City have been key contributors to the City's vitality. Building on previous improvements, this Transportation Element aims to support the vision of Kenmore as a high-capacity transit community with an activated, thriving downtown, as described in the Land Use Element. It also describes a network that supports travel by walking, biking, and riding transit throughout Kenmore, in addition to supporting adequate mobility when traveling by car in Kenmore through 2044. The Element supports the City's Diversity, Equity, and Inclusion Policy, adopted in 2020, to allocate resources in areas with historically disadvantaged communities. Recognizing that vehicle emissions are Washington State's largest contributor to greenhouse gases, the Element reflects the goals and policies described in Kenmore's Climate Action Plan (CAP), emphasizing a shift to transportation modes and technologies that reduced vehicle emissions.

Purpose

The purpose of the Transportation Element is to describe the City's vision for a safe, balanced, and efficient multi-modal transportation system that supports the Land Use element. The Transportation Element includes goals, policies, and objectives for maintenance and development of Kenmore's transportation system. It also identifies future transportation investments needed to realize the city's vision for multi-modal mobility within Kenmore. The Transportation Element informs the development of the Capital Improvement Program (CIP) by identifying the types of projects the City should undertake to support future transportation needs in the 6- and 20-year horizons. The plan also evaluates how these projects coincide with the City's financial resources.

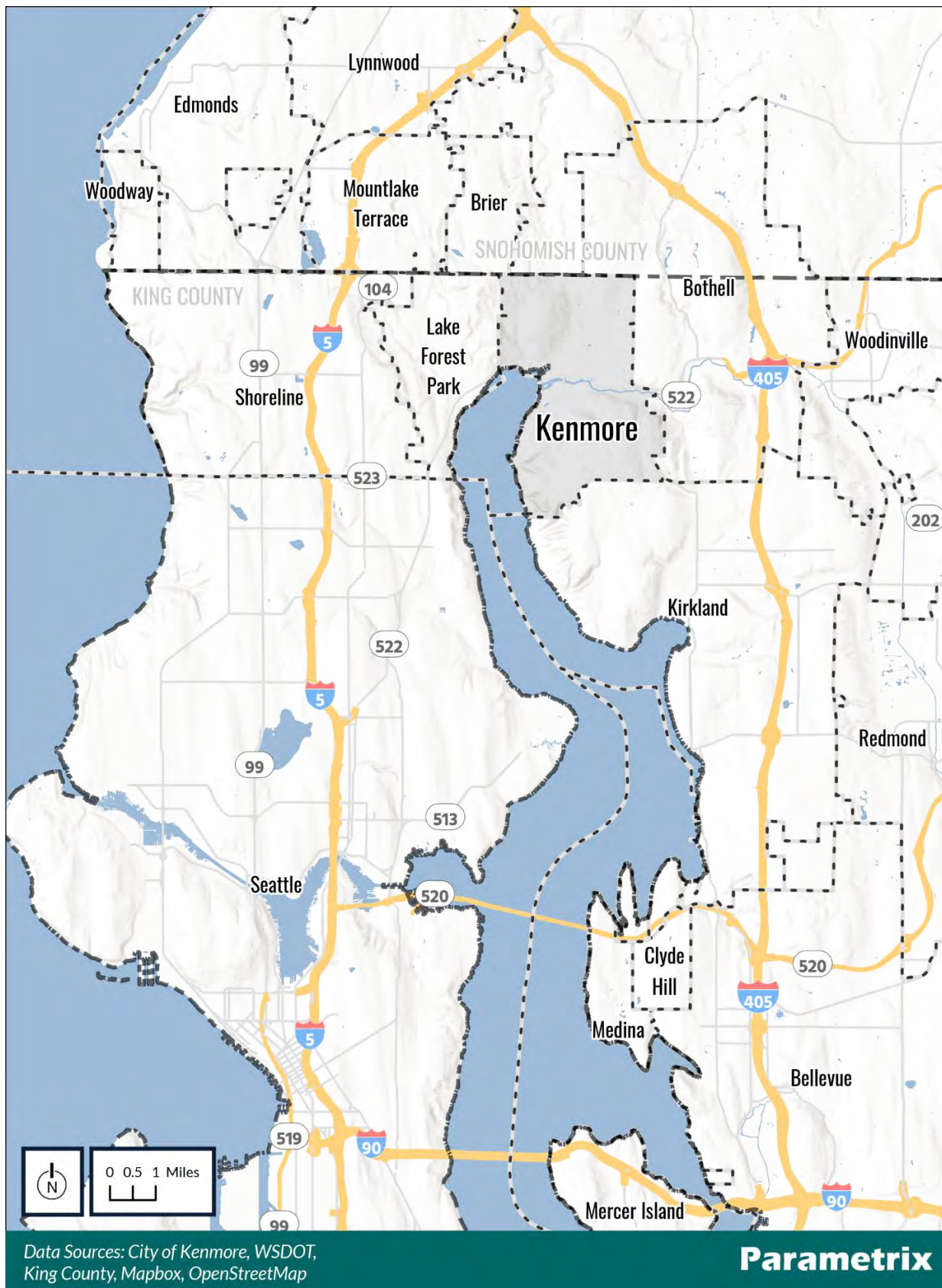
This Transportation Element includes the following sections:

- **Existing Conditions:** Describes conditions for all travel modes in the existing transportation system. This section also identifies current challenges and trends that will affect Kenmore's transportation network in the future.
- **Goals, Objectives, and Policies:** Explains Kenmore's vision for transportation and the goals that serve as the basis for the Transportation Element.
- **Future Transportation System:** Describes the City's layered transportation network concept to create a complete, multimodal transportation network in Kenmore. This section also establishes the City's level of service (LOS) standards.
- **Near Term and Long Term Capital Projects:** Provides near-term and long-range project lists based on the community values expressed in the transportation goals and layered network.

- **Implementation Strategies:** Evaluates Kenmore’s financial conditions over the next 20 years and provides guidance on plan implementation.

Regional Context

The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Kenmore achieve its land use vision. Kenmore’s regional setting, shown in **Figure T-1**, is important. Nestled on the north shore of Lake Washington, the City forms the northern edge of King County and is bisected by State Route 522 (SR 522), a Highway of Statewide Significance. Given this strategic location, transportation conditions in the City are strongly influenced by pass-through traffic travelling between Seattle and east side cities, as well as growth in Snohomish County. The Kenmore Air Harbor provides connections to additional regional destinations, such as the Olympic Peninsula, the San Juan Islands, and British Columbia. The City must coordinate its transportation planning with a variety of jurisdictions, including neighboring cities, King County (including King County Metro), Sound Transit, the Puget Sound Regional Council (PSRC), and the Washington State Department of Transportation (WSDOT).

1 **Figure T-1: City of Kenmore and Surrounding Area**

2

Growth Management Act (GMA)

The State's Growth Management Act (GMA) of 1990 requires communities to prepare a transportation plan consistent with the City's Land Use Element. Specific GMA requirements for the Transportation Element include addressing:

- Land use assumptions used in estimating travel
- Estimated traffic impacts to state-owned transportation facilities resulting from growth
- Future transportation facilities and services needs, including those for air, water, and ground transportation
- LOS standards for arterials, state highways, and transit routes
- Specific actions and requirements for bringing locally owned transportation facilities and services into compliance with established LOS standards
- Forecasts of future traffic based on the adopted land use plan
- State and local system needs to meet current and future demands
- Financing capability to judge needs against probable resources
- A multiyear financing plan based on needs, which will serve as the basis for the City's six-year transportation program
- Strategies to address issues if probable funding falls short of meeting identified needs
- Intergovernmental coordination efforts
- Demand-management strategies
- Bicycle and pedestrian improvements

This Transportation Element addresses the required transportation components of the GMA.

VISION 2050

PSRC is the region's metropolitan planning organization. Comprising cities, towns, counties, ports, tribes, transit agencies, and major employers, PSRC sets regional growth policies for King, Pierce, Snohomish, and Kitsap Counties. Adopted in 2020, VISION 2050, establishes the long term goals for growth management, economic, and transportation issues. This Transportation Element is consistent with the VISION 2050 priorities.

VISION 2050 identifies several key goals for transportation in the region:

- **Maintenance, Management, and Safety** – Maintain, preserve, and operate the existing transportation system in a safe and usable state.

- **Support the Growth Strategy** – Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.
- **Greater Options, Mobility, and Access** – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

Countywide Planning Policies (CPPs)

The Regional Growth Strategy identifies a network of walkable, compact, and transit-oriented communities, including the City of Kenmore, that are the focus of urban development. The Regional Growth Strategy envisions an efficient, multimodal transportation system that provides various options for moving people and goods into and among centers.

The overarching transportation goal in the Countywide Planning Policies (CPPs) is that “the region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term”. The CPPs support the transportation vision in the Regional Growth Strategy with policies focused on:

- **Supporting Growth** – focusing on serving the region with a transportation system that furthers the Regional Growth Strategy;
- **Mobility** – addressing the full range of travel modes necessary to move people and goods efficiently within the region and beyond; and
- **System Operations** – encompassing the design, maintenance, and operation of the transportation system to provide for safety, efficiency, and sustainability.

Other Plans

WSDOT controls SR 522, which runs east-west through Kenmore. As such, the City coordinates with WSDOT and neighboring communities regarding impacts to and needed investments on SR 522.

Sound Transit provides regional, high capacity transit service throughout the Puget Sound via Link light rail, Sounder commuter rail, and ST Express bus service. Sound Transit is currently advancing the capital and service investments included in the ST2 and ST3 ballot measures approved in 2008 and 2016, respectively. The ST2 ballot measure included funding for the Lynnwood Link light rail extension, planned for completion in 2024. The Shoreline South/148th Street and Shoreline North/185th Street stations will be the closest light rail stations to Kenmore, providing nearby access for Kenmore residents wishing to ride transit to destinations throughout the Puget Sound region. Sound Transit’s Stride bus rapid transit (BRT) service on SR 522 was funded by the ST3 ballot measure. Planned for implementation in 2026, Stride will provide high-capacity transit service directly in Kenmore, providing residents with a direct connection to light rail in Shoreline and Stride service on I-405.

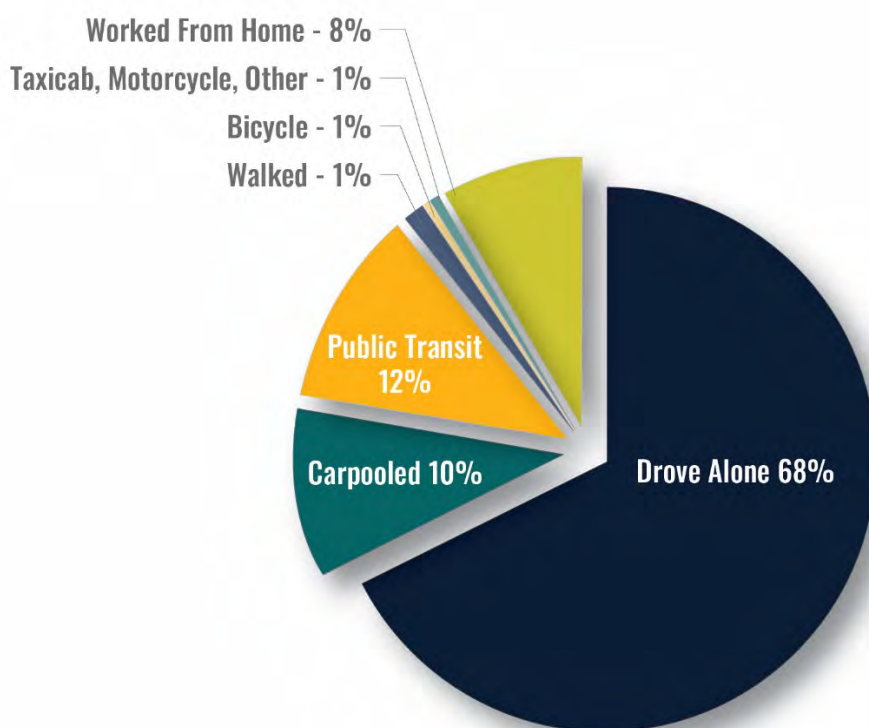
1 Metro Connects is King County Metro’s (Metro’s) 30-year vision for mobility. It is a long-
2 range service and capital vision that describes planned future service networks and the
3 capital investments needed to support those networks. The plan envisions multimodal
4 connections to the places people want to go with safe and secure operations and
5 facilities for passengers, employees, and communities. Metro Connects emphasizes
6 Metro’s core values of safety, equity, and sustainability, incorporates the
7 recommendations of the King County Metro Mobility Framework, and aligns with
8 Metro’s Strategic Plan for Public Transportation and its Service Guidelines. The service
9 networks envision changes to Kenmore’s transit services, particularly in relation to the
10 implementation of Sound Transit’s investments in the regional high capacity transit
11 (HCT) system.

EXISTING CONDITIONS

Transportation Network Overview

Kenmore's transportation network accommodates many modes of travel, including walking, bicycling, public transit, driving, and flying. Vehicular travel for commuting to work, which generally occurs during the morning (AM) and evening (PM) peak when traffic volumes are highest, is the primary choice for many travelers in and around Kenmore, as shown in the Census journey-to-work data (see **Figure T-2**). The peak volumes for vehicles, pedestrians, bicyclists, and transit can occur during different times by location. For example, areas near schools are influenced by the start and end of classes, resulting in increased pedestrians and vehicles volumes during these times.

Figure T-2: Commute Mode to Work



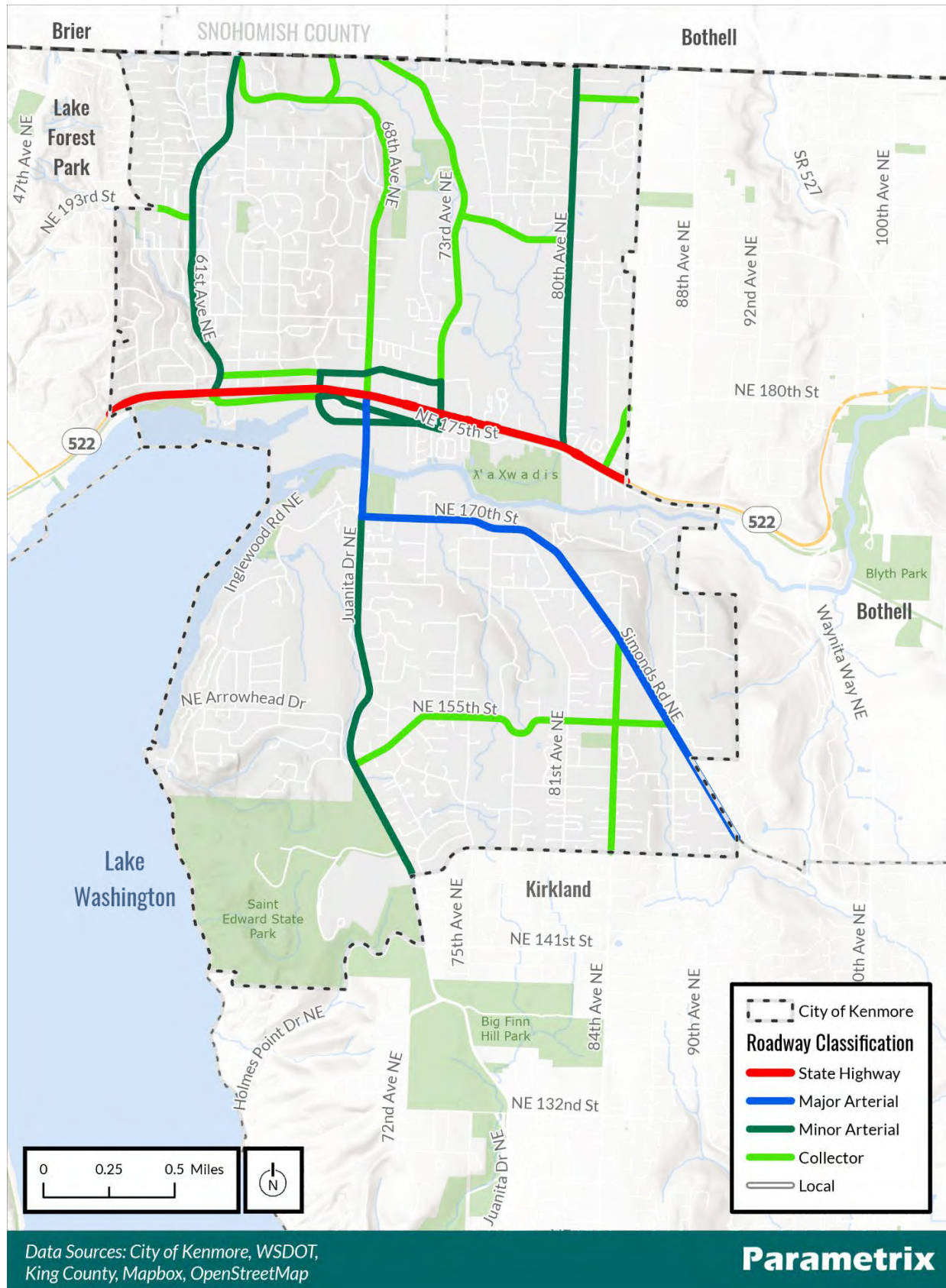
Source: American Community Survey 2019 5-Year Journey to Work Data

City streets form the backbone of the transportation framework with roadways shaping how residents and visitors experience Kenmore. The City of Kenmore currently classifies its roadways into major arterials, minor arterials, collectors, and local streets, as shown in **Table T-1** and displayed in **Figure T-3**. Examples of each roadway type and the intended uses served are described in **Table T-1**.

Table T-1. Functional Classification of Roadways

Roadway Type	Description / Purpose	Example
Major Arterial	A roadway that serves through trips and connects Kenmore with the rest of the area.	<ul style="list-style-type: none"> • Simonds Road NE • 68th Avenue NE (SR 522 to NE 170th Street)
Minor Arterial	Minor arterial streets provide inter-neighborhood connections and serve both local and through trips.	<ul style="list-style-type: none"> • 61st Avenue NE • NE 181st Street (65th Avenue NE to 73rd Avenue NE) • Juanita Drive NE
Collectors	Collectors distribute trips between local streets and arterials and serve as transition roadways to or from residential areas.	<ul style="list-style-type: none"> • 68th Avenue NE (north of SR 522) • 73rd Avenue NE • NE 153rd Place
Local	Local streets provide circulation and access within residential neighborhoods.	<ul style="list-style-type: none"> • 62nd Avenue NE • NE 150th Street

1 **Figure T-3: Roadway Functional Classification**



2

There are approximately 45 linear miles of concrete sidewalks and 120 marked crosswalks in the City, but sidewalks are still absent from many streets. On quiet residential streets, sidewalks may not be necessary; however, Kenmore has a number of arterials connecting residents from their homes to commercial areas, employment centers, schools, and transit stops that lack adequate pedestrian facilities.

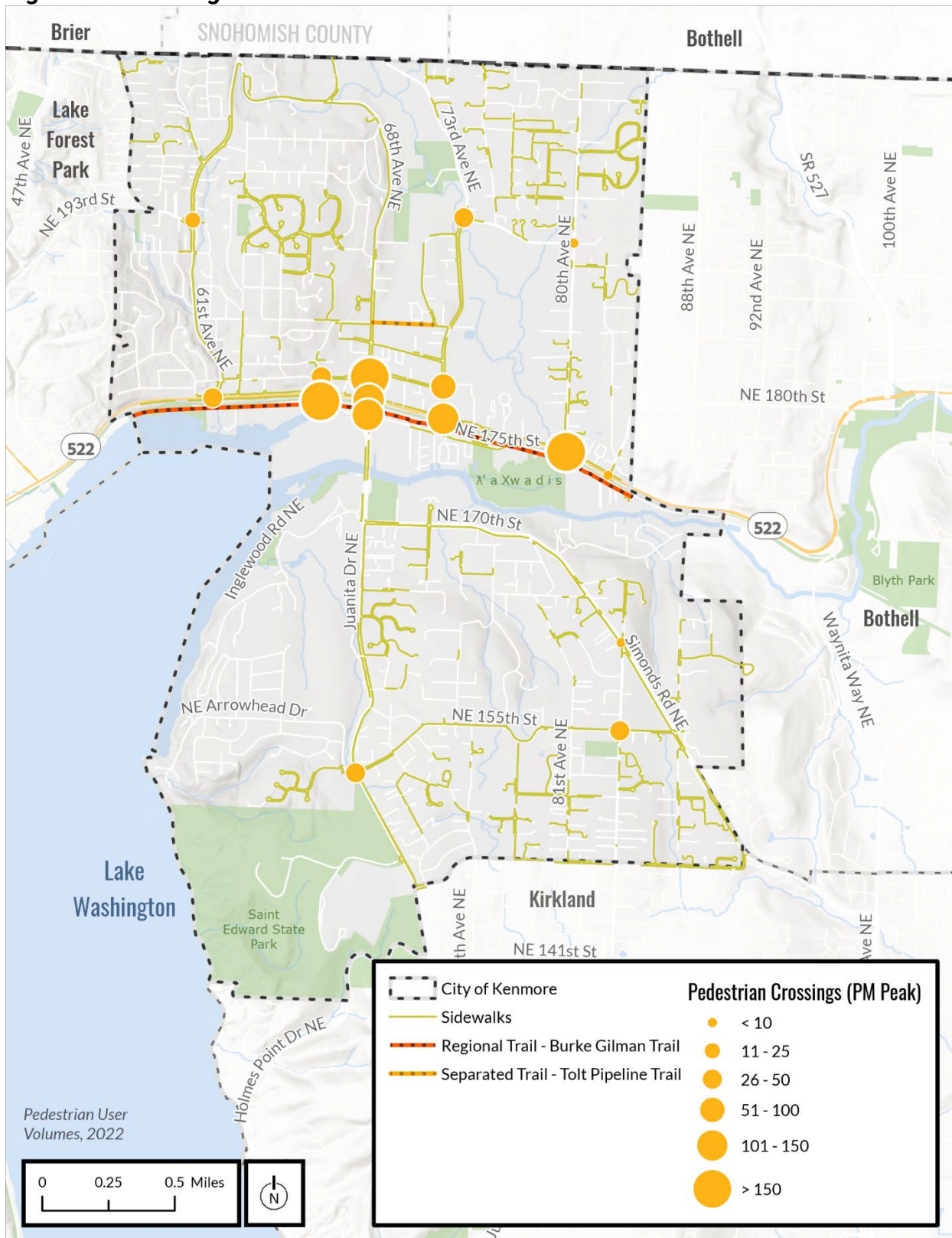
Figure T-4 displays different types of existing pedestrian infrastructure in Kenmore. **Figure T-5** shows where existing sidewalks and trails are located, as well as average pedestrian volumes (2022) at key intersections during the 2-hour evening peak for vehicular traffic.

Figure T-4: Existing Sidewalks and Trails



Source: Google Maps, City of Kenmore

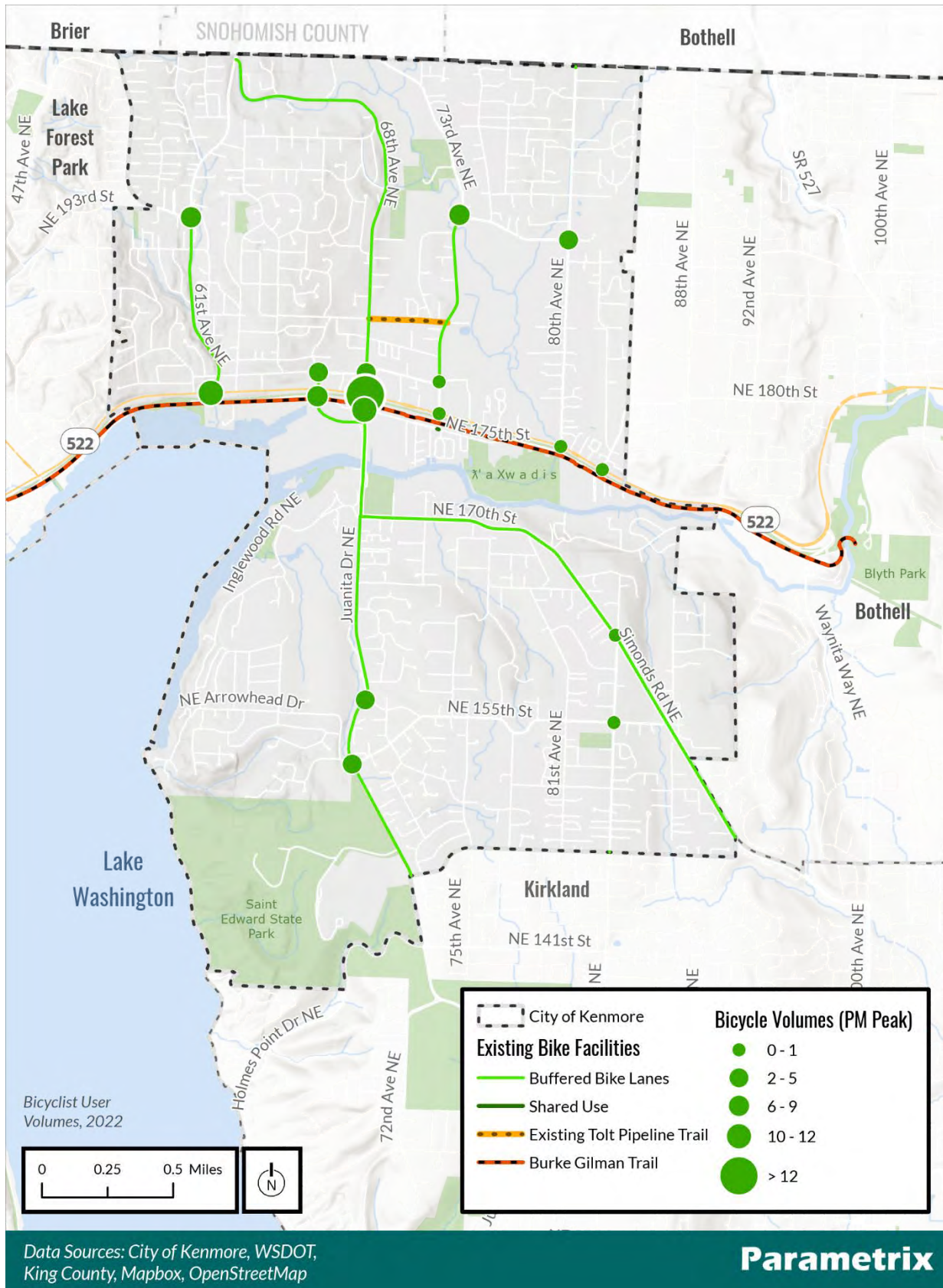
1 **Figure T-5: Existing Sidewalks and Trails**



2

1 Kenmore hosts a section of the Burke-Gilman Trail, a regional multi-use trail that connects
2 residents to Seattle and other area cities. However, for many Kenmore residents,
3 connecting from home to the Burke-Gilman Trail or other non-motorized facilities can be
4 challenging due to the topography and curvilinear streets in parts of the city. SR 522 and
5 68th Avenue NE / Juanita Drive NE create additional barriers to bicycling in Kenmore due
6 to their high traffic volumes and difficult crossings. **Figure T-6** presents Kenmore's
7 existing bicycle facilities, well as average bicyclist volumes (2022) at key intersections
8 during the 2-hour evening peak for vehicular traffic.

1 **Figure T-6: Existing Bicycle Facilities and Volumes**



2

Many Kenmore residents and employees use public transit for trips around and outside of the City. Public transit in Kenmore consists of fixed-route and dial-a-ride bus service provided by Metro and Sound Transit. Metro also provides on-demand, point-to-point transportation between south Kenmore, North Kirkland, and downtown Bothell. The Northshore Senior Center also provides door-to-door shuttle service to many of its patrons.

Figure T-7 and **Table T-2** display the Spring 2019 transit routes serving Kenmore, average daily boardings at each stop, and park and ride utilization. These volumes reflect a high level of bus ridership in the City, particularly on routes that serve SR 522. SR 522 and the corridor south of SR 522 currently served by Route 225 (previously served by Routes 234 and 244) have been designated as high capacity transit lines by PSRC. The Kenmore Park and Ride and the park and ride at the Vine Church, both located on SR 522, were 100 and 96 percent full, respectively, on an average weekday. As shown, there was no service in the City north of SR 522/NE 181st Street.

Transit ridership declined dramatically throughout the Puget Sound region during the COVID-19 pandemic. Metro and Sound Transit reduced service levels across their networks, including the elimination of several routes in Kenmore. Additionally, both transit agencies restructured several routes that serve the city in conjunction with the opening of the North Link light rail extension in October 2021. Sound Transit Route 522, which previously provided service between Woodinville and downtown Seattle, was revised to serve the Roosevelt Link station. This change required riders to transfer to light rail to continue to downtown Seattle. A new peak only route, Route 320, was created, providing service connecting Kenmore to the Northgate Link station, South Lake Union, and downtown Seattle. Fall 2021 ridership in Kenmore is summarized in **Table T-2**.

Table T-2. Bus Service in Kenmore

Route	Service Type	2019 Average Daily Weekday Spring Boardings	2021 Average Daily Weekday Fall Boardings
225	All Day	N/A	100
234	All Day	249	N/A
243	Peak Only	1	N/A
244	Peak Only	28	N/A
309	Peak Only	110	N/A
312	Peak Only	440	N/A
320	Peak Only	N/A	21
331	All Day	98	72
342	Peak Only	36	8
372	All Day	527	204
522	All Day	680	154
981	DART	1	2

Source: King County Metro; Routes 234, 243, 244, 309, and 312 were discontinued in Fall 2021.

Figure T-7: Existing Transit Routes, Facilities, and Boardings (2019)



1 Washington State's Freight and Goods Transportation System (FGTS) classifies the
2 state's freight corridors by modes based on annual freight tonnage moved through truck,
3 rail and waterway freight corridors. Goods movement in Kenmore runs predominantly
4 along the City's major arterials of 68th Avenue, NE 170th Street, Simonds Road NE, and
5 SR 522. Because 68th Avenue provides the only Sammamish River crossing option in
6 Kenmore, this roadway plays a particularly important role in facilitating commerce. FGTS
7 classified routes in the City of Kenmore are shown in **Figure T-8**.

8
9 Beyond these primary routes, delivery vehicles use many other streets to reach their final
10 destination. For example, although it is not an FGTS classified route (and thus not
11 displayed on **Figure T-8**), NE 175th Street sees a fair amount of freight traffic due to the
12 nature of the surrounding land uses it serves. Additionally, a wide array of freight
13 companies provide deliveries to residents and businesses using all types of roadways,
14 including local streets.

15
16 The Kenmore Air Harbor is also a facility of the City's transportation network. The location
17 of the Kenmore Air Harbor is displayed on **Figure T-9** and a description of its area, fleet
18 size, operations, and travel take-off and landing areas on Lake Washington and general
19 aircraft flight paths used on take-off and landing can be found in the Land Use element.

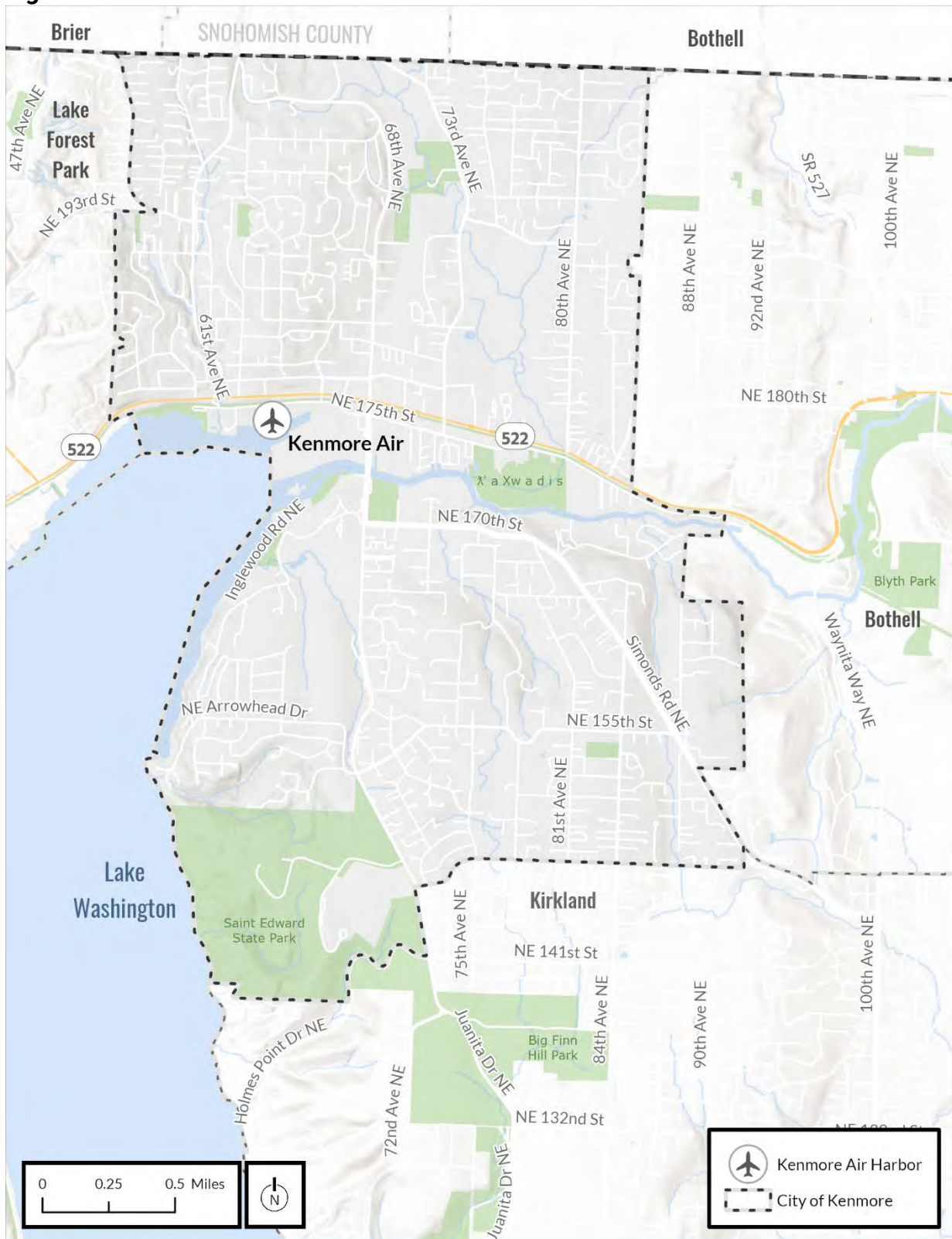
1 **Figure T-8: WSDOT FGTS Classified Truck Routes**



Data Sources: City of Kenmore, WSDOT, King County, Mapbox, OpenStreetMap

Parametrix

2

1 **Figure T-9: Kenmore Air Harbor**

Data Sources: City of Kenmore, WSDOT, King County, Mapbox, OpenStreetMap

Parametrix

1 Most Kenmore residents (about 68 percent) choose motor vehicles as their primary mode
2 of transportation to work. Moreover, many more non-resident travelers pass through the
3 City on SR 522 / 68th Avenue / Juanita Drive / Simonds Road. Severe congestion during
4 peak hours illustrates this issue with many intersections experiencing long delays (see
5 **Figure T-10**).

6
7 Analysis of Kenmore's congestion for motorists is based on the traffic counts collected
8 in January 2022. Since March 2020, traffic volumes have decreased in response to
9 COVID-19 related initiatives. As future traffic volumes are built from forecasting from
10 baseline conditions, the goal is to model an existing 2022 baseline condition that best
11 reflects overall trends from the past several years. Overestimating volumes can lead to
12 future forecasts that may be too high, potentially leading to infrastructure that is overbuilt
13 for future conditions. Conversely, underestimating baseline conditions could lead to
14 future forecasts that may be too low, leading to infrastructure that would be potentially
15 underbuilt for future conditions.

16
17 To monitor changes in travel volumes related to the COVID-19 pandemic, the City of
18 Kenmore collected weekly travel data between May 2020 and August 2021. The data
19 shows as of August 2021, the annual average daily traffic volumes in 2021 were 7 percent
20 lower than 2019 volumes. Therefore, to be conservative, traffic counts collected in
21 January 2022 for this analysis were adjusted upward by 7 percent.

22
23 To understand the level of congestion experienced during the evening commute, 19
24 intersections were evaluated based on their ability to accommodate PM peak hour
25 demand in their existing configuration (number of lanes, traffic control, etc.). As noted
26 previously, the peak volumes for vehicles, pedestrians, bicyclists, and transit can occur
27 during different times by location. The PM peak period in Kenmore generally ranges
28 between 3:00 PM and 6:00 PM. The PM peak period for each analyzed intersection is
29 summarized in **Appendix D-1**. Based on this analysis, intersections were scored into one
30 of six LOS categories that describe their operations in terms of vehicle delay. **Table T-3**
31 describes the LOS definitions laid out in the Highway Capacity Manual 6th Edition
32 (Transportation Research Board, 2016), which is the methodology currently applied to
33 Kenmore's transportation network.

Table T-3. Level of Service Definitions

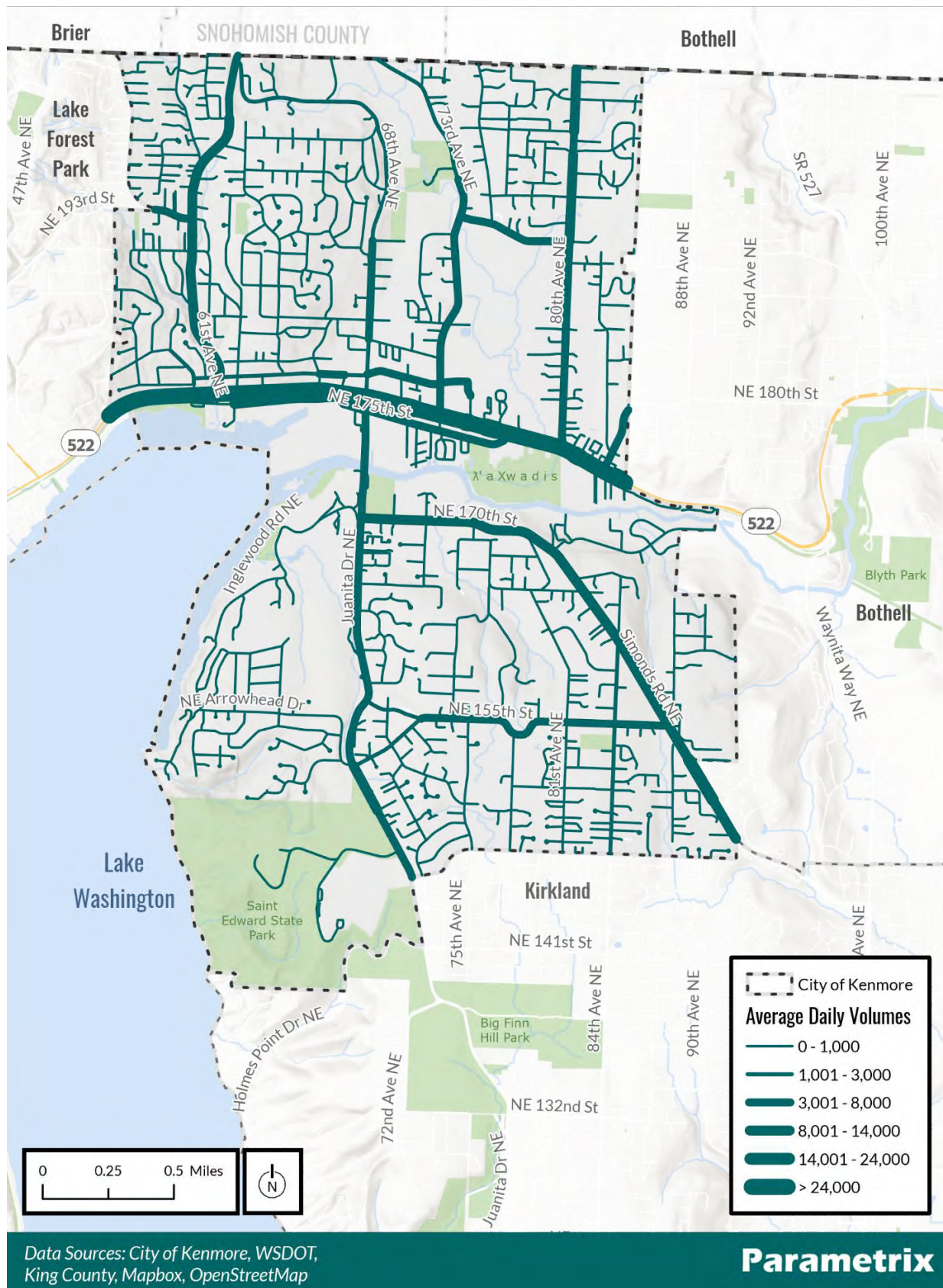
Level of Service	Description	Average Control Delay at (seconds per vehicle)	
		Signalized/Roundabout Intersections	Unsignalized Intersections
A	Free-flowing conditions.	< 10	< 10
B	Stable operating conditions.	> 10 and < 20	> 10 and < 15
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists.	> 20 and < 35	> 15 and < 25
D	High density of motorists, but stable flow.	> 35 and < 55	> 25 and < 35
E	Near-capacity operations, with speeds reduced to a low but uniform speed.	> 55 and < 80	> 35 and < 50
F	Over capacity, with delays.	> 80	> 50

The City's LOS policy sets the following standards for its roadways:

- Major Arterials – LOS E or better
- Minor Arterials and collectors – LOS D or better
- Local roads – LOS C or better
- Roadways in Kenmore Countywide Growth Center
 - Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
 - Unsignalized intersections shall operate at LOS F or better on the minor street approach until a signal warrant is met using the current version of the Manual for Uniform Traffic Control Devices

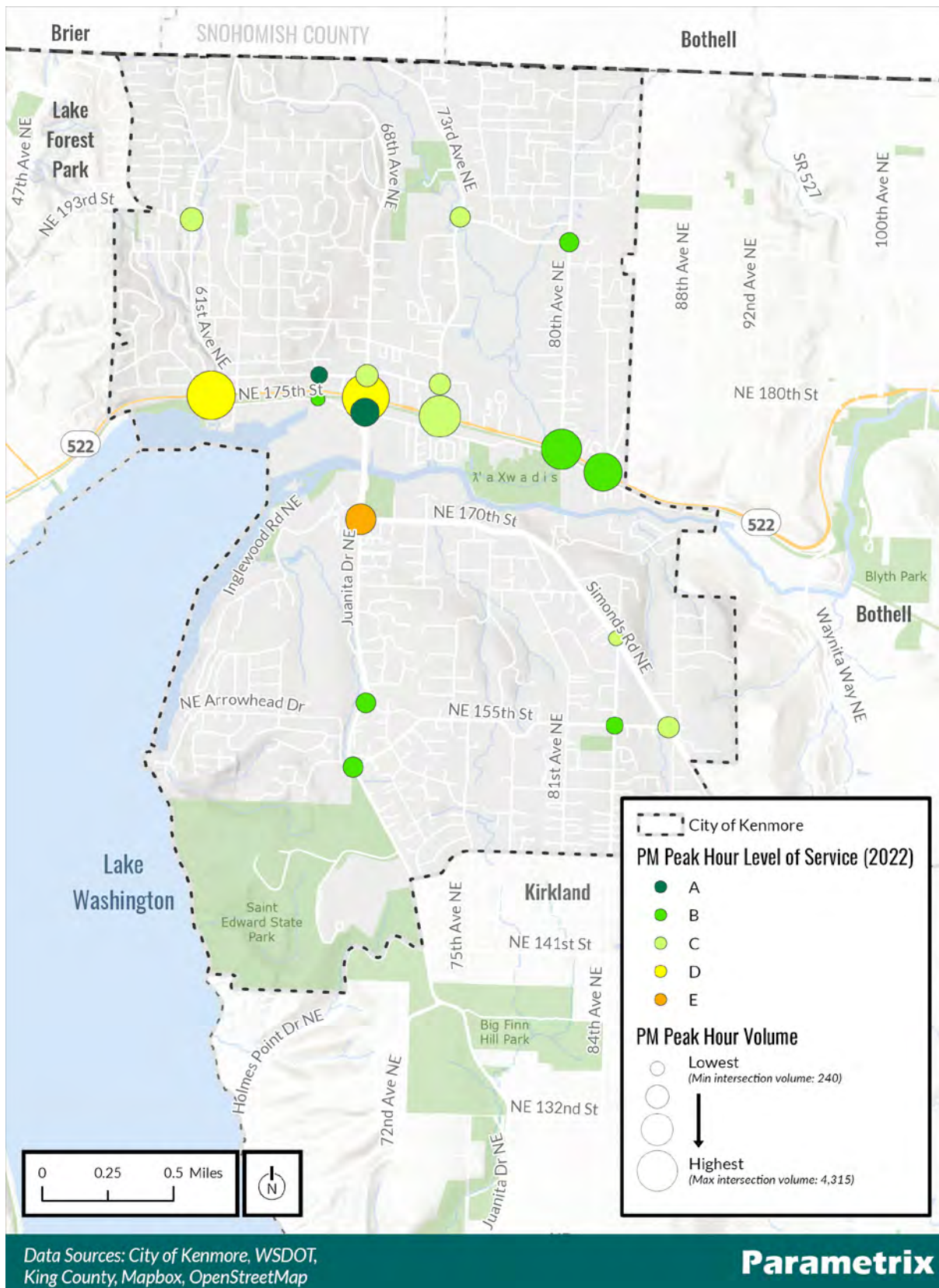
It should be noted that as a highway of statewide significance, SR 522 is exempted from the City's LOS standards.

Figure T-10 shows weekday traffic volumes and **Figure T-11** shows the calculated LOS at each of the 19 intersections. As the figures show, Kenmore's major arterials see high traffic volumes and lower levels of service. Detailed reports of LOS are available in **Appendix D-1**.

1 **Figure T-10: Auto Average Daily Volumes**

2

1 **Figure T-11: AutoLevel of Service and Volumes**



2

Current Challenges and Observations

The City of Kenmore has several important challenges to face as it prepares for future growth and the development of its downtown core. Although Kenmore continues to invest in its multimodal transportation system, motor vehicle travel dominates the City's transportation framework currently and many travelers view Kenmore as a "pass-through town." Kenmore is planning to be a walkable, bikeable, high-capacity transit community with a vibrant downtown and addressing the following transportation challenges will be a key to the City's success:

- Safety and comfort, especially for pedestrians and bicyclists
- Transit availability and access to high capacity transit
- Limited connectivity for all users

Bicycle and Pedestrian Safety

Since 2017, Kenmore has experienced nearly 175 traffic collisions per year. Of the 871 collisions in Kenmore from January 2017 to August 2021, 325 occurred on SR 522 and 207 occurred on the 68th Avenue / Juanita Drive corridor – 61 percent of the total city-wide.

Highlighting this issue, the period from Winter 2017 through Summer 2021 saw 41 crashes that involved vehicles hitting pedestrians and bicyclists, including one pedestrian fatality. **Figure T-12** displays traffic crashes for all modes within the City, **Figure T-13** shows injury severity and **Figure T-14** shows crashes involving bicycles and pedestrians over a five-year period spanning 2017-2021.

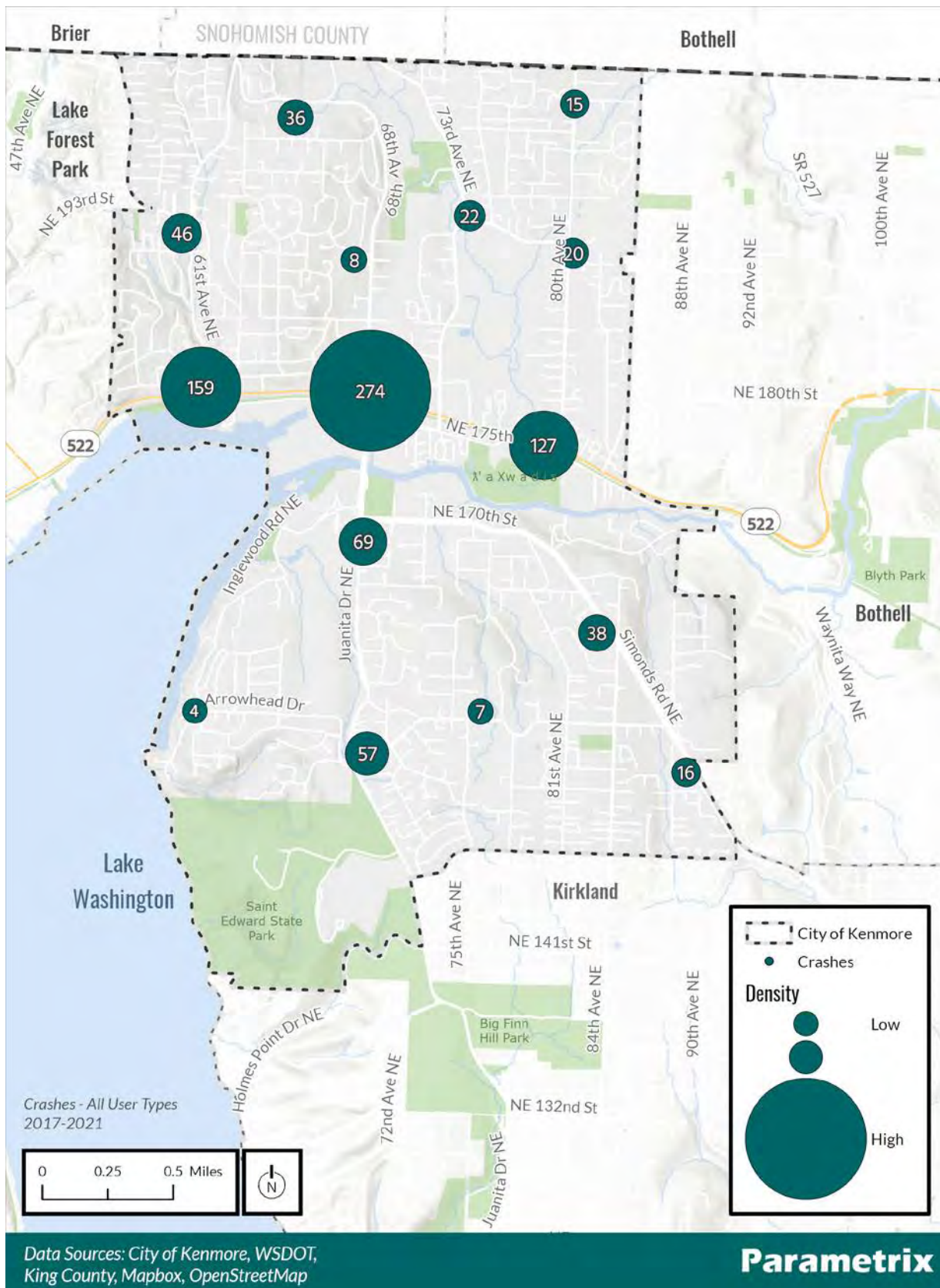
Crash severity is categorized by WSDOT into the following five categories:

- **Fatal Injury:** Any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred.
- **Suspected Serious Injury:** Any injury other than fatal which results in one or more of the following: Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10 percent or more of the body); or unconsciousness when taken from the crash scene.
- **Suspected Minor Injury:** Any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
- **Possible Injury:** Any injury reported or claimed which is not a fatal injury, suspected by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

Comprehensive Plan

- 1 • No Apparent Injury: Situation where there is no reason to believe that the person
- 2 received any bodily harm from the motor vehicle crash. There is no physical
- 3 evidence of injury and the person does not report any change in normal function.

1 **Figure T-12: Crash Density**



2

2



1 **Figure T-14: Crashes Involving Bicycles and Pedestrians**

2

The City of Kenmore's Target Zero Initiative was adopted in April of 2014. The goal of this program is to achieve zero pedestrian and bicyclist fatalities and serious injuries in Kenmore by 2025 by increasing awareness of pedestrian, bicyclist, and driver safety issues. The City works toward its Target Zero goal by engaging the Three E's: Engineering, Enforcement, and Education. These efforts include creating safer pedestrian and bicycle pathways, offering helmets at a low price, educating bicyclists, pedestrians, and drivers through events and pamphlets, offering safety vests annually at no charge (while supplies last), and enforcing traffic safety laws for all road users - among many other citywide improvements.

Kenmore has made many pedestrian improvements in recent years as the City strives for a more walkable/bikeable city. Sidewalk and crosswalk improvements along SR 522 have created a better environment for pedestrians moving around the City's commercial areas and connecting with public transit services or the Burke Gilman Trail. There are seven pedestrian actuated crossings that are also Americans with Disabilities Act (ADA) compliant. Four are located near SR 522 and 61st Avenue NE and three are located near Juanita Drive and NE 170th Street.

The Burke-Gilman Trail provides a major bicycle route through Kenmore and is a major asset to the community for both transportation and recreational purposes. Creating safer and more attractive connections from neighborhoods to the trail will encourage residents to make more walking and biking trips and visitors to patronize local businesses near the trail.

As a part of Walkways & Waterways, a voter-approved bond passed in 2016, the 68th Avenue/Juanita Drive corridor received pedestrian and bicycle safety treatments:

- (1) Juanita Drive NE Pedestrian and Bicycle Safety Improvements: 1.5 miles of new sidewalk on the east side of Juanita Drive from 143rd Street to NE 170th Street, buffered bicycle lanes in each direction, bus stop improvements, improved lighting, and some traffic signal modifications.
- (2) The 68th Avenue NE Pedestrian and Bicycle Improvements: 1.5 miles of new sidewalk on one side of 68th Avenue NE from NE 182nd Street to 61st Place NE, new bicycle lanes in each direction, and lighting improvements.

In addition to the Walkways and Waterways projects, several other projects were initiated and completed that provided sidewalk and/or bicycle safety treatments:

- (1) The West Sammamish River Bridge Replacement Project: New sidewalk and bike facilities on the west side of the road between NE 170th Street and NE 175th Street, lighting improvements and some traffic signal improvements.
- (2) SR522 West A Project: New sidewalk on the north and south side of SR522 from 61st Avenue NE to 65th Avenue NE along with street lighting and traffic signal improvements.
- (3) Simonds Road Overlay: New bike lanes added from 92nd Avenue NE to 84th Avenue NE.

- (4) 62nd Avenue NE Sidewalk Project: New sidewalk on the east side of 62nd Avenue NE from SR522 to 185th Avenue NE.
- (5) NE 181st Street Sidewalks: New sidewalk along the north and south side of NE 181st from 68th Avenue NE to 73rd Avenue NE and new sidewalk on the north side from 65th Avenue NE to 67th Avenue NE. Improvements included new street lighting.
- (6) 73rd Avenue NE Overlay: New bike lanes added from NE 181st St to NE 192nd St.
- (7) NE 153rd Street Sidewalks: New sidewalks on the south side of NE 153rd Street from 70th NE to Juanita Drive.

Transit Availability and Access to High Capacity Transit

Many people use public transit in Kenmore, as evidenced by 2019 ridership and park-and-ride occupancy levels. The opening of the Lynnwood Link light rail extension in 2024, particularly the Shoreline South/148th Street station, will provide an opportunity to greatly expand options for Kenmore residents wishing to ride transit to destinations throughout the Puget Sound region. Sound Transit's BRT Stride service on SR 522, planned for implementation in 2026, will provide high-capacity transit service directly in Kenmore, providing residents with a direct connection to light rail in Shoreline and Stride service on I-405. There are no planned improvements to parking capacity in Kenmore, by Sound Transit or Metro, until 2034. Robust local transit options and nonmotorized access improvements that connect Kenmore neighborhoods to bus service on SR 522 will be critical components to facilitating reliable access to these regional transit investments.

Kenmore is also interested in creation of a Metro-operated water taxi route that would connect the City to destinations along Lake Washington and Lake Union, providing another transit option for residents to access this regional employment and education center.

Service cuts are likely to hurt public transit as an attractive travel mode so the City should closely monitor these developments and advocate for its desire to maintain quality service. Additionally, infrequent or poorly timed service connections might further dissuade residents from using transit if it does not provide a fast and reliable trip compared with auto travel. While Kenmore cannot control transit service levels, the City's land use vision is designed to create a supportive environment for transit.

Limited Nonmotorized Connectivity

The existing transportation network in Kenmore was developed with limited facilities that can accommodate travel across the City. The 68th Avenue Bridge is the only public crossing over the Sammamish River in the City and currently acts as one of Kenmore's most congested points for all roadway users. In 2022, the City completed replacement of the southbound bridge, which included construction of new sidewalk and bicycle facilities on the west side of the road between NE 170th Street and NE 175th Street. Even with the

bridge improvements, the intersection with SR 522 frequently backs up traffic for long stretches during peak hours.

Similarly, SR 522 serves as another major barrier to north-south connectivity. Its wide cross-section and limited number of signalized crossings affect all modes of travel, particularly pedestrians and cyclists. Additional signalized mid-block pedestrian crossings where warranted would improve crossing options for nonmotorized travelers.

East-west travel is also challenging, particularly north of SR 522 east of 73rd Avenue NE. A lack of walkways or paths for non-motorized users results in long, circuitous routes for pedestrians and cyclists wishing to travel in this area. Development of new non-motorized facilities could help to provide these connections.

Trends

Aside from existing conditions and challenges, there are other factors that will affect Kenmore's transportation system. Growth in downtown Kenmore and throughout the region generally plays a role in how the City will plan the improvements to its transportation network for the future.

Transportation Related Climate Impacts

The City of Kenmore's CAP establishes a multi-faceted approach for reducing greenhouse gas (GHG) emissions associated with transportation. The CAP describes policies, programs, and infrastructure investments that will help the City achieve its goal of net zero GHG emissions by 2050. Changes to municipal operations, construction of dense, mixed-use, and transit-oriented development (TOD), reduced single-occupancy vehicle (SOV) trips, and incentives for drivers to use electric vehicles (EVs) are the key transportation-focused strategies included in the CAP.

Downtown Development

In 2021, King County updated the 2021 Countywide Planning Policies to include a new category—Countywide Growth Centers—with zoned densities that support high capacity transit along existing or planned transit corridors. Designated countywide growth centers make efficient use of urban land by sufficiently providing housing, employment, and services in a compact form and density near the high capacity transit areas. Additionally, designated countywide growth centers use strategies to mitigate identified displacement impacts of residents and businesses, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees; low-income populations; people with disabilities; and other communities at greatest risk of displacement.

Downtown Kenmore is preliminarily designated as a Countywide Growth Center. Policies focus on mixed use, higher density development, including affordable housing, in the downtown area as it develops along the SR 522 high capacity transit corridor. Future redevelopment will add mixed use projects to provide housing, dining, shopping, and

1 other services in the downtown. These land uses will generate additional travel in the
2 downtown area and, while many people will be able to walk or use public transit for these
3 trips, the transportation network must be able to support this concentrated growth.

4 5 **Regional Growth**

6 Regional development outside of the City itself is the other major aspect of growth
7 affecting Kenmore by 2044. South Snohomish County, Bothell, and Woodinville are all
8 expected to add a substantial number of residents and jobs during this time period and
9 many of them travel through Kenmore en route to other regional destinations. The
10 continued tolling of SR520 bridge and expected regional growth south of Kenmore are
11 likely to have a continued impact on SR522.

Kenmore Travel Demand Forecasting

The GMA requires that the Transportation Element supports the land uses envisioned in the Comprehensive Plan. Thus, an important component of the work was forecasting how the future land uses envisioned in the City, as well as regional growth, would influence demand on Kenmore's transportation network. A description of the travel demand modeling process is summarized below with more detail about land use assumptions in **Appendix D-2**.

- **The Tool.** The PSRC regional Activity Based Travel Demand model was used for travel demand forecasting.
- **Estimate Land Use Growth in the City.** The City is planning for expected growth in housing units and employment over the next 20 years through 2044. The City allocates the growth throughout Kenmore based on adopted zoning, observed development patterns, and other city policies.
- **Capture Regional Growth Patterns.** Other communities throughout the region are going through this very same process, based on direction from PSRC. Since travel does not stop at a jurisdiction's borders, it is important to capture how regional growth could influence travel patterns on Kenmore's streets.
- **Translating Land Uses into Trips.** The next step is evaluating how the City and regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic analysis zones (TAZs). TAZs can be as small as a few street blocks to as large as an entire neighborhood. They provide a simplified means to represent trip making rather than modeling individual parcels. The travel model estimates trips generated from each TAZ (both inside and outside of the City) using established relationships between different land use types with trip making. These trips are then assigned onto the roadway network to estimate how much traffic would be on each street during the evening commute hour.
- **Model Refinements.** The final step is refining the forecasts based on reality checks that the travel model may not capture. In this case, forecasts were refined to reflect the more walkable, urban characteristic planned for Kenmore's downtown, by recognizing that some short trips could be made by walking and biking, rather than driving. Moreover, travel patterns were refined to reflect existing driver preferences, including recognizing the relative attractiveness of the Simonds Road / 170th Corridor over Juanita Drive.

GOALS, OBJECTIVES, AND POLICIES

Kenmore has established eight goals to accomplish its overall vision for transportation in the future. The goals establish overarching priorities that serve the vision of this Transportation Element while objectives and policies lay out specific actions. The consolidated set of goals, objectives, and policies is included in this chapter.

GOAL 1. PROVIDE A COMPREHENSIVE TRANSPORTATION NETWORK THAT SAFELY ACCOMMODATES LOCAL AND REGIONAL TRAVEL FOR PEDESTRIANS, BICYCLISTS, TRANSIT USERS, AND MOTORIZED VEHICLES.

OBJECTIVE 1.1: Develop and maintain a Layered Network that provides connectivity and recognizes that not all streets provide the same quality of travel experience. Classify streets as State Highways, Major Arterials, Minor Arterials, Collectors, and Local Roads.

Policy T-1.1.1: Ensure that the Layered Network continues to provide for all varieties of street uses including regional mobility and cross-town trips, commuting, shopping, recreational travel, property and business access, and parking, regardless of mode.

Policy T-1.1.2: Guide the development of new streets and maintenance of existing streets to form a well-connected network that accommodates safe, direct, and convenient access to the existing roadway network for pedestrians, bicyclists, transit, and automobiles. Prioritize non-motorized connections to reinforce the City's vision of a pedestrian-friendly and robust downtown.

Policy T-1.1.3: New development should be consistent with the Future Roadway Network. Cul-de-sac construction should require the approval of the City Engineer. Pedestrian facilities identified in the City's Sidewalk Priority Network should be prioritized using the Pedestrian Facilities Plan. Bicycle facilities should be considered for streets identified within the Bicycle Priority Network.

Policy T-1.1.4: Coordinate with park-and-ride and transit service providers to reinforce the City's designation as a high capacity transit community, attracting residential and employment densities that support ridership along the high capacity corridors. Pursue improvement projects that are consistent with the Layered Network and which benefit transit users in Kenmore.

Policy T-1.1.5: Continue to enhance the City's Layered Network by using the following methods:

- a. Require dedication of rights-of-way as a condition for development when the need for such rights-of-way is linked to the development or where shown on the Future Roadway Network;
- b. Request donations of rights-of-way to the public;
- c. Purchase rights-of-way in accordance with State laws and procedures
- d. Acquire development rights and easements from property owners; and
- e. Implement traffic impact fees with new development consistent with the City's Traffic Impact Analysis Guidelines to allocate funding for new multimodal facilities.

Policy T-1.1.6: Maintain criteria to consider street vacations. Criteria should address:

- a. State laws regarding street vacations;
- b. Consistency with the Layered Network, including the effects of the street vacation on existing and future circulation;
- c. Ability to utilize excess right-of-way for other public purposes such as parks, recreation, waterfront access, viewpoints, stormwater management, or affordable housing;
- d. Public benefit of the street vacation; and
- e. Fair compensation.

OBJECTIVE 1.2: Design and maintain transportation facilities consistent with the community vision.

Policy T-1.2.1: Consider the environmental consequences of street design standards and maintenance practices. Design City-sponsored transportation projects to minimize impacts to wildlife habitat, the environment and water quality to the greatest extent feasible. When preparing City-sponsored transportation project designs or reviewing development proposals, the City should follow steps outlined in the *Street Planning Toolkit (Figure T-15)*.

Policy T-1.2.2: Require new development to minimize and consolidate access points along all major and minor arterials, especially along SR 522 and any new arterials that may be developed. Coordinate this effort with local businesses, property owners, and WSDOT.

1
2 Policy T-1.2.3: Protect rights-of-way from encroachment by structures, fences,
3 retaining walls, substantial landscaping, or other obstructions to
4 preserve the public's use of the right-of-way, safety, and mobility.
5 Protection methods may include minimum setback requirements for
6 property improvements allowing future roadway expansion, street
7 use agreements, and development of specific guidelines regarding
8 installation and maintenance of landscaping within the public right-
9 of-way.

10
11 Policy T-1.2.4: Maintain a right-of-way use permit application process and criteria
12 to ensure that temporary development and utility construction
13 activities do not create adverse safety, environmental, or traffic
14 impacts.

15
16 Policy T-1.2.5: Ensure pedestrian facilities are designed consistent with ADA
17 guidelines and that existing infrastructure is updated per the city's
18 *ADA Transition Plan* to accommodate users of all ages and abilities.
19 Design curb cuts, ramps, and other facilities to accommodate
20 pedestrians with a disability or mobility challenges.

21
22 Policy T-1.2.6: Implement the Street Planning Toolkit to provide uniform street
23 design and maintenance methods that enhance safety for
24 pedestrians, bicyclists, and motorists.

25
26 Policy T-1.2.7: Ensure structured parking facilities incorporate context sensitive,
27 preemptive designs that can accommodate changing parking
28 demand as a result of increased walkability in high-density areas,
29 such as downtown.
30

Figure T-15: Street Planning Toolkit

When planning for new or existing roads, the City should implement uniform designs and maintenance methods that create a safe, effective, environmentally sensitive, and welcoming transportation system for all users in line with the City's vision and Comprehensive Plan policies. Throughout this process, the City must consider the various financial and non-financial costs of development and operation of the transportation system in addition to the concerns of the users.



- Align and locate transportation facilities away from environmentally sensitive areas, consistent with other Comprehensive Plan policies;
- Minimize and mitigate significant environmental impacts whenever possible, including the incorporation of improvements, such as larger stormwater treatment facilities, to respond to the impacts of climate change. Minimize and mitigate impacts from the transportation network to the environment, terrestrial animal habitat, and aquatic habitats.
- Whenever practical, incorporate native grasses, shrubs, and trees, and drought-resistant species in the design of roads, planting strips, and medians.
- Enhance the safety of pedestrians, bicyclists, and motorists through sidewalk or other separated pedestrian facilities and on-street facility location, design, and maintenance, lighting requirements, signs, lane widths and geometrics, and access to properties using the Layered Network as a guide.
- Consider the conflicts between different users in the design of multi-purpose paths, including the use of separate paths, striping different lanes for pedestrians and cyclists, speed limits, and increased use of protected bicycle facilities on streets to provide additional options for cyclists.
- Establish standards that discourage excessive parking. Provide options or incentives to reduce underutilized parking lots and encourage alternate modes of travel.

OBJECTIVE 1.3: Improve street safety and function with a particular reference to the “Target Zero” goal (adopted City Resolution 14-235) to have no pedestrian or bicycle deaths or serious injuries as the result of a collision with a motorized vehicle.

Policy T-1.3.1: Continue to collect data on traffic speed and volume and collisions to support studies, operational changes, and designs, enhance efforts when possible.

Policy T-1.3.2: Include emergency service providers in review of roadway designs to ensure emergency vehicle passage. Design considerations include dead-end street lengths, turn-arounds, travel lane widths, maximum road grades, and parking location.

Policy T-1.3.3: Implement the City’s Target Zero strategy to focus on transportation improvements, education, and enforcement measures to improve safety conditions for pedestrians and bicyclists on Kenmore’s streets. Use the Local Road Safety Plan to identify and prioritize low-cost, quick build, effective enhancements.

OBJECTIVE 1.4: Develop a transportation system that achieves the following LOS metrics:




Policy T-1.4.1: Vehicular LOS:

- Major Arterials: LOS E or better
- Minor Arterials and Connectors: LOS D or better
- Local Streets: LOS C or better
- Roadways in the Kenmore countywide growth center
 - Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
 - Unsignalized intersections shall operate at LOS F or better on the minor street approach until a signal warrant is met using the current version of the Manual for Uniform Traffic Control Devices

LOS along SR 522 and 68th Avenue (south of SR 522) / Juanita Drive will be measured as average delay at the corridor level rather than the intersection level.

Policy T-1.4.2: Pedestrian LOS as described in Table T-4, bicycle LOS as described in Table T-5, and transit LOS as described in Table T-6




Table T-4. Pedestrian LOS– Sidewalk Requirements

LOS	Within Pedestrian Priority Network*
	Pedestrian facility** on both sides of the street with a buffer as indicated in Pedestrian Priority Network
	Pedestrian facility** provided on one side of the street with or without a buffer as indicated in Pedestrian Priority Network
	No pedestrian facility

* The pedestrian LOS standard does not pertain to local streets outside downtown




** Pedestrian facility includes sidewalks and paved shoulders protected by a raised curb.

Table T-5. Bicycle LOS – Facility Requirements

LOS	Within Bicycle Priority Network
	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
	Provides a lower-level facility* than recommended in the Bicycle Priority Network
	No bicycle facility

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

Table T-6. Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Little or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

OBJECTIVE 1.5: Perform periodic review and monitoring (every 2-4 years) of the transportation system to ensure it adequately serves existing and future land uses.

Policy T-1.5.1: Forecast travel to identify needed transportation improvements. The forecasts should:

- a. Account for expected changes in personal travel behavior, funded capital improvements, and feasibility of mode choices;
- b. Use current data and policies;
- c. Be compatible with other jurisdictions and the regional growth strategy; and
- d. Reflect the Vision Statement and land use policies.

Policy T-1.5.2: Identify the improvements and strategies needed to fully implement the City's *Layered Network* and meet LOS requirements for transportation.

Policy T-1.5.3: Monitor growth in population and employment in relation to the land use and growth assumptions of the Transportation Element. Reassess the Land Use and Transportation Elements as needed to ensure that planned improvements will address the potential impacts of growth.

Policy T-1.5.4: Require construction of necessary transportation improvements from the private or public sector at the time of development or within six years of development.

GOAL 2. COORDINATE WITH LOCAL, REGIONAL, STATE, AND FEDERAL AGENCIES AS WELL AS NON-GOVERNMENTAL ENTITIES TO DEVELOP AND OPERATE THE TRANSPORTATION SYSTEM.

OBJECTIVE 2.1: Support and complement the transportation functions of the State of Washington, transit agencies, and other entities responsible for transportation facilities and services to meet Kenmore's needs.

Policy T-2.1.1: Coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, PSRC, Metro, Sound Transit, and other entities. This coordination will be achieved by:

- a. Participating in the transportation-related activities of King County and other advisory committees;
- b. Working with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs; and
- c. Making transportation decisions consistent with the City's adopted transportation plans in coordination with the State,

PSRC, transit agencies, King County, Snohomish County, and neighboring jurisdictions.

Policy T-2.1.2: Support increased transit service for the Kenmore Downtown area based upon existing and future population and employment densities. Support additional market demand for TOD along the SR 522 corridor to promote Kenmore's status as a High Capacity Transit community and provide residents with access to regional transit.

Policy T-2.1.3: Work with private property owners to create multimodal transportation options around the Downtown area to achieve a walkable city center that reinforces the community identity and provides connections to housing and community destinations.

Policy T-2.1.4: Coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, PSRC, Metro, Sound Transit, and other entities to minimize impacts to the environment and aquatic habitats and ensure critical infrastructure is in place to respond to both natural disasters, human-caused disasters, and climate change impacts.

OBJECTIVE 2.2: Cooperate with neighboring cities, King and Snohomish Counties, transit agencies, PSRC, and WSDOT to address regional transportation issues.

Policy T-2.2.1: In partnership with State, regional and local agencies, address regional transportation issues. These include:

- d. Regional air, rail, and water transportation facilities and services;
- e. Operation of and improvements to the State highway network, including SR 522;
- f. Improvements to roadways connecting Kenmore to the surrounding region, including SR 522;
- g. Improvements to major roadways bordering, yet having an influence upon internal traffic flows within Kenmore, including those located in Snohomish County;
- h. Improved access to I-5 and I-405 corridors and other employment corridors;
- i. Regional pedestrian and bicycle facility needs;
- j. Transit access to meet the diverse needs of residents for populations of all income levels; and

- 1 k. Consideration of last-mile connection to transit stops for local
2 and regional users.
3
- 4 Policy T-2.2.2: Work with neighboring jurisdictions to ensure that new development
5 outside of Kenmore does not unreasonably affect transportation
6 systems, transportation LOS, and the quality of life in Kenmore.
7 Utilize the following approaches:
- 8 a. Promote thoughtful planning by neighboring jurisdictions
9 consistent with comprehensive plans and the regional growth
10 strategy; and
- 11 b. Support the establishment of regional traffic planning, expanded
12 access to transit, improved non-motorized facilities, and
13 mitigation payment system.
14
- 15 Policy T-2.2.3: Coordinate transit levels of service with Metro, Sound Transit, and
16 private transit operators.
17
- 18 Policy T-2.2.4: In partnership with state and other agencies, support development
19 of a corridor plan for SR 522 to consistently maintain travel
20 conditions for all users along this route.
21
- 22 **OBJECTIVE 2.3: Ensure regional transportation improvements and services are**
23 **compatible with the Comprehensive Plan and the City's Layered**
24 **Network.**
25
- 26 Policy T-2.3.1: Continue to take a lead role in the planning, design, and
27 implementation of SR 522 improvements within Kenmore.
28 Encourage multi-agency cooperation (such as WSDOT and Sound
29 Transit) and ensure that improvements in Kenmore are coordinated
30 with adjacent communities.
31
- 32 Policy T-2.3.2: Work with the adjacent jurisdictions to coordinate planned
33 improvements along connecting roads.
34
- 35 Policy T-2.3.3: Work with WSDOT to identify and mitigate the impact that
36 reconstruction and existing and planned toll projects have on
37 Kenmore; particularly on SR 522.
38
- 39 **OBJECTIVE 2.4: Work with business leaders, private owners, and other local**
40 **organizations to support transportation efforts in reaching mutual**
41 **goals.**
42
- 43 Policy T-2.4.1: Attract and retain future development to Kenmore by directing
44 growth into its Countywide Growth Center and providing multi-modal
45 connections to downtown and equitable access to regional transit.

Policy T-2.4.2: Provide additional incentives to minimize surface parking within walkable areas, such as downtown. Ensure that regulations require appropriate parking for business customers.

Policy T-2.4.3: Provide local transit connections from the City's residential areas to the regional high capacity transit system along the SR 522 corridor.

OBJECTIVE 2.5: Position Kenmore to respond to technological innovations, such as EVs, connected/autonomous vehicles, and intelligent transportation systems.

Policy T-2.5.1: Coordinate with PSRC and other regional entities to understand regional plans for EV charging and accommodation of other alternative fuel sources.

Policy T-2.5.2: Review vehicle regulations periodically to ensure accordance with current technologies that can support Kenmore's transportation system.

Policy T-2.5.3: Keep pace with evolving technologies to understand their impacts on the financing, expansion, and evolving operational and maintenance needs for transportation facilities.

Policy T-2.5.4: Explore micromobility transportation options as an alternate transportation mode to SOVs. Implement policies and pilot programs in coordination with other jurisdictions to test their efficacy in Kenmore.

GOAL 3. PROMOTE A TRANSPORTATION SYSTEM THAT IS SUSTAINABLE FROM FISCAL, ENVIRONMENTAL, AND EQUITY PERSPECTIVES WITH PARTICIPATION FROM BOTH THE PUBLIC AND PRIVATE SECTORS.

OBJECTIVE 3.1: Emphasize priorities of the community when prioritizing transportation system improvements needed to fully implement the City's Layered Network, including safety, multi-modal mobility, access to transit, maintenance, and congestion relief.

OBJECTIVE 3.2: Regularly prepare and adopt a Six-Year Transportation Improvement Program to implement the Transportation Element.

Policy T-3.2.1: In preparation of specific planning and implementation documents, including the Six-Year Transportation Improvement Program, the City will involve the public, interested agencies, and other jurisdictions through a clearly stated process that provides

opportunities for review and comments regarding the City's priorities and recommendations.

Policy T-3.2.2: Ensure that plans consider the best available lifecycle cost of an improvement, including operation and maintenance costs; environmental, climate change, economic, and social impacts; and any replacement or closure costs.

OBJECTIVE 3.3: Leverage City resources and secure adequate funding sources for transportation improvements and services through a variety of mechanisms, including those required as a result of development.

Policy T-3.3.1: Seek to secure adequate funding sources for transportation through a variety of methods. These methods may include:

- a. Seeking federal and state funds;
- b. Encouraging public/private partnerships for financing transportation projects that remedy existing transportation problems or foster economic growth in Kenmore; and
- c. Encouraging the use of Local Improvement Districts (LIDs) by property owners to upgrade roads to meet City road standards.

Policy T-3.3.2: Ensure shared responsibility of mitigating development impacts between the public and private sector. Require that developers contribute their fair share toward transportation improvements needed to accommodate development through implementation of the City's Traffic Impact Fee program, by providing additional transportation facilities and services in proportion to the impacts and needs generated by the development and encouraging developers to design projects that generate less traffic.

Policy T-3.3.3: Require traffic analyses for new development proposals consistent with the City's *Traffic Impact Analysis Guidelines* that determine the need for transportation improvements that address traffic impacts. Ensure new developments are accordant with the City's vision as a high capacity transit community.

OBJECTIVE 3.4: Ensure improvements to the transportation network occur concurrently with development.

Policy T-3.4.1: Allow development only when those proposals are concurrent with specific documentation or plans showing how the transportation system can adequately support existing and proposed development needs.

OBJECTIVE 3.5: Cooperate regionally and strive locally to mitigate transportation impacts to air quality through interconnected land use and transportation strategies.

Policy T-3.5.1: Support ongoing efforts for improving air quality throughout the Kenmore area and develop a transportation system compatible with the goals of the Federal and State Clean Air Acts.

Policy T-3.5.2: Support local and regional efforts to reduce vehicle emissions. Support installation of EV charging stations on local privately owned property and explore options for the development of charging facilities on publicly owned property. Reduce emissions from City fleet by implementing a green vehicle selection process, identifying green fleet resources for new or replacement vehicles, and installing electric car charging stations in City-owned facilities.

Policy T-3.5.3: Coordinate with Metro, Sound Transit, and other jurisdictions on Commute Trip Reduction (CTR) programs for major employers in Kenmore.

Policy T-3.5.4: Reduce vehicle miles traveled (VMT) of SOVs by implementing Transportation Demand Management (TDM) programs and strategies.

OBJECTIVE 3.6: Reduce impacts to water quality with new development and maintenance of the existing transportation system.

Policy T-3.6.1: Design roadway improvements to be consistent with the City's Surface Water Management Plan, CAP, and stormwater regulations. Implement, where feasible, green stormwater infrastructure to reduce stormwater runoff and minimize and mitigate water quality impacts to aquatic habitats.

Policy T-3.6.2: Determine potential surface water retrofitting or treatments that could be applied in conjunction with transportation improvements.

Policy T-3.6.3: Support expanding stormwater facilities along with new projects to accommodate stormwater runoff adjacent to the project area, when feasible, to expand treatment to undisturbed but currently untreated areas.

GOAL 4. ENCOURAGE PUBLIC TRANSPORTATION, NON-MOTORIZED TRAVEL, AND OTHER TRANSPORTATION STRATEGIES THAT REDUCE THE NEED FOR AUTOMOBILE TRAVEL, ESPECIALLY BY SOVS.

OBJECTIVE 4.1: Support expansion of transit service within Kenmore that provides connections to local destinations as well as the regional high capacity transit network.

Policy T-4.1.1: Support the implementation of Sound Transit's planned and funded regional BRT along SR 522 and prioritize investments that support high capacity transit stations.

Policy T-4.1.2: Work with Metro and other transit providers to establish local transit service that provides Kenmore residents access to the regional high capacity transit network, as well as connections to the Downtown, major commercial and mixed centers in Kenmore, and other key destinations in the City, and destinations in surrounding communities.

Policy T-4.1.3: Examine the opportunities for increasing transit service with Metro and Sound Transit with priorities tailored to meet the needs of the community by:

- a. Requiring transit facilities as mitigation where appropriate for new developments;
- b. Identifying and developing locations that are accessible to public transportation for use as park-and-pool or park-and-ride lots;
- c. Requiring adequate right-of-way, sidewalk, and roadway improvements where transit stops are located;
- d. Adopting design standards that promote safety and aesthetics in accordance with the *Street Planning Toolkit*; and
- e. Encourage development and maintenance of passenger ferry, water taxi, and or other water-based transportation services on Lake Washington to connect Kenmore to other regional destinations

Policy T-4.1.4: Maintain business access and transit (BAT) lanes on SR 522 for use by transit and business access only to encourage transit usage and improvements, and to preserve its use for transit over the long term.

OBJECTIVE 4.2: Work with local and regional transit agencies to site, size, and design park-and-ride facilities that reflect the land use vision for the areas in which they are located.

Policy T-4.2.1: Design structured parking facilities as integrated elements of mixed use developments with ground floor uses that support TOD, improve transit access to support the downtown plan, and improve and encourage non-motorized travel to and from high capacity transit areas.

Policy T-4.2.2: Explore the potential for joint use of park-and-ride lots with the public and private sectors for commercial and residential use.

OBJECTIVE 4.3: Create an accessible sidewalk and pedestrian trail network linking neighborhoods, the Downtown, and key community destinations consistent with that laid out in the *Pedestrian Priority Network*.

Policy T-4.3.1: Focus early sidewalk improvements on the *Pedestrian Priority Network*. Prioritize sidewalk investments consistent with the *Pedestrian Facilities Plan*, which rank projects based on safety, community connections, network connectivity, proximity to schools, connections to opportunities, and potential population served.

Policy T-4.3.2: Prioritize implementation of the Americans with Disabilities Act (ADA) Transition Plan.

Policy T-4.3.3: Require development to provide sidewalks along one side of the roadway or pay a contribution to a sidewalk fund to complete missing links, increase pedestrian safety, and provide linkages to key destinations in accordance with the *Pedestrian Priority Network*.

Policy T-4.3.4: Design and construct accessible pedestrian facilities in accordance with the *Pedestrian Priority Network*, *ADA Transition Plan*, and street classification system.

Policy T-4.3.5: As part of the *Pedestrian Priority Network*, provide crosswalks at key locations such as in the Downtown, on SR 522 near park-and-ride lots and transit stops, near schools, and at other locations with significant pedestrian volumes.

Policy T-4.3.6: Explore opportunities to utilize undeveloped rights of way to develop and maintain safe pedestrian connections.

Policy T-4.3.7: Consider future bond measures to fund pedestrian projects that expand the pedestrian network.

OBJECTIVE 4.4: Implement a comprehensive *Bicycle Priority Network* in Kenmore.

Policy T-4.4.1: Require roadway development to include bicycle facilities in accordance with the *Bicycle Priority Network*.

Policy T-4.4.2: Prioritize future bicycle facility improvements that increase safety for bicyclists, link to key destinations, promote multi-modal trips, complete gaps in the existing bicycle system, provide linkages to the Burke-Gilman Trail and other key off-road facilities, and meet other priorities for bicyclists in Kenmore.

Policy T-4.4.3: Encourage off-road non-motorized vehicle facilities on designated trails. Promote the on-going maintenance and use of the Burke-Gilman Trail.

Policy T-4.4.4: Promote non-motorized vehicle trails in utility corridors or undeveloped rights of way where consistent with environmental constraints.

Policy T-4.4.5: Allow for a secondary pedestrian and bicycle loop around the downtown area with connections to the waterfront and high capacity transit areas.

Policy T-4.4.6: Accommodate bicycles and non-motorized vehicles in the design and management of the City's *Layered Network* in accordance with the *Bicycle Priority Network*.

OBJECTIVE 4.5: Implement programs and regulations that help reduce the use of SOVs.

Policy T-4.5.1: Create and implement development standards that:

- a. Encourage continuous, direct, convenient non-motorized linkages;
- b. Provide sufficient illumination in parking lots and along travel routes to increase visibility and security for non-motorists;
- c. Minimize front yard parking along commercial street fronts, particularly in the Downtown;
- d. Establish standards that discourage excessive parking. Provide options or incentives to reduce underutilized parking lots and encourage alternate modes of travel;
- e. Promote mixed-use development in the Downtown; and
- f. Require minimum densities through floor area ratios, employment levels, and / or business retention and expansion activities in the Downtown and major commercial areas to support transit.

Policy T-4.5.2: Implement the City's CTR Ordinance applicable to large employers in accordance with State laws.

Policy T-4.5.3: Support the goals of the PSRC's Regional TDM Action Plan to manage travel behavior and reduce vehicle trips.

Policy T-4.5.4: Encourage the use of carpools and other non-motorized modes of travel as an alternative to SOVs and implement educational programs to expand awareness of available programs.

GOAL 5. MAINTAIN THE AVAILABILITY OF SAFE AIR TRAVEL SERVICES IN KENMORE.

OBJECTIVE 5.1: Support the continued operation of the Air Harbor to provide private air transportation services to the region and community.

Policy T-5.1.1: Recognize the Kenmore Air Harbor as a business that is economically and historically significant to the community.

Policy T-5.1.2: Provide multimodal connections from Kenmore Air Harbor to downtown commercial areas.

OBJECTIVE 5.2: Plan for appropriate uses and activities in the vicinity to minimize impacts to and from the Air Harbor.

Policy T-5.2.1: In consultation with the State and the Air Harbor operator, comply with State laws requiring plans and regulations that discourage the siting of incompatible uses adjacent to the Air Harbor.

Policy T-5.2.2: Ensure plans and regulations address the Air Harbor as an allowed use and, where appropriate, acknowledge compatibility issues including height hazards, safety, and noise that can affect the long-term viability of the Air Harbor. Consider WSDOT guidelines addressing airports and compatible land use as well as guidance from the PSRC Airport Compatible Land Use Program. Allow compatible uses, buildings, or land or water activities in the vicinity that do not present safety problems to normal Air Harbor operations, or that would not be sensitive to noise from the Air Harbor operations.

Policy T-5.2.3: Support the use of non-leaded aviation fuel to reduce the risk of potential health impacts in areas near the Air Harbor.

OBJECTIVE 5.3: Work with the Air Harbor to ensure compliance with appropriate noise and safety standards.

Policy T-5.3.1: Work in partnership with the Air Harbor to address noise management and compliance with Federal, State and local noise ordinances. Consider a special overlay or property title process that identifies the noise-related impacts of the Air Harbor.

Policy T-5.3.2: Work in partnership with the Air Harbor to ensure safe operations in compliance with Federal and State aeronautic safety requirements.

GOAL 6. PROVIDE A TRANSPORTATION SYSTEM THAT FACILITATES FREIGHT MOBILITY AND ECONOMIC PROSPERITY.

OBJECTIVE 6.1: Support the efficient movement of goods in Kenmore's commercial areas to support the local economy.

Policy T-6.1.1: Consider the needs for delivery and collection of goods at local businesses by truck and ensure future transportation improvements address the needs of large trucks in accordance with the *Freight Priority Network*.

Policy T-6.1.2: Monitor commercial truck traffic to ensure use of appropriate corridors to support efficient movement of goods and safety of local streets. Utilize the WSDOT classification system to determine freight and goods movement routes.

OBJECTIVE 6.2: Accommodate local deliveries and other goods movement that are necessary to serve Kenmore residents.

Policy T-6.2.1: Work with local industries and freight companies to understand their needs for adequately moving goods.

Policy T-6.2.2: Ensure roadway improvements do not unnecessarily impede delivery vans and other small freight trucks.

GOAL 7. PROMOTE TRANSPORTATION EQUITY THROUGH SERVICES AND INFRASTRUCTURE IMPROVEMENTS.

OBJECTIVE 7.1: Promote transportation improvements that provide equitable access and benefits for all Kenmore residents.

Policy T-7.1.1: Support transportation improvements that provide broad access to jobs, healthcare, goods and services, and social opportunities.

Policy T-7.1.2: Perform periodic review and monitoring of socio-demographic, economic, and geographic population trends to identify transportation facilities and services needed for all Kenmore residents.

Policy T-7.1.3: Ensure transportation improvements do not impose external impacts on historically marginalized or underserved communities, such as increased air pollution, infrastructure costs, or crash risk.

Policy T-7.1.4: Prioritize implementation of the ADA Transition Plan

OBJECTIVE 7.2: Provide a transportation network that promotes inclusive and affordable services to all Kenmore residents, regardless of mode choice.

Policy T-7.2.1: Promote projects that expand bicycle and pedestrian facilities and access to transit for historically marginalized or underserved communities.

Policy T-7.2.2: Promote inclusive transportation modes and accessible community development that provide basic mobility to historically marginalized or underserved communities.

Policy T-7.2.3: Incorporate environmental justice criteria into the transportation improvement program review process to identify disproportionate effects on historically marginalized or underserved communities.

OBJECTIVE 7.3: Promote collaborative planning processes through authentic, active partnerships with historically underrepresented community groups.

Policy T-7.3.1: Work with historically marginalized or underserved communities and local organizations to identify transportation facilities improvements.

Policy T-7.3.2: Recognize and support individuals or groups who have historically been underrepresented in transportation planning and/or infrastructure development, such as people of color, indigenous and immigrant populations, to identify and correct structural or system inequities in the transportation network to promote social justice.

GOAL 8. SUPPORT TRANSPORTATION INVESTMENTS THAT MINIMIZE, MITIGATE, AND RESPOND TO THE EFFECTS OF CLIMATE CHANGE.

OBJECTIVE 8.1: Balance transportation demands with environmentally sustainable growth strategies consistent with the City's CAP to minimize long-term climate impacts.

Policy T-8.1.1: Prioritize dense, mixed-use, and transit-oriented development to reduce SOV travel and GHG emissions.

OBJECTIVE 8.2: Reduce VMT by promoting alternative transportation modes and access to high capacity transit.

Policy T-8.2.1: Implement TDM programs and strategies that facilitate transit use.

Policy T-8.2.2: Prioritize infrastructure improvements that include new bicycle and pedestrian connections through project selection.

Policy T-8.2.3: Provide amenities that support bicycle and pedestrian users, such as bike storage, bike parking, and wayfinding signage near the downtown area.

Policy T-8.2.4: Provide educational and encouragement programming that improves public awareness of Kenmore's bicycle and pedestrian networks.

FUTURE TRANSPORTATION SYSTEM

Kenmore envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, intersections, and roadways that connect neighborhoods and provide access to transit. This section describes Kenmore's vision for its future transportation network and the infrastructure improvements that will get the City there.

As identified in this element, most of the improvements are focused on the development of a 'layered' transportation network, which focuses less on providing vehicular capacity and more on accommodating all modes of travel. While some of the roadway improvements are needed to meet the City's vehicular LOS standard, most of the future improvements focus on providing safer and more complete facilities for walking, bicycling, and riding transit in order to improve access and mobility for all road users.

Introduction to the Layered Network

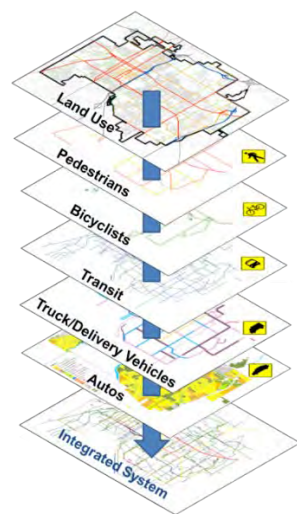
It can be a challenge for a single roadway to meet the demands and expectations of all modes at any given time. Accommodating all users and modes could result in wide or large roadways that are expensive to develop and maintain and do not necessarily reflect the neighborhood character. Alternately, trying to minimize roadway widths and infrastructure costs can result in a lack of facilities and thus less safe conditions for users.

In response to this challenge, the City of Kenmore has adopted a layered network approach that focuses on how the City's transportation network can function as a system to meet the needs of all users. In such a system, individual travel modes are prioritized on different facilities throughout the overall network. This approach promotes a balanced transportation system to serve diverse user needs including sidewalk and bicycle

investments, improved access to transit, and roadway improvements for vehicles. **Figure T-16** illustrates the concept of a layered network.

The City implements this layered network through a system of roadway typologies that define each street's user priorities and associated infrastructure needs.

Figure T-16: Layered Network Concept



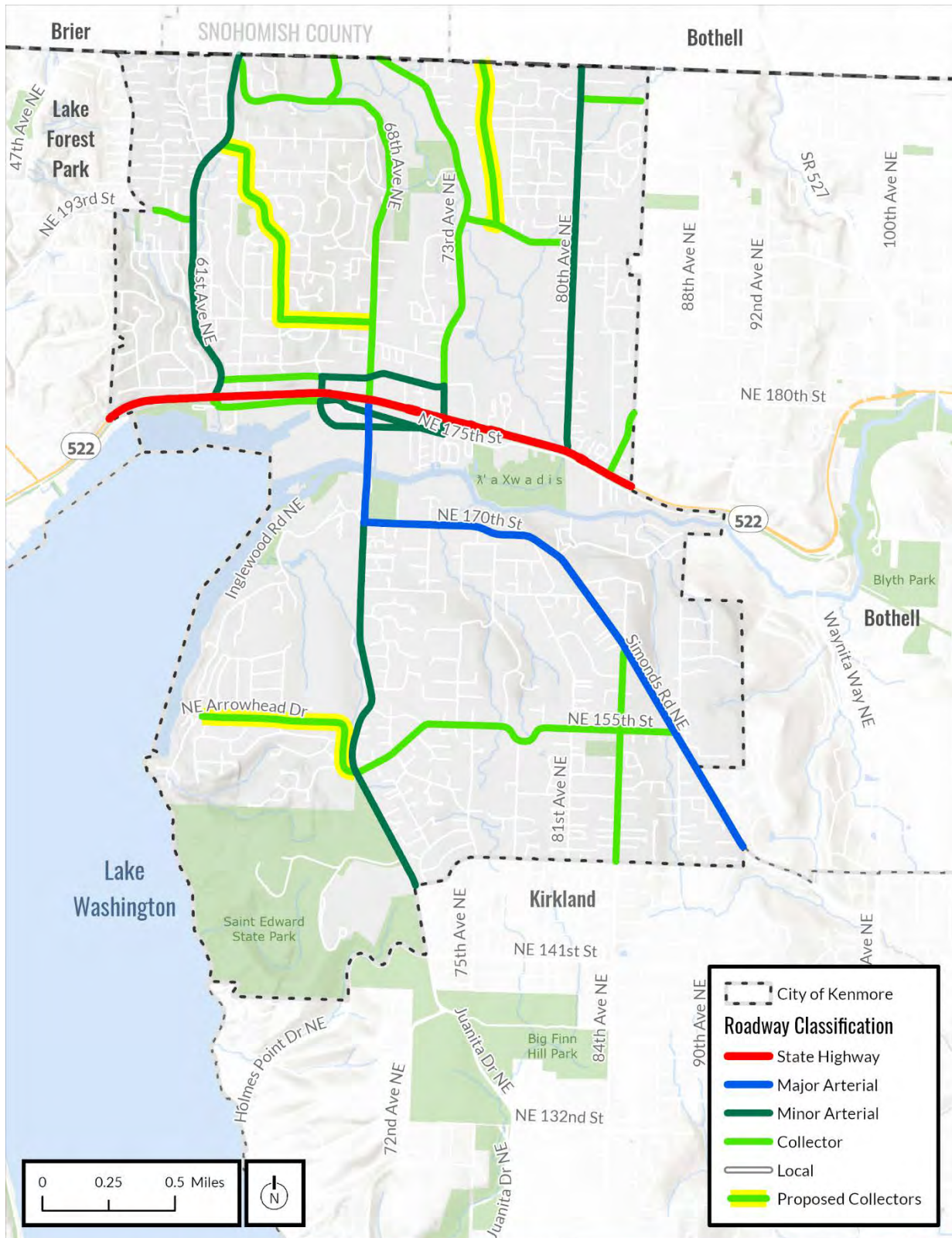
Roadway Typologies

The following street typologies dictate the form and intended functions of roadways in Kenmore. While some roadways are intended to serve regional travel and vehicle circulation, other facilities provide safe options for a more multimodal user base. A description of each roadway type follows and detailed fact sheets are available in **Appendix D-3**.

The roadway types are as follows and are displayed in **Figure T-17**. In addition to existing classifications, **Figure T-17** displays roadways proposed for reclassification from Local to Collector.

- State Highway/Major Arterial – Most conducive for crosstown trips and focus on transit, freight, and auto mobility.
- Minor Arterial – Signals the entry into a higher-density commercial or residential zone. Emphasizes multimodal interactions and travel experience.
- Collector – Provides a connection between local streets and arterials for a safe travel experience for bicycles and pedestrians.
- Local Street – Prioritizes local access (driveways, on-street parking) and pedestrian travel. Bicycles share the roadway.

1 **Figure T-17: City's Street Network**



Data Sources: City of Kenmore, WSDOT, King County, Mapbox, OpenStreetMap

Parametrix

2

Modal Networks

Each roadway type focuses on and prioritizes a different balance of users, both in terms of trip purpose and travel mode. The transportation network in Kenmore was developed by identifying desirable roads for each mode, combining them to locate overlaps, and then assigning priority to certain modes. The following sections review the priority networks for each mode and establish their LOS standards.




Walking

While Kenmore's local streets generally tend not to need fully separate sidewalks or paths due to their low traffic volumes and slow speeds, the City's state routes, arterials, collectors, and some local streets do warrant pedestrian infrastructure. **Figure T-18** highlights the Pedestrian Priority Network, indicating whether pedestrian infrastructure should be provided on both sides or one side of the street. The Pedestrian Facilities Plan identifies prioritized sidewalk projects throughout the city based on extending the existing sidewalk network, connections to the existing sidewalk network, and creating sidewalk on both sides of arterial and collector roads.

Building on the Pedestrian Priority Network above, **Table T-7** establishes the LOS standard for pedestrian facilities around the City. The best LOS for walking, indicated as the green standard, would provide walkways with buffers as shown in the Pedestrian Priority Network. The yellow LOS standard, which meets the basic needs for safe walking around the City, requires sidewalks or paved shoulders protected by raised curbs on one side of all the streets called out in the Pedestrian Priority Network. Incomplete or missing pedestrian facilities would fall into the red category and not satisfy the City's LOS for walking. The pedestrian LOS standard does not pertain to local streets, as low-volume roadways may be adequate for pedestrians without separated facilities based on their characteristics and should be evaluated on a case-by-case basis.

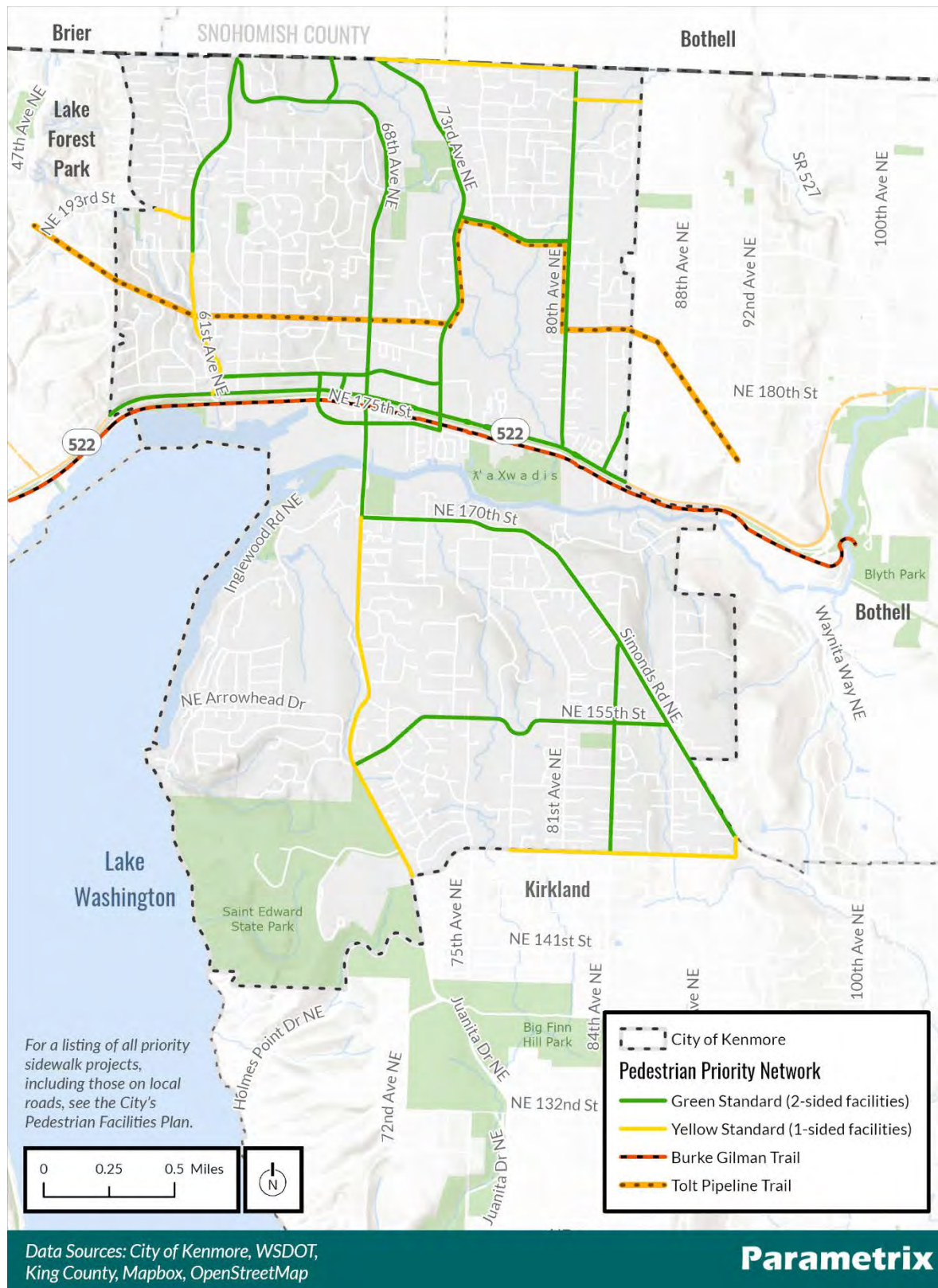
In addition to the presence of pedestrian facilities along a corridor, the City also emphasizes the importance of safe pedestrian crossings. Particularly downtown and within ½ mile of schools, the City looks to provide enhanced crossings at regular intervals

Table T-7. Pedestrian LOS – Sidewalk Requirements

LOS	Within Pedestrian Priority Network*
	Pedestrian facility** on both sides of the street with a buffer as indicated in Pedestrian Priority Network
	Pedestrian facility** provided on one side of the street with or without buffer as indicated in Pedestrian Priority Network
	No pedestrian facility

* The pedestrian LOS standard does not pertain to local streets outside downtown

** Pedestrian facility includes sidewalks and shoulders protected by a raised curb.

1 **Figure T-18: Pedestrian Priority Network – Future Vision**




2

Bicycling

Kenmore already sees significant levels of bicycling along the Burke-Gilman Trail and Juanita Drive, which serve as major commuter and recreational corridors. Connecting to these routes from other areas of the City can be difficult, however, due to challenging topography and limited through streets in some neighborhoods. Key mobility corridors for bicyclists include 68th Avenue / Juanita Drive / Simonds Road which have buffered bicycle facilities.

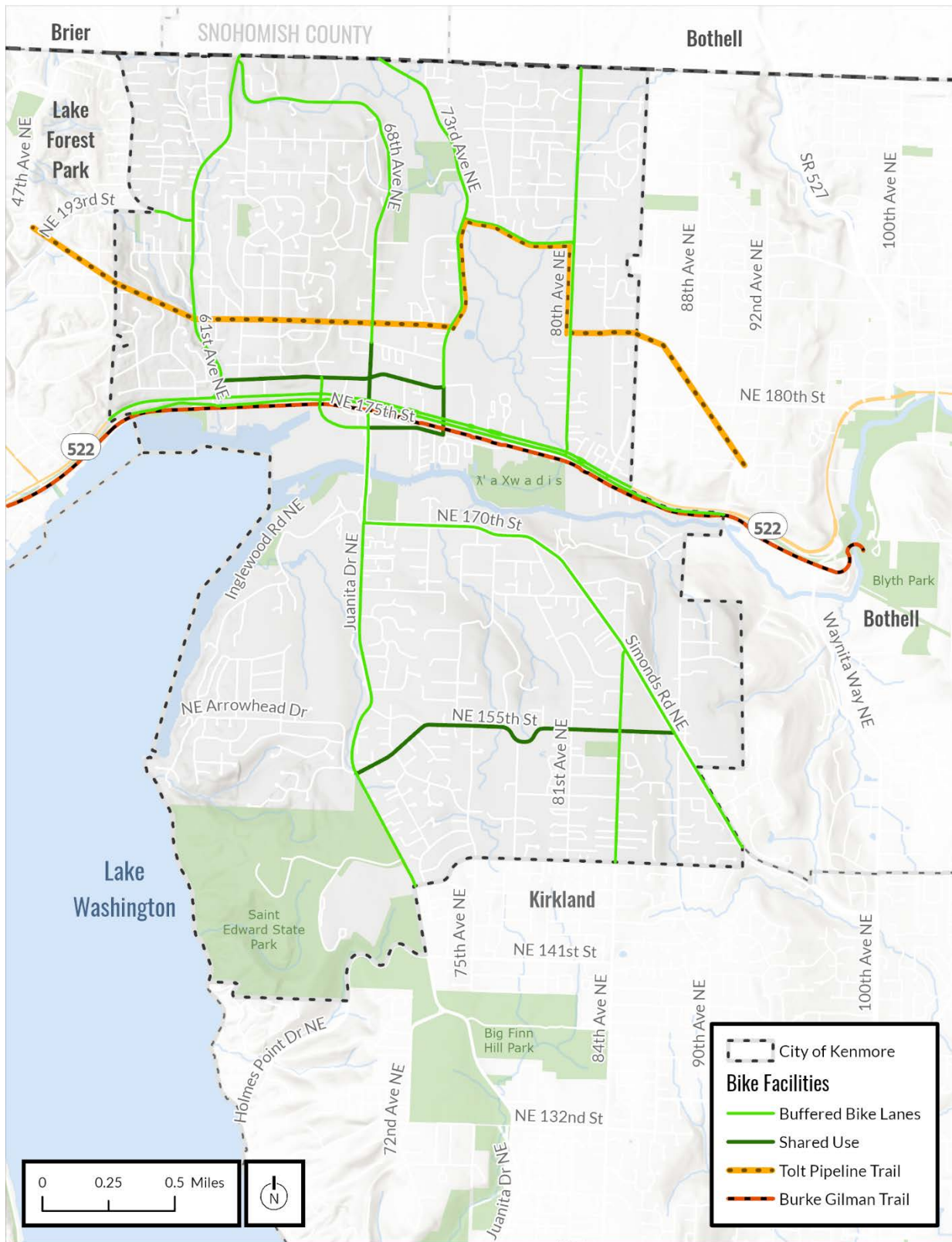
Similar to Pedestrian LOS, the City of Kenmore can strive for the green LOS for bicycling by installing the bicycle facilities depicted in the Bicycle Priority Network or a facility that offers more separation from vehicle traffic. At a minimum, the City plans to provide the yellow LOS by installing some sort of bicycle infrastructure on the streets identified in the Bicycle Priority Network (see **Figure T-19**). These facilities would be signed bike routes. Incomplete or missing bicycle facilities would fall into the red standard and not meet the City's LOS for bicycling. The LOS standards for bicycle facilities are described in **Table T-8**.

Table T-8. Bicycle LOS – Facility Requirements

LOS	Within Bicycle Priority Network
	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
	Provides a lower-level facility* than recommended in the Bicycle Priority Network
	No bicycle facility

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

1 **Figure T-19: Bicycle Priority Network – Future Vision**



Data Sources: City of Kenmore, WSDOT, King County, Mapbox, OpenStreetMap

2




Transit

Transit operations are out of the City's direct control, but Kenmore can still aim to create corridors that are welcoming to transit. The Transit Priority Network identifies the corridors that the City should focus their efforts on and is shown in **Figure T-20**. The City can improve the transit user's comfort and safety by providing:

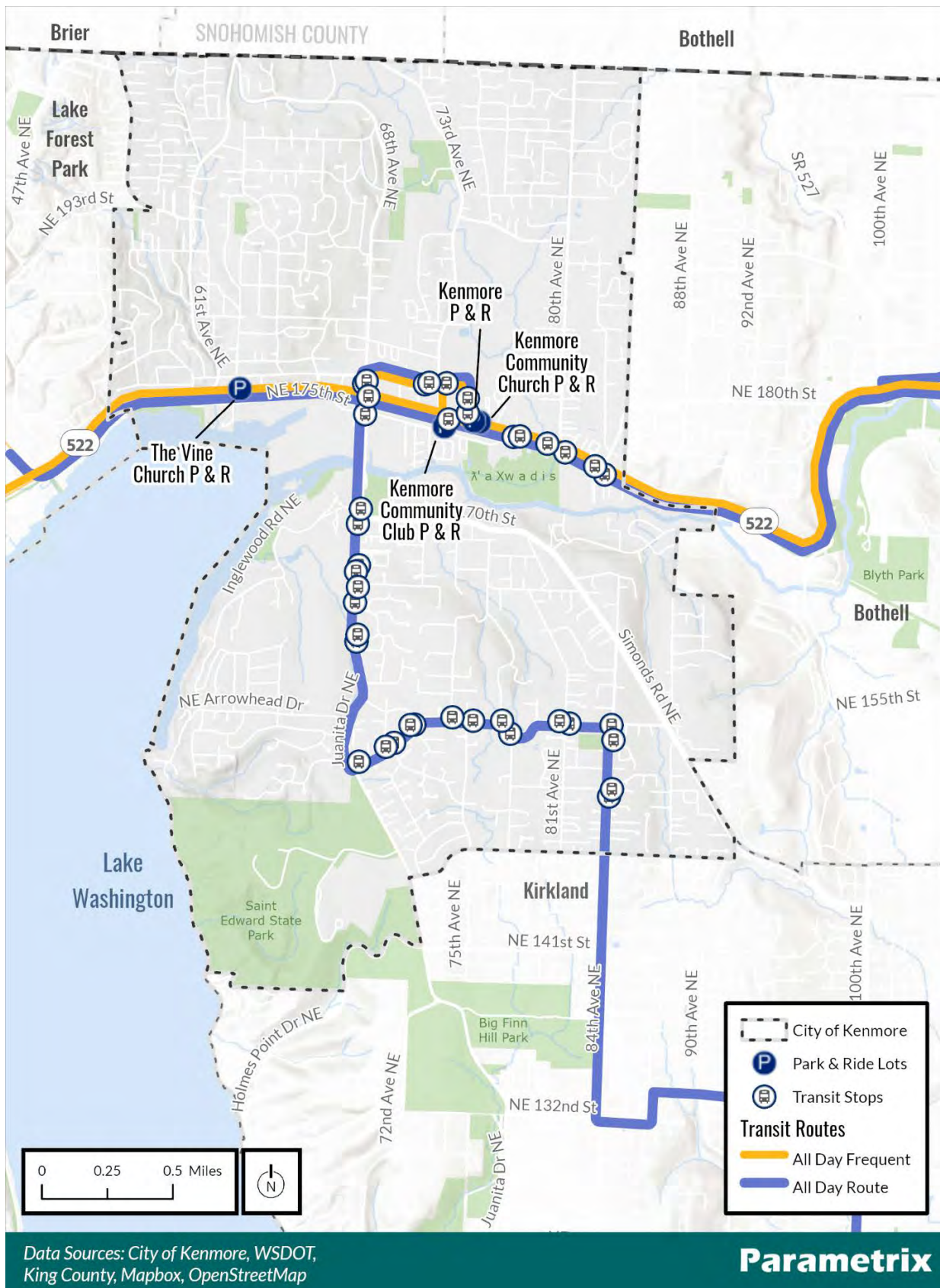
- Street lighting
- Right of way for bus shelters and benches or requiring installation of transit facilities as a condition of private development
- Safe routes for accessing transit stops

Kenmore's transit LOS is defined based on the amenities, access, and service frequencies discussed above. The City can achieve the green LOS standard by providing a high level of the transit supportive amenities at major stops, installing sidewalks and marked crosswalks at all stops, and encouraging and permitting housing and employment densities that support frequent, all day transit service, including Sound Transit's planned SR 522 BRT service. The yellow standard, which the City has adopted as its minimum target, includes some transit stop amenities, sidewalks and marked crosswalks at some stops, and all day service with headways of 30 minutes or less during the peak hour and 60 minutes or less during midday. Kenmore's measurement of transit LOS is summarized in **Table T-9**.

Table T-9. Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Few or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

While the City itself does not operate transit, providing amenities and transit supportive uses and densities can encourage residents and employees to use transit and therefore justify additional service hours from Metro and Sound Transit.

1 **Figure T-20: Transit Priority Network**

2

Freight and Auto

Residents and workers in Kenmore use nearly every street in the roadway network at some point each day to access their homes, jobs, and other destinations. The highest volumes of automobile traffic currently occur on arterial and collector roadways whereas local streets do not see significant traffic volumes throughout the day. Similarly, goods movement predominantly utilize arterial and collector roadways, with local streets used mostly for residential deliveries.

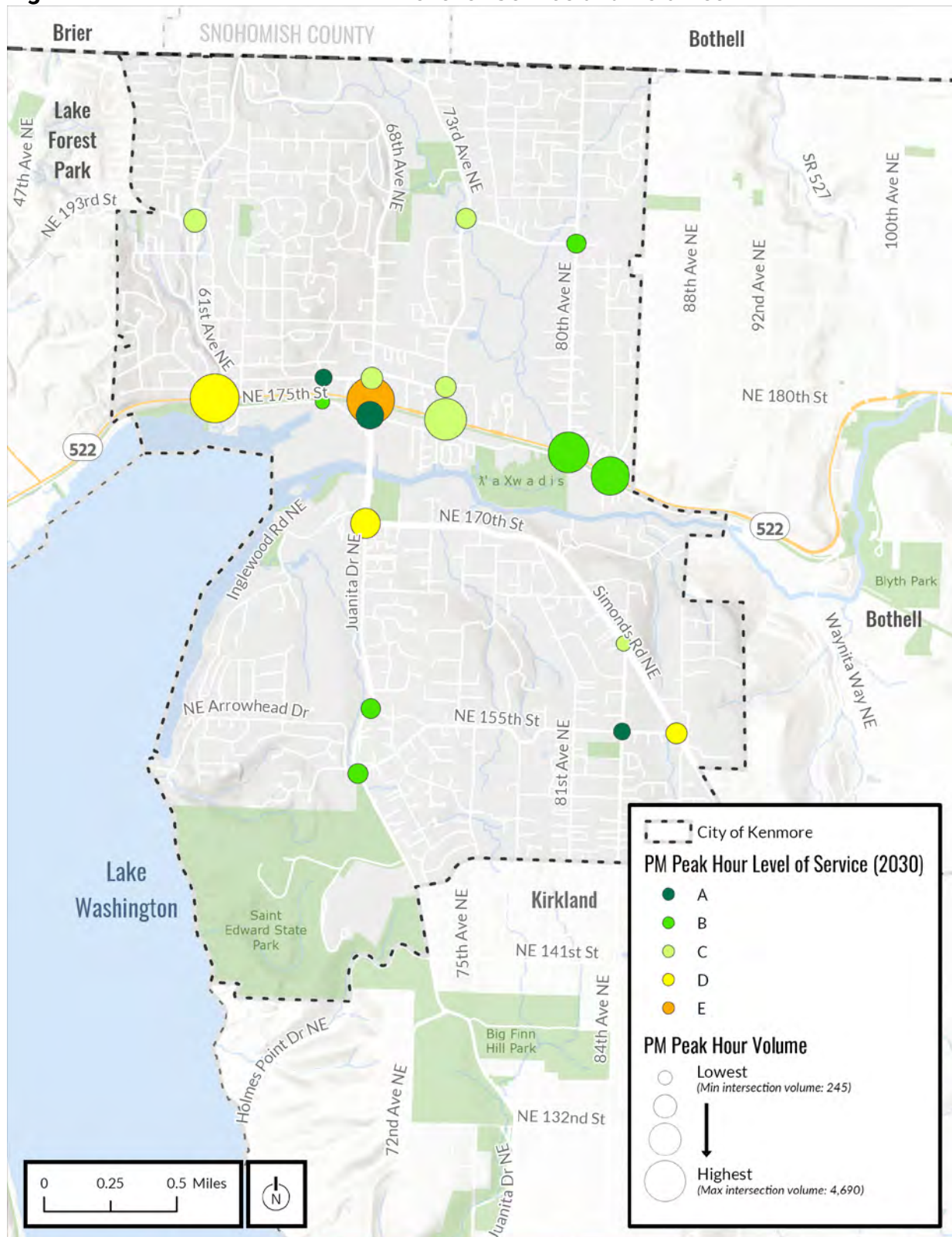
Figure T-17 identifies the classification of each of Kenmore's streets, in terms of whether it is a state route, arterial, collector, or local road. These classifications indicate the intended function of each street, specifically in terms of its intended function in facilitating vehicle and freight mobility as well as other models. These classifications (further described in **Appendix D-3**) should guide future investments in streetscape and LOS objectives.

The expected growth in Kenmore and across the region over the next 20 years will generate higher auto volumes on City roadways and increase delay at several intersections. **Figures T-21 and T-22** displays the forecast level of service performance at several intersections in Kenmore's street network in 2030 and 2044, respectively.

While delays are forecasted to increase at some intersections, with the exception of several along SR 522, all intersections in Kenmore are forecast to perform at or better than the adopted LOS standard described in Policy T-1.4.1.

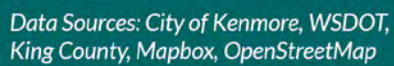
As noted in Policy T-1.4.1, the City measures LOS at the corridor level on SR 522 and 68th Avenue (south of SR 522) / Juanita Drive / Simonds Road rather than at the intersection level. Although several individual intersections on these corridors are forecast to experience longer delays than indicated by the standard, the safety and comfort of pedestrians and bicyclists is prioritized at intersections throughout the city. For this reason, average delay along the corridor is a more meaningful LOS standard than the experience at a single intersection.

The forecasted level of service along SR 522 in Kenmore does not meet WSDOT's current LOS standard of D but it does meet the City's concurrency standards of LOS E for Major Arterials. As a Highway of Statewide Significance, SR 522 is not subject to City concurrency standards and the City is not responsible for the regional traffic impacts that reduce the performance of the highway. The City notes that WSDOT considers exceeding LOS D to be an operational deficiency and will work with WSDOT as it addresses LOS conditions along SR 522.

1 **Figure T-21: 2030 Forecasted Auto Level of Service and Volumes**

2

2



Parametrix

Downtown Parking

The City's on-street parking supply is currently available on a first-come, first-served basis, with time restrictions. Anticipated development in the Downtown quadrants may necessitate more active parking management in the future as demand for parking increases. The City should monitor parking use in downtown and consider the following actions, as appropriate, to manage demand:

- If parking spillover is perceived as an issue on nearby residential streets, consider establishing residential parking zones to maintain curb space for neighborhood residents.
- As downtown develops, review the City's parking code to ensure it is aligned with an urban setting.
- Consider encouraging more shared parking by developing a public parking facility that promotes a "park once" concept in the downtown.
- Consider installation of nonmotorized facilities to help balance demand.
- Develop structured parking standards to encourage the design of facilities that can adapt over time as parking demand changes.

There are 693 designated park and ride spaces in Kenmore of which 603 spaces are provided in the Kenmore Park and Ride at 73rd Avenue NE. The remainder of spaces in the City are distributed in two church parking lots. The spaces are reserved for transit users who then access Metro and Sound Transit bus service. During weekdays in 2019, total utilization at these facilities were typically filled to 90 percent capacity, with the Kenmore Park and Ride being filled to 100 percent capacity. This results in overflow parking on adjoining streets and properties in the downtown area, thereby reducing the availability of downtown parking. Planned expansion to park and ride capacity may not occur until 2034 and the City will need to continue working with Metro and Sound Transit to identify opportunities to address park and ride demand for high capacity transit areas.

NEAR TERM AND LONG TERM CAPITAL PROJECTS

This section identifies projects that will support implementation of the City's transportation vision. Collectively, this program adds up to over \$118 million in transportation projects to be constructed over the next few decades. Projects are planned across two time frames. The Six Year (near term) list represents years 0 to 6 (2024-2030) and is financially constrained to only those projects that could realistically receive funding over the next six years¹. The Twenty Year (long term) list reaches out to

¹ It should be noted that it is unlikely that all of the projects on the 6-year list would receive funding. However, at this time, it is uncertain which ones will move forward in the near term and which will not. All of these projects are high priority projects that the City would move forward with if funds are available.

the 20 year time horizon (through 2044) and includes unfunded projects that may stretch beyond this time period. Detailed cost estimates are provided in Appendix D-4.

Table T-10 describes the Six and Twenty Year Project Lists and **Figure T-23** displays the locations of these projects around the City. These projects represent a balance of safety, maintenance, and operational improvements for all modes, with a focus on those that provide the most benefit to Kenmore residents and leverage outside funds to the greatest extent possible. The full set of projects would help complete the layered network and realize the City's transportation vision. The Pedestrian Facilities Plan and ADA Transition Plan will inform the sequence of projects for the Sidewalk Program and ADA Transition Plan Program, respectively, undertaken in both the six and twenty year time horizons. No projects are identified to maintain LOS, as all streets are forecast to operate within the City's adopted LOS standards.

Projects included on the Six Year Project List are considered community priorities that the City would move forward in the near term should funds become available. These projects provide a starting point for the City in developing its financially constrained Six Year CIP, which is updated every two years, and the annually updated 6-year Transportation Improvement Plan, and are developed based on more updated knowledge related to project feasibility and funding availability.

The Twenty Year Project List also represents important projects, but these projects tend not to have identified funding. While the scope of the 20-year project list exceeds revenues from exclusively city sources over the next few decades, it has been sized to fit within reasonable assumptions for grants and other outside funding sources.

The expected City contribution noted in Table T-10 includes anticipated grant funds. It is recognized that the availability of outside funds is not always predictable. As a result, the projects included in the Six and Twenty Year Project Lists could be advanced should funding become available.

1 Table T-10. Six- and Twenty-Year Project List

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Near Term (0-6 year) Projects					
SR 522 West B (West boundary to 61st Ave NE)	Improve pedestrian and bicycle accessibility, improve safety	Regional, Local	\$2,200,000	\$200,000	1, 3, 4, 7, 8
NE 181st St South Side (61st Ave NE-63rd Ave NE) Sidewalk	Improve pedestrian safety and encourage walking	Local	\$1,300,000	\$200,000	1, 3, 4, 7, 8
61st Ave NE Sidewalk Replacement (NE 181st St-62nd Ave NE)	Improve pedestrian safety, add accommodation for bicycles, enhance stream environment	Local	\$5,110,000	\$247,000	1, 3, 4, 7, 8
80th Ave NE Sidewalks (SR 522-NE 185th St)	Improve pedestrian and bicycle accessibility, improve safety	Local	\$2,470,000	\$247,000	1, 3, 4, 7, 8
NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	Improve pedestrian accessibility, improve safety	Local	\$800,000	\$39,000	1, 3, 4, 7, 8
Arrowhead Drive Sidewalks (NE 151st St - 64th Ave NE)	Improve pedestrian accessibility, improve safety	Local	\$2,220,000	\$222,000	1, 3, 4, 7, 8
84th Ave NE Sidewalks (NE 150th St - NE 155th St)	Improve pedestrian and bicycle accessibility, improve safety	Local	\$2,370,000	\$237,000	1, 3, 4, 7, 8
Lower Swamp Creek Bridge Replacement	Safely accommodate all uses by replacing aging bridge, maintain public access to residents.	Local	\$4,100,000	\$50,000	2, 6, 8
Pavement Preservation Program	Maintain the city's investment in roads and the safety for users	Local	\$5,360,000	\$5,360,000	2, 6, 8
ADA Transition Plan Program	Improve pedestrian safety, access, and accommodation for all users	Local	\$2,750,000	\$2,750,000	1, 3, 4, 7, 8

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	Local	\$4,000,000	\$1,000,000	1, 3, 4, 7, 8
Total			\$32,680,000	\$10,552,000	
Longer Term (7-20 year) Projects					
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	Local	\$31,000,000	\$19,000,000	1, 3, 4, 7, 8
ADA Transition Plan Program	Improve pedestrian safety, access, and accommodation for all users	Local	\$8,750,000	\$8,750,000	1, 3, 4, 7, 8
Pavement Preservation Program	Maintain the city's investment in roads and the safety for users	Local	\$12,000,000	\$12,000,000	2, 6, 8
Lakepointe Development Mitigation	<p>Intersection, pedestrian, bicycle, and access improvements to accommodate increased volumes related to the Lakepointe development. Improvements include:</p> <ul style="list-style-type: none"> • Construction of a new road (Lakepointe Drive) from 65th Avenue/SR522 to 68th Avenue NE • Extending Lakepointe Drive east of 68th Avenue NE • Construction of the new Lakepointe Drive/68th Avenue intersection, including a new traffic signal • Elimination of the signal at 175th Street/68th Avenue • Installation of a signalized full-access intersection at 65th Avenue/SR 522 	Local	To be determined	\$0	1, 2, 3, 4, 7, 8

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
61st Ave NE/NE 193rd St Intersection	Intersection treatment to improve safety and vehicle operations	Local	\$2,200,000	\$220,000	1, 2, 4, 6, 7
73rd Ave NE/NE 192nd St Intersection	Intersection treatment to improve safety and vehicle operations	Local	\$3,700,000	\$740,000	1, 2, 4, 6, 7
Nonmotorized crossing of SR 522	Improved nonmotorized access across SR 522 in the vicinity of 67 th Avenue NE	Local	\$17,160,000	\$3,430,000	1, 2, 4, 6, 7
NE 181st Street/SR 522 East Connection	Improved local access between future developments near the Kenmore Park & Ride, SR 522, and downtown Kenmore	Local	\$14,000,000	\$2,800,000	1, 2, 4, 7
Total			\$88,810,000	\$46,940,000	

3 ***Non-City Projects***



State Facilities

There are projects outside of Kenmore's purview that will also affect travel in and around the City. WSDOT oversees planning and operations of SR 522, a Highway of Statewide Significance and Kenmore's major east-west corridor. The City coordinates with WSDOT and provides input on potential roadway projects on SR 522, but the State ultimately has control of this corridor.

Another State-controlled project affecting travel in Kenmore is the tolling of the SR 520 Bridge across Lake Washington. Future increases in this toll, or potential tolling of I-90, may cause additional drivers to divert along Lake Washington, adding volume to Kenmore's already busy 68th Avenue / Juanita Drive and SR 522 corridors. The City will continue to monitor congestion changes along these corridors and work with the State to identify potential solutions.

Downtown Development South of SR 522

The southern two downtown quadrants between SR 522 and the Sammamish River (including the Lakepointe properties, Glacier/Cal Portland properties and properties within the Plywood Supply Special Study Area) have long been envisioned as sites for future master planned urban mixed-use development. These properties are subject to additional development regulations called P-Suffix regulations. P-Suffix regulations are property specific and include requirements for transportation infrastructure improvements that would need to be in place to accommodate full development.

Transportation infrastructure improvements described within the P-Suffix regulations include:

- Construction of a new road (Lakepointe Drive) from 65th Avenue/SR522 to 68th Avenue NE
- Extending Lakepointe Drive east of 68th Avenue NE
- Construction of the new Lakepointe Drive/68th Avenue intersection, including a new traffic signal.
- Elimination of the signal at 175th Street/68th Avenue.
- Installation of a signalized full-access intersection at 65th Avenue/SR 522.
- Construction of a pedestrian overcrossing of SR 522.

The approved Master Plan for the southern two downtown quadrants was originally approved in 1998 and did not account for many of the existing and planned transportation investments that currently and will influence travel to, from, and within Kenmore. For example, Sound Transit's Stride BRT service was not a consideration when assessing the impacts of these developments. Additional traffic modelling would be required in accordance with future planned development for these sites. Modifications to the transportation infrastructure improvements described within the P-Suffix regulations

1 and/or new projects or additional improvements, including revised SR522 connection
2 points, may be necessary.

3 The City assumes that the Lakepointe property will redevelop within the next 20 years,
4 accompanied by construction of the required transportation improvements. All of the
5 required improvements are expected to be fully funded by the developer(s) of the
6 Lakepointe properties, with the exception of the SR 522 pedestrian crossing. The City
7 anticipates contributing to the cost of this improvement, which may include securing
8 grant funding. Should the redevelopment not be fully realized in the 20-year horizon, the
9 associated transportation improvements would not be implemented in that time frame.



IMPLEMENTATION STRATEGIES

The Transportation policies would require new, continuing, or increased commitments of City resources to implement projects and programs, create educational or incentive programs, or coordinate with adjacent jurisdictions. Implementing the Transportation Element will require close coordination among the City departments, citizens, businesses, and other agencies within the region.

In order to guide the City's implementation of the transportation element, project priorities should be assigned to assist in assembling an updated six-year CIP, working toward the 2044 planning horizon. This section summarizes the recommended future projects and documents the criteria used to prioritize them.

The Transportation Element is a living document and serves as the blueprint for transportation in Kenmore over the next several years. Several implementation steps should be initiated over the next couple of years to determine if changes are needed, or to reaffirm a particular strategy.

Overview of Costs and Revenues

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the Transportation Element, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

The proposed Transportation Element for the City of Kenmore contains a variety of projects that will likely cost the city approximately \$118.5 million over 20 years. **Table T-11** summarizes the costs of the major types of transportation improvements. The Transportation Element focuses on capital projects that will complete the layered network plan. The Transportation Element also includes ongoing pavement maintenance to ensure that the roadway network is kept in good condition.

Table T-11. Costs of Kenmore Transportation Element (20 years)

<i>Project Needs</i>	<i>Description</i>	<i>Estimated Costs</i>			<i>Expected City Cost</i>
		<i>2024-2030</i>	<i>2030-2044</i>	<i>Total</i>	
Auto/Truck Priority Projects	Bridges, traffic signals, intersection channelization, SR 522 improvements	\$6,300,000	\$19,900,000	\$26,200,000	\$3,810,000
Pedestrian Projects	Sidewalks, crossings	\$21,020,000	\$39,750,000	\$60,770,000	\$32,692,000
Multimodal Projects	Multimodal corridors, SR 522 crossings	\$0	\$17,160,000	\$17,160,000	\$3,430,000
Pavement Maintenance	Overlay and pavement repair	\$5,360,000	\$12,000,000	\$17,360,000	\$17,360,000
Total				\$121,490,000	\$57,492,000

*Costs denoted in millions; 2022 dollars used (no escalation)

Revenues for transportation capital and operations include those from outside sources and grants, general city funds, real estate excise taxes, impact fees, photo enforcement fees, and gas tax receipts. If the city were able to maintain this level of revenue, the City could afford between \$80-\$100 million in transportation projects over the next 20 years. Other potential revenue sources include:

- Proceeds from General Obligation Bonds
- Creation of LIDs
- Reciprocal impact fees with adjacent jurisdictions
- Business license fee per employee

Table T-12 identifies the anticipated funding sources for transportation projects in the City through 2044.

Table T-12. Costs of Kenmore Anticipated Transportation Funding Sources (20 years)

<i>Funding Sources</i>	<i>Estimated Funding Level</i>		
	<i>2024-2030</i>	<i>2030-2044</i>	<i>Total</i>
Local (City), including Transportation Impact Fees	\$12,552,000	\$46,940,000	\$57,492,000
Other Agencies/Jurisdictions (State and Local)	\$0	\$0	\$0
Grants (State and Federal)	\$20,128,000	\$41,870,000	\$61,998,000
New Taxes and Fees	\$0	\$0	\$0
Total	\$32,680,000	\$88,810,000	\$121,490,000

The comparison of revenues to costs indicates that the city will need to carefully prioritize its projects, since not all of the transportation needs are likely to be affordable with existing revenue sources during the 20-year period. If this occurs, the City has several options:

- Increase the amount of revenue from existing sources, including impact fees, real estate excise taxes, transportation benefit district, or increased general fund revenues.
- Adopt new sources of revenue.
- Lower the LOS standard, and therefore reduce the need for some transportation improvements.

The city can explore the feasibility and likely revenue amounts from these or other sources as the Transportation Element is implemented over the next several years. A summary of potential project funding sources is included in Appendix D-5.

Setting Priorities

Project prioritization is needed to help identify when best to fund and implement the projects since funding is limited. Criteria were established to help prioritize the projects and implementation. These unweighted criteria include:

- (1) Meets City's transportation goals
- (2) Maintains/improves safety of traveling in Kenmore
- (3) Provides improved mobility and accessibility within Kenmore
- (4) Leverages non-city (federal, state, private) funds freeing up city revenues for additional projects

(5) Responds to capacity needs using strategies identified in the Comprehensive Plan.

Using these criteria, the identified projects will need to be evaluated and ranked based on how well each could meet the criteria. Since one of the criteria relates to funding availability, priorities may shift over time as fund sources change.

High priority projects for Kenmore are those that meet multiple criteria in terms of effectiveness, benefit to the community, and ability to be implemented. These attributes will allow the City to take advantage of a variety of public and private funding sources to complete key projects.



PARKS, RECREATION, AND OPEN SPACE ELEMENT



PARKS, RECREATION AND OPEN SPACE ELEMENT

INTRODUCTION

Purpose

The purpose of the Parks, Recreation and Open Space Element is to provide the policy framework for future development of Kenmore's parks system, including open spaces, recreation facilities and programs. The Element provides a vision for the community and a guide to future planning, acquisition, and/or development of parks, recreation, and open spaces throughout the City.

Growth Management Act

One of the Growth Management Act's (GMA's) planning goals is to, "Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities."

The Act specifically requires local government to:

- Designate the general location and extent of land uses including recreation and open space lands;
- Identify lands useful for recreation, including wildlife habitat, trails and connection of critical areas;
- Evaluate facilities and service needs;
- Estimate park and recreation demand for at least a ten-year period;
- Evaluate intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand; and
- Develop a capital facilities plan (CFP) identifying funds necessary to implement the plan for at least a six-year period.

Countywide Planning Policies

The Countywide Planning Policies do not contain a chapter specifically addressing parks, recreation and open space. Under the Development Patterns chapter, DP-2 states, "Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and parks and open space..." An Environment policy (EN-1) states, "Incorporate environmental protection and restoration efforts

into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality are sustained now and for future generations.”

Parks, Recreation and Open Space (PROS) Plan

The Recreation and Conservation Office (RCO) is a state agency that manages grant programs aiming to create outdoor recreation opportunities, protect wildlife habitat and farmland, and help return salmon from near extinction. Since the agency began in 1964, it has awarded more than

\$1.7 billion in grants to nearly 7,500 projects. Since 1990, the agency averages 230 grant awards, for a total of approximately \$60 million, every fiscal year. RCO requires government agencies to plan for their parks and open space needs, and adopt a Parks, Recreation and Open Space (PROS) Plan, in order to apply for certain grants. Once adopted, a community’s PROS plan is required to be updated every 6 years to maintain eligibility for those grant programs. The City’s most recent PROS Plan was adopted in February 2020. Information gathered for the Plan, including the results of several community involvement opportunities and a comprehensive demand and needs analysis, has been used as foundational information for this Element.

EXISTING CONDITIONS

Geography

Kenmore’s natural resources are an important component of the city’s park and recreation system. Many of the city’s existing parks are located beside or contain a creek, river, or freshwater shoreline, wetlands or significant forested areas. In fact, of the 146 total acres of city-owned park land, 120 acres (more than 80%) are natural areas – forests, wetlands, streams, and other natural environments. The City’s abundance of natural systems weaves in and around the city, connecting the different neighborhoods through stream corridors, sensitive areas, and ravines to Swamp Creek, the Sammamish River and Lake Washington. Creating connections and corridors provides essential habitat which contributes to the overall health and viability of both the plant and animal communities in Kenmore. The natural geography of the city provides both opportunities and constraints for meeting park and recreation demand and needs.

Existing Park System

The City of Kenmore has 13 parks, recreation and open space facilities totaling over 146 acres of park land. Other parks and recreation providers within the city that have facilities open to the public include the State of Washington, King County, and Bastyr University. These facilities are listed in Table 1, along with the improvements available in each park. The parks and open space areas are all located on Figure 1. When combined with other jurisdictions, there are over 475 acres of park land within the city, not including recent acquisitions within the Swamp Creek wetlands system that are still in process. Parks and open space in adjacent cities, but in close proximity to Kenmore are also shown on Figure 1 for reference but are not included in the inventory or other planning resources.

Table 1: Kenmore's Park and Recreation System Inventory.

Parks, Recreation & Open Space Facilities	Boat Launch / Dry Moorage	Hand Powered Boat Launching	Water Access / Fishing	Playground	Skate Park	Playfield	Restroom (*Portable)	Picnic Shelter	Picnic Tables	Paths	Hiking Trails	Paved Trails	Parking
Linwood Park				X						X			
Moorlands Park				X		X	X	X	X	X			X
Northshore Summit Park				X						X			
Squire's Landing Park		X	X				*X		X	X	X		X
Wallace Swamp Creek Park			X						X	X	X		X
Parks, Recreation & Open Space Facilities	Boat Launch / Dry Moorage	Hand Powered Boat Launching	Water Access / Fishing	Playground	Skate Park	Playfield	Restroom (*Portable)	Picnic Shelter	Picnic Tables	Paths	Hiking Trails	Paved Trails	Parking
Rhododendron Park & Senior Center		X	X	X		X	X	X	X	X			X
Log Boom Park	X	X	X	X			X		X	X			X
Twin Springs Park											X		X
City Hall Park & Jack Crawford Skate Park					X		~X		X	X			X
Town Center & Hangar Building							~X		X	X			X
Swamp Creek Wetland Open Spaces			X										
Inglewood Wetlands			X										
Tolt-Pipeline Trail (1.3 miles)										X		X	
CITY TOTAL	1	3	7	5	1	2^{>}	6	2^{>}	7^{>}	11^{>}	3^{>}	1^{>}	8
WDFW Boat Launch	X												X
Saint Edward State Park			X	X		X	X		X		X	X	X
Bastyr Athletic Fields						X	*X						X

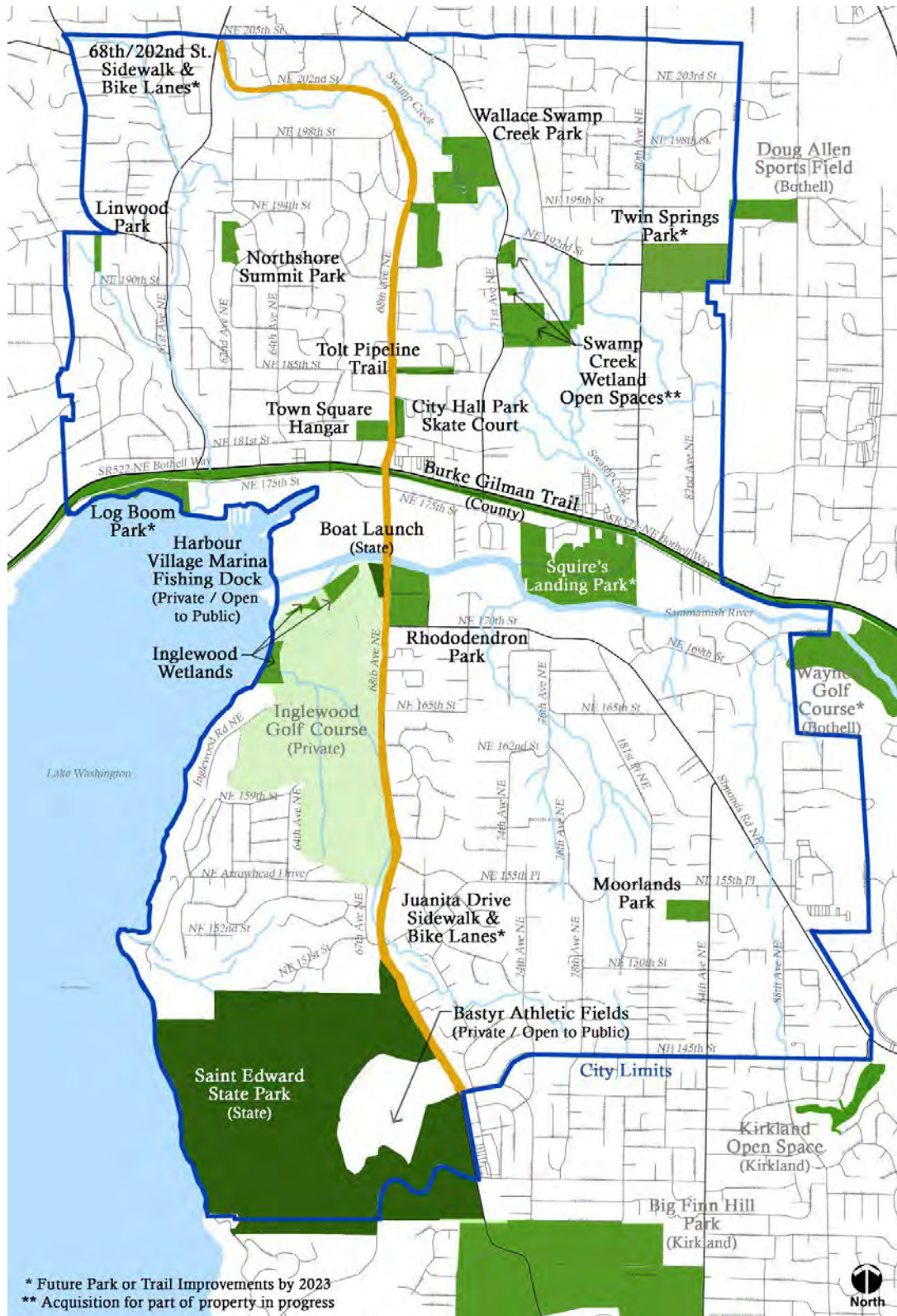
Burke Gilman Trail (2.5 miles)												X	
Harbour Village Marina			X				X		X				X
ALL JURISDICTION TOTAL	2	3	9	6	1	4 ^{>}	9	2 ^{>}	9 ^{>}	11 ^{>}	4 ^{>}	3 ^{>}	12

[>]See the *Park Inventory and Valuation in the 2019 Parks and Recreation Impact Fee Rate Study Report* for more detail on the total number of each type of playfield (soccer, baseball, etc.) and the total number of picnic shelter, picnic tables, paths and trails in the park system.

* Portable restroom

~ Indoor restroom

Figure 1: Kenmore's Park and Recreation Facilities



Park Classifications

The city's park system has been divided into four classes of park and recreation facilities as shown and described in Table 2. These four park classifications were identified based on several key factors including: size, population served, function and type of amenities that are or will be made available in the future. The geographic service area, or the primary extent to which people are expected to walk or drive to access the park, is shown for each park classification type. A list of each park within the city and its associated classification and size is shown in Table 3.

Special use amenities generally serve a specific function, like the skate park, water access, or the senior center and are included in all classifications of parks. Special use amenities in Kenmore are mostly located near the downtown for ease of access and accessibility to a wide range of users, in addition to being more easily accessible by transit and from the Burke Gilman Trail. While there are a number of special use amenities within park and recreation facilities in the city, there should be a focus on connecting these facilities to residential areas, transit and downtown. Connecting waterfront access areas to each other would create a stronger network of waterfront recreation in the city. Special use amenities may be facilities contained within Community or Regional Parks such as the Senior Center in Rhododendron Park or the Seminary and future Environmental Learning Center in Saint Edward State Park. Special use facilities in the city are shown on Figure 5.

Table 2: Park and Recreation Facility Classification Definitions and total Acres

Classification Type	Geographic Service	Service Description
Regional	Citywide	<p>Contains unique features or amenities that serve users beyond the city limits</p> <p>City Total = 44.91 acres All Jurisdiction Total = 362.83 acres</p>
Community	¾ mile radius (approx. 2-minute drive)	<p>Serves a broad range of community needs to meet both active uses such as athletics and passive uses such as nature trails</p> <p>City Total = 40.2 acres All Jurisdiction Total = 47.4 acres</p>

Neighborhood	10-minute walk (approx. 1/2-mile radius)	Serves local need as a walk-to facility for essential park and recreation amenities - open areas, pathways and playgrounds City Total = 34.5 acres All Jurisdiction Total = 34.5 acres
Linear	Citywide	Linear facilities that serve as connectors for pedestrian users and/or wildlife habitat City Total = 26.4 acres All Jurisdiction Total = 30.9 acres

Regional Park

Regional facilities include facilities that have a draw beyond the city boundaries and include special features that may not be found in adjacent communities. As a result, their service area is considered to be citywide. Community and aquatic centers, sports complexes, or highly specialized uses like mountain bike trails are all examples of regional park facilities. Regional facilities should accommodate a large number of users with adequate support facilities to serve the intended use. Often, these facilities include multiple uses due to the larger size of many of these parks. Regional parks in the city are shown on Figure 4. Saint Edward State Park is a good example of a regional facility with mountain bike trails, extensive forest and walking paths, and other unique recreation opportunities not generally found in neighboring cities. Other regional facilities in the city include Squire's Landing Park and Log Boom Park.

Community Park

Community parks (Figure 3) usually contain unique features, often with both active and passive recreation opportunities, and are larger in size to accommodate a variety of activities and interests. As such, they are considered destination parks. While they can also serve a neighborhood park function for local residents, it is expected that many residents will drive to these facilities. The service area for a community park can vary, from a 10-minute walkshed to citywide depending on the facilities included in the park, but some amount of parking is anticipated. Community parks in the city include Wallace Swamp Creek Park in the north end of the city, and the Town Center & Hangar Building, and the City Hall Park & Skate Park in the downtown area. Rhododendron Park & Senior Center is the only community park in the south end of the city.

Neighborhood Park

Neighborhood Parks are intended to serve a smaller, local need with a service area limited to a 10-minute walk from the park, or about ½ mile. Most of the amenities within neighborhood parks are centered around family, passive type recreation activities such as walking paths, playgrounds and open lawn areas but ideally with enough open space for informal athletic use. Neighborhood parks in the city are shown on Figure 2 and are mainly located in the northern half of the city with only one neighborhood park, Moorlands Park, located in the southern half of the city. Of these, all have recently conducted master plans except Linwood Park. Twin Springs park, while master planned, has not yet been improved or opened to the public. Based on the distribution and master plans available, implementing some level of improvements at Twin Springs Park and master planning and renovating Linwood Park should be considered a priority.

Linear Park

Linear park and recreation facilities are unique as they serve as connectors for pedestrian users and/or wildlife habitat. There are four linear park and recreation facilities in Kenmore, shown on the same Figure 4 with regional parks. These parks include: the Burke Gilman Trail, Tolt-Pipeline Trail and other neighborhood connecting trails and the wetland open spaces along the Swamp Creek corridor between 73rd and 80th Avenues NE and NE 192nd Street and NE 181st Street. Parks and recreation facilities are connected east-west across the city through the existing Burke Gilman Trail and will soon be connected north-south through new multi-modal improvements along Juanita Drive NE and 68th Avenue NE. Additional connectivity should still be developed as opportunity allows, from residential areas to parks, schools, downtown, the waterfront, and other major destinations, likely in partnership with the city's Public Works Department and along the Tolt Pipeline corridor. There are additional local trail connectors within neighborhoods, particularly in the north side of the city, that exist but are not well documented and not part of the total acreage or planning process.

Table 3: Kenmore’s Park and Recreation System Inventory: Size, Classification & Service Area

Parks, Recreation & Open Space Facilities	Total Acres	Acres of Critical Areas	Proposed Classification	Proposed Service Area*
Linwood Park	1.4	0	Neighborhood	10-minute walk
Moorlands Park	4.5	1.5	Neighborhood	10-minute walk
Northshore Summit Park	3.6	1	Neighborhood	10-minute walk

Squire's Landing Park	41.01	33.75	Regional	Citywide
Wallace Swamp Creek Park	25.5	25	Community	¾ mile radius
Rhododendron Park & Senior Center	12.5	8.5	Community <i>(future boathouse is anticipated to be a regional special use within the park)</i>	¾ mile radius
Log Boom Park	3.9	1	Regional	Citywide
Twin Springs Portal Park	25	24	Neighborhood	10-minute walk
City Hall Park & Jack Crawford Skate Park	1.7	0	Community	10-minute walk
Town Center & Hangar Building	0.5	0	Community	¾ mile radius
Swamp Creek Wetland Open Spaces (not including acquisitions in progress)	17	17	Linear	Citywide
Inglewood Wetlands	8.5	8.5	Linear	Citywide
Tolt-Pipeline Trail	0.9	0	Linear	Citywide
CITY TOTAL	146+	120+		
WDFW Boat Launch	1.92		Regional	Citywide
Saint Edward State Park	316**		Regional	Citywide
Bastyr Athletic Fields	7		Community	¾ mile radius
Burke Gilman Trail (2.5 miles)	4.5		Linear	Citywide
Harbour Village Marina	0.2		Community	¾ mile radius
ALL JURISDICTIONS TOTAL	475+			

* 10-minute walk is approximately ½ mile.

** Does not include the recent 10-acre acquisition.

Figure 2: Neighborhood Parks (1/2 mile service area or about a 10 minute walk)

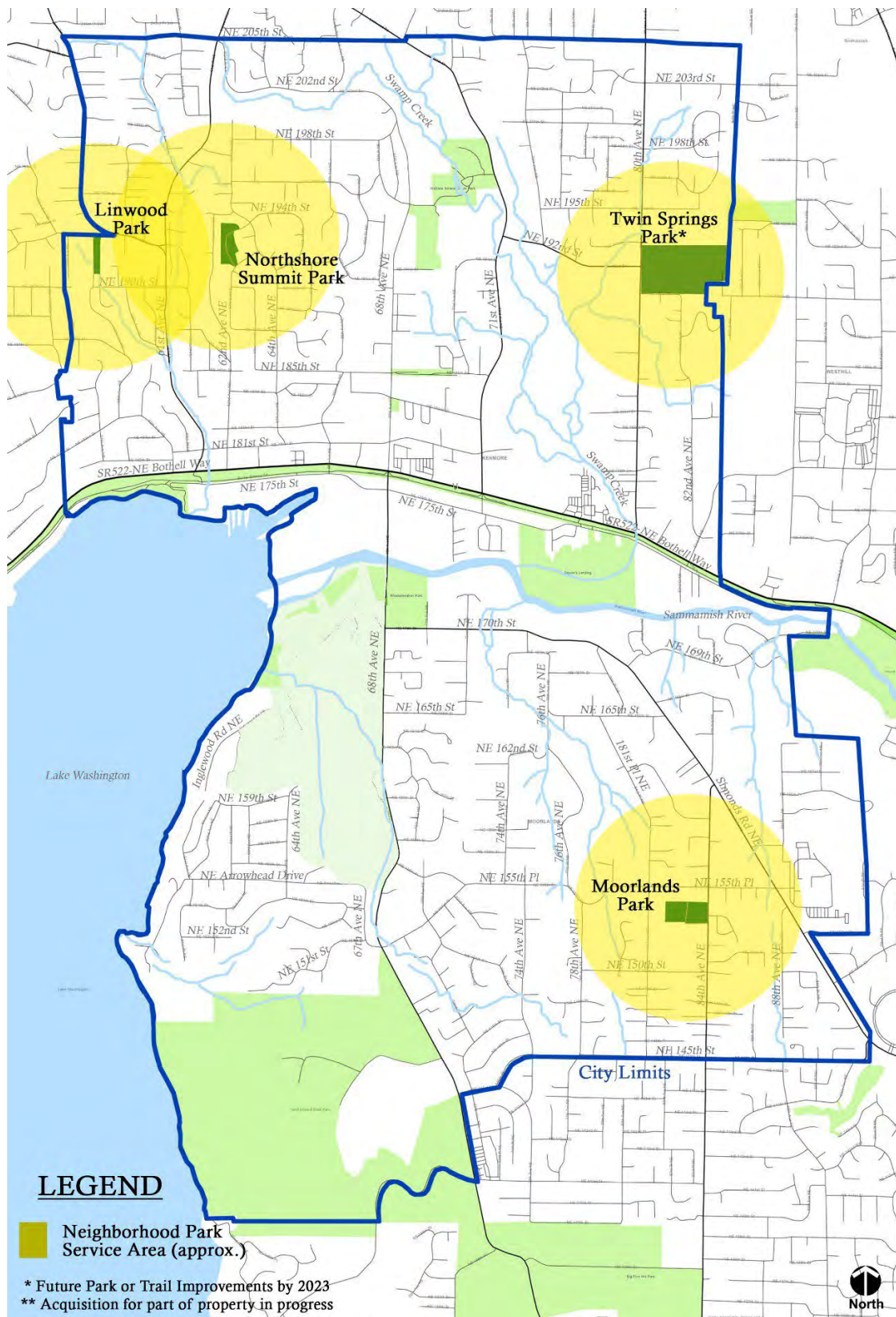


Figure 3: Community parks (3/4 mile service area or about a 2 minute drive at 25 mph)

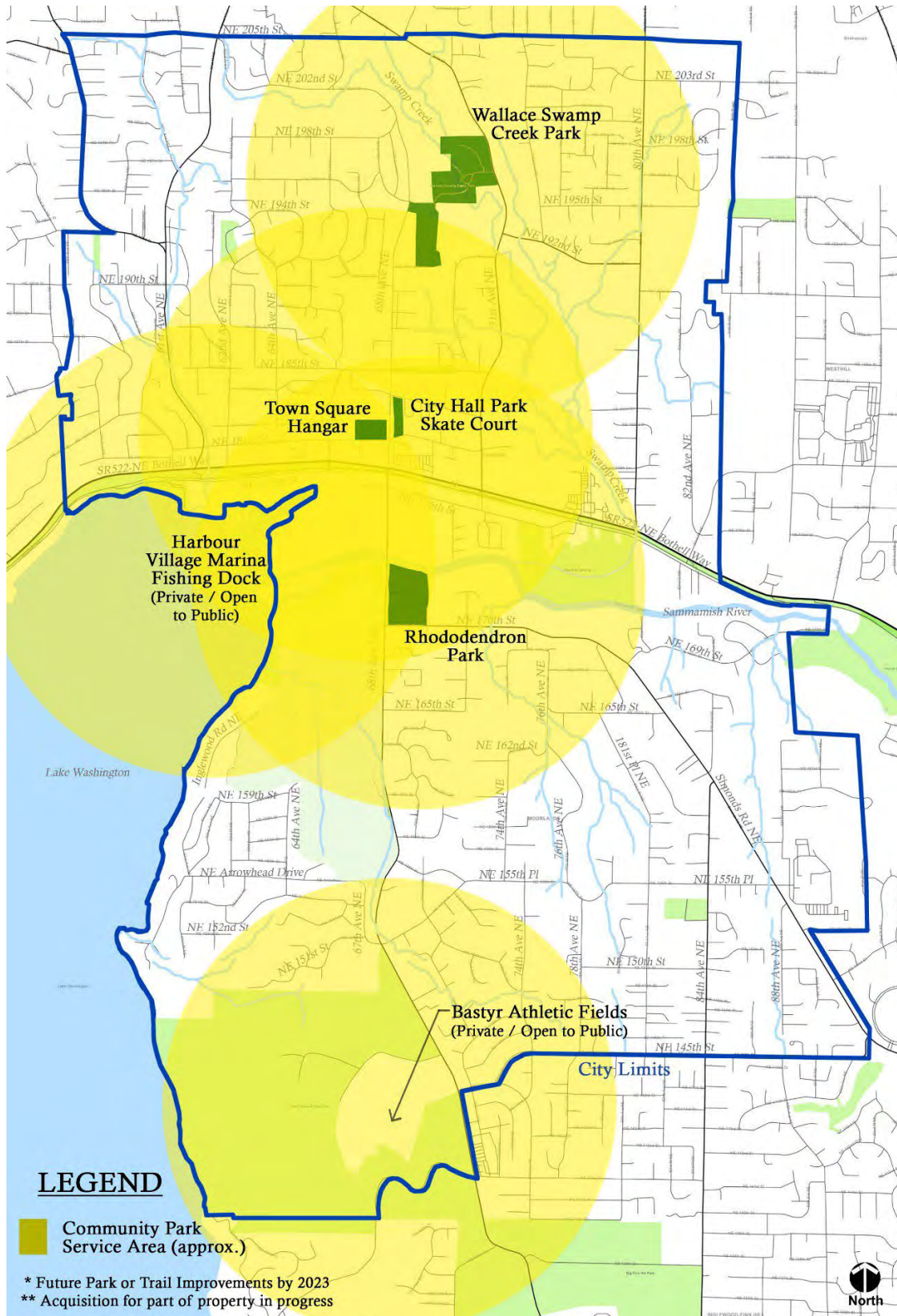


Figure 4: Regional and Linear Parks (city-wide service area)

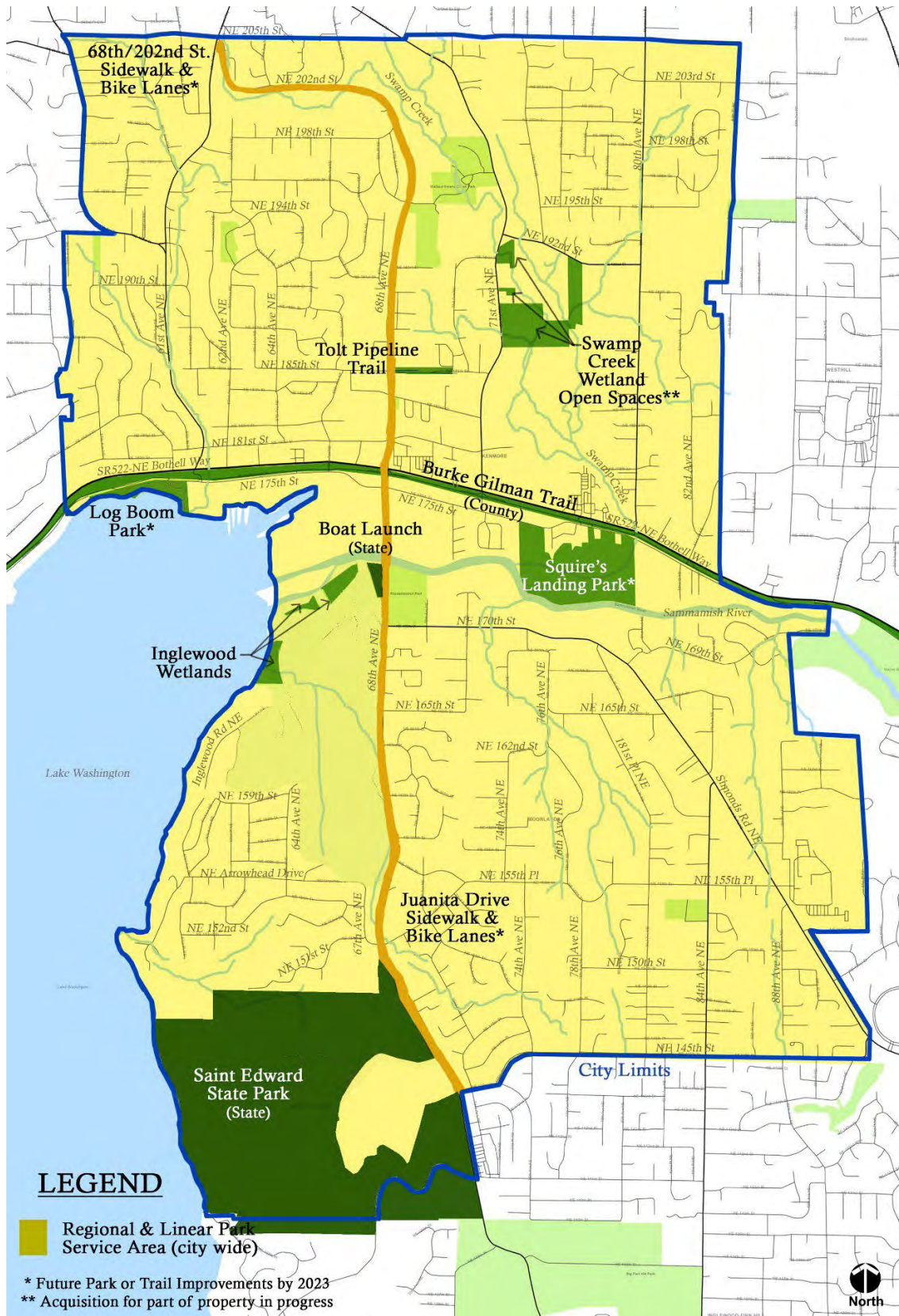
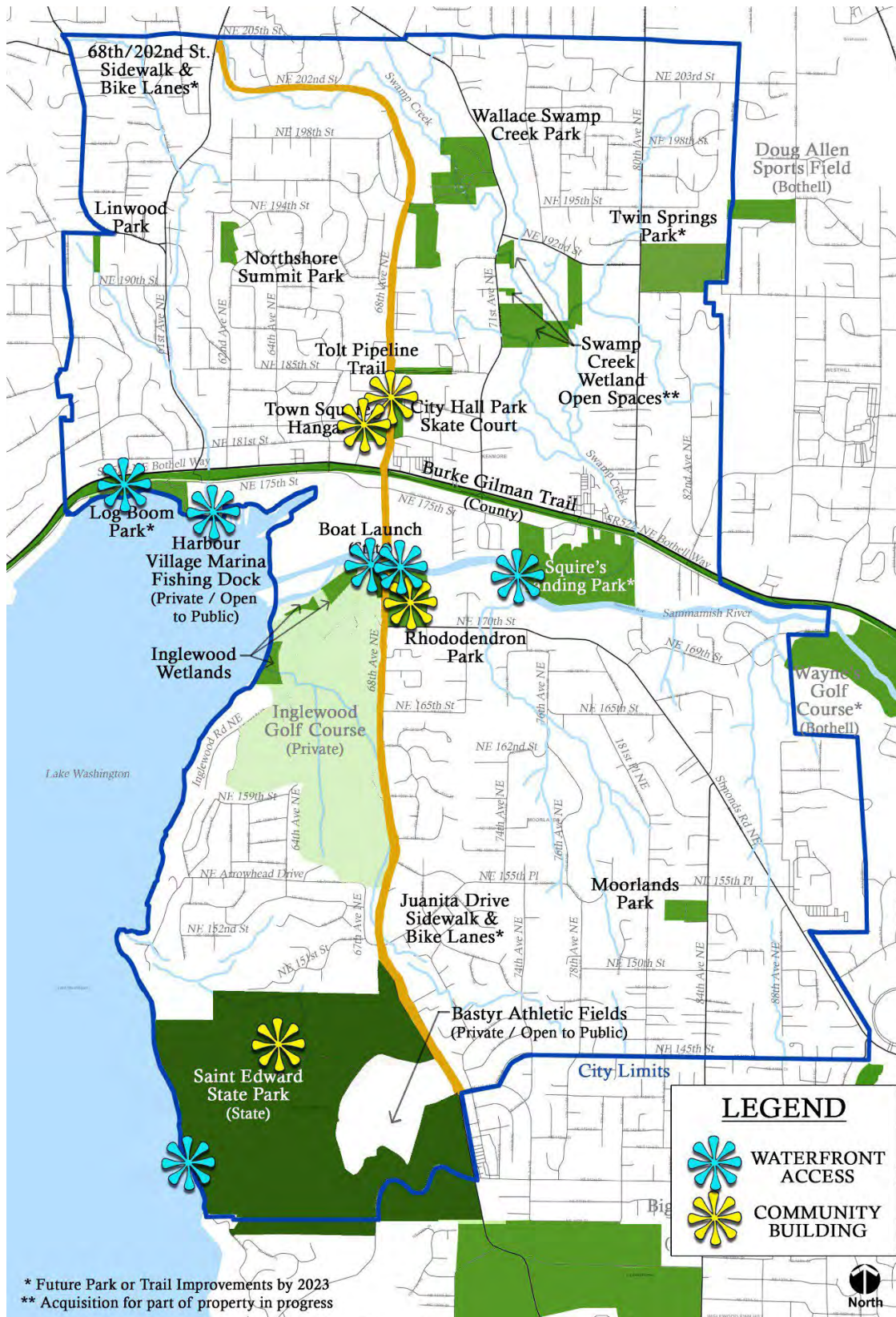


Figure 5: Special Use Facilities (within all park classifications)



Existing Park Plans

Site specific master plans or concept plans have been developed for most of Kenmore's existing parks. These plans each included an extensive public process to identify what the community would like to see improved or added within the park, along with an analysis of each site to determine what types of facilities or improvements are suitable given the surrounding context. A Master Plan is a formal plan for a given park site that has been adopted by the Kenmore City Council. A concept plan has generally gone through the same process and review by the City Council but has not been formally adopted.

The purpose of a master plan or concept plan is to express a long-term vision for the park, trail or open space that will guide future improvements. Features shown in the plan illustrate how different park elements could be implemented, and their relationship to other surrounding features. The ideas and improvements shown in a master plan or concept plan are implemented over time, and additional detailed design work is still needed before any construction could begin.

A copy of the existing park Master Plans or Concept Plans is included in Appendix A to the 2020 PROS Plan.

Current Level of Service

Level of service is a way of measuring the quantity and/or quality of the parks system in relation to the number of residents in the city. Level of service can be determined by any of the factors identified in a demand and needs analysis, but it is up to each city to determine what its level of service should be and how it should be measured.

The City of Kenmore has chosen to measure the level of service for parks, recreation and open space facilities in terms of the value of the current parks system per capita as this methodology was used in the Park Impact Fee Rate Study (May 2019). This method accommodates the *quantity* and the *quality* of parks, recreation and open space facilities by including the value of the park land and the facilities built within those parks. The level of service calculation is shown in Table 4 below and only includes completed city-owned facilities. New facilities or lands that are currently in progress of acquisition or construction are not included in this calculation.

The existing level of service, \$3,259 per capita, is the value of the current parks and recreation system divided by the total population of the city in 2019 (22,920). This means that today, for every Kenmore resident the city has spent \$3,259 (in 2019 dollars) on park, recreation and open space land and facility improvements. The total value of the existing parks system is shown in greater detail in Table 1 of the 2019 Parks and Recreation Impact Fee Rate Study Report.

Table 4: Level of service calculation.

Category	2019 Existing Level of Service (value per
TOTAL <i>value per capita</i>	\$3,259
TOTAL <i>value</i>	\$74.4 million

Park & Recreation Programming

The City of Kenmore helps organize a variety of programs and events in the city but partners with other organizations and jurisdictions to provide direct recreation programming. The city's main focus is on community events and park facility rentals, including the Hangar at Town Square. The city relies on the school district and other public, private, and non-profit organizations to provide all youth and adult sports leagues, summer camps, self-help or educational classes, cultural and performing arts events, and indoor fitness classes. Any future programming will follow this same model, with the city providing support, but other jurisdictions or organizations taking the lead role in any recreation programming.

The Hangar, opened in August of 2017, is the city's main indoor gathering space for recreation activities and events.

FUTURE DEMAND AND NEEDS

The 2020 PROS Plan evaluated demand and needs through a variety of lenses. Key findings from the analyses follow.

Parks and recreation trends

National, state and local trends were evaluated. Key findings include:

- Parks and recreation facilities need to be flexible to serve a diverse audience through broad community appeal. They should be accessible and welcoming to everyone.
- Parks are becoming a key component in promoting climate resiliency, showcasing sustainable design strategies and implementing green infrastructure practices.
- Parks are a catalyst for youth to become the future stewards of the environment, offering a safe place to explore, discover, and understand the intricate balance of ecology, especially within the urban fabric of the community.
- Recreation facilities and programs need to support active lifestyles for all ages and abilities.
- Parks can improve civic pride and create a sense of place by installing public art, outdoor gathering spaces, public fountains, interpretive displays of local history and the natural environment and protecting important views and view corridors.

Community interests

Community surveys and an open house contributed to evaluating this aspect of demand and needs. Key findings include:

- Waterfront activities, access to water, and protection of the natural environment along the waterfront are core guiding principles.
- The greatest needs not currently being met include a pool/aquatic center and pickleball courts, followed closely by off-leash areas, indoor fitness/gyms, and outdoor tennis courts.
- The community had the least interest or need for additional skateparks or a spray park.
- Adult fitness and wellness programs were ranked as the most important programs needed.
- The community is supportive of acquiring additional properties to preserve natural open space and wildlife habitat. The top ranked facility needs included nature trails, paved trails, and natural areas or reserves.
- Trails and walking routes are at the top of the list for desired recreation activities and they are also some of the most-used facilities. Walking paths was the most important feature to the community that could be added or improved in Kenmore's park and recreation park system based on the results of the 2019 Parks and Recreation Survey.

Benchmark comparisons

This comparison reviewed Kenmore's park system against those in other jurisdictions. Key findings include:

- The City of Kenmore contains less than the national average of parks acreage in the system but is on target with other jurisdictions in the Pacific Northwest region for city-owned facilities. When considering all publicly accessible parks and recreation facilities open to the public, the city exceeds the national and regional average.
- The City is on par with other jurisdictions for some outdoor facilities, like playgrounds, tot lots, skateparks and courts, but is below average for other outdoor recreation amenities, specifically, community gardens, dog parks, spray parks, and multi-purpose courts.
 - The City is below average for the number of indoor recreation facilities, except for senior centers. This includes a need for additional aquatic facilities and gyms. Some of this need can be met through outdoor improvements, like fitness stations and athletic courts and expanding the beach at Log Boom Park. This would not entirely replace the need for indoor facilities.
- Parks in the city all generally contain the same types of facilities. Variation of types of facilities, overall character of park features, and including special interest facilities, especially at the larger parks, will help diversify the system. Some of these new uses to consider include pickleball, futsal, disc golf, parkour, and rock climbing.

Population growth

Key findings related to future population growth include:

- Kenmore is a growing community with a variety of housing types throughout the city. With the majority of residents commuting to work in a single-occupancy vehicle, park and recreation facility improvements that support and encourage multi-modal transportation

choices should be considered a high priority.

- Higher density residential housing occurs mostly in downtown Kenmore, where the majority of assisted housing and senior housing is also located. Activities in this area should support healthy living, encourage active recreation, and focus on ease of access to recreation opportunities.
- The population is mostly middle-aged and of a white ethnic background. However, other more diverse ethnicities are growing and are expected to continue to grow in the future. Recreation activities that appeal to older youth and active adults should be considered, along with a greater variety and flexibility in those activities to better respond to changing demographics and increasing diversity over time.

Geographic distribution

After assessing the location of current park properties, key findings include:

- Kenmore has a great overall distribution of parks with few gaps remaining in the overall system. It also has the potential to be a highly walkable city with the majority of residents living within a 10-minute walk to an existing park or trail. Making those routes safe for walking allows everyone access to the park system without relying on single-occupancy vehicles.
- Access to parks is especially important where residential development (of all types) is expected to occur.
- A system of public spaces with waterfront access, connected by a pedestrian/bicycle route along the water, would expand opportunity.
- New parks in gap areas should be considered as opportunity allows.
- The quality of the parks system is high, and Kenmore has done a lot in recent years to upgrade, expand, and improve its parks. Implementing existing master plans for city parks and trails and continuing to upgrade and expand existing parks as opportunity and funding allows would support this high quality.
- Kenmore has an extensive network of natural systems, from waterways to wetlands and urban forests. However, there is very little public access to these areas and limited educational features that highlight these areas within the community.

Recreation programming

Reviewing recreation programming in the City, key findings include:

- The City has successfully partnered with other organizations and agencies to provide recreation programming in the city while the City focuses on community events.
- Recreation programming providers could expand offerings to Kenmore residents, especially for adult programs and athletic leagues.
- Tracking participation in various programs would support future planning efforts.
- Program venues should be accessible and have appropriate support facilities.

- Better access and parking, along with other supporting infrastructure, could facilitate and expand community events in Kenmore.

Participation rates

A number of organized activities take place in the City, including several that take advantage of the City's abundance of natural areas such as Camp Roots and the Wilderness Awareness School at St. Edward State Park and Nature Walks at Wallace Swamp Creek Park. A review of participation rates for activities that could require special park facility development—such as athletic fields, an aquatic center, and waterfront activities—was conducted. Key findings related to participation rates include:

- An aquatic center would be highly valued by Kenmore residents and there is a need for facilities to support aquatic programming and recreation activities within the region.
- A multi-purpose athletic complex – developed either by the city or jointly with other jurisdictions or organizations – would serve youth and adult athletic sports. Some of this need could continue to be met in the short term through the use of the Bastyr fields, but use of the fields cannot be relied upon to meet all the city needs long-term without a more permanent agreement and field improvements in place.
- Youth sports should continue to be a priority for the city to promote a healthy and active lifestyle early in life.
- Water-based activities such as swimming, hand-carry boating, and stand-up paddle boarding are a defining feature of Kenmore's park system.
- Activities that provide education about the City's natural systems help support environmental stewardship by current and future generations.

OBSTACLES AND OPPORTUNITIES AFFECTING FUTURE DEMAND AND NEEDS

Obstacles

Obstacles facing the City in the effort to meet demand and needs include:

Lack of Access to the Waterfront – Since the city's incorporation in 1998, Kenmore's residents have lobbied for improved access to the city's 7+ miles of shoreline and natural resources along Lake Washington, the Sammamish River and Swamp Creek.

Securing Assets for Future Generations – It will be important to repair and replace physical recreation assets and maintain and restore natural park assets to ensure the park and recreation system is available for future generation to enjoy.

Lack of safe routes to parks – Kenmore needs safe pedestrian and bicycle routes that link residents from where they live to where they want to recreate. The Transportation Element of the Comprehensive Plan identifies a Priority Pedestrian Network that includes pedestrian amenities along key routes to improve the walkability and safety of pedestrians in the city.

Unable to Stay and Play – Residents have a desire to stay and play locally – they have a need for facilities, programs and services nearby. Currently, residents travel beyond the city for a variety of recreation facilities and programs. To stay and play, residents need diverse recreation experiences in Kenmore’s park system, including active facilities and natural environments for more passive recreation.

Opportunities

The same process used to understand the obstacles to delivering a quality parks and recreation system also revealed several key opportunities.

Walkways and Waterways – Kenmore residents are poised to gain significant waterfront access and safe walking routes with the passage of Kenmore’s Walkways & Waterways Improvements bond measure in November 2016. Proposition 1 Walkways & Waterways Improvements is the first city bond measure ever on the ballot in the City of Kenmore.

The Walkways and Waterways bond measure includes new sidewalks and bicycle lanes on Juanita Drive NE and 68th Ave NE and public waterfront access and natural area improvements and restoration at Log Boom Park, Rhododendron Park, and Squire’s Landing Park for water dependent recreation. These five projects included in the \$19.75 million bond measure reflect the results of public input.

Water-Walk Trail –There is an opportunity to connect Log Boom Park on Lake Washington with Squire’s Landing Park at the confluence of Swamp Creek and the Sammamish River. This water-walk trail would require acquisition or dedication of privately-owned property in between to make this idea a reality. The city can pursue opportunities for public access when key properties on the central waterfront redevelop.

Downtown Kenmore -The Hangar and the Town Square plaza opened for use in 2017. This new civic facility has become Kenmore’s gathering place for community events and for just hanging out. New multi-family housing has been developed nearby. City Hall Park and the Jack Crawford Skate Court create a great central location for active recreation. The City Hall Park Master Plan hasn’t been fully completed and there is capacity for creating new park amenities that could serve to meet the needs of the new and existing downtown residents.

Safe Routes Network – The walkways planned along Juanita Drive NE and 68th Avenue NE provide a central on-street spine for a safe route network. The Burke Gilman Trail and a new Tolt-Pipeline trail create a start for an east-west spine for a network of on-street and off-road pedestrian and bicycle routes to connect the residential community to the park and recreation system. The city has begun to aggregate open space land along Swamp Creek corridor that could create an off-road north-south connection.

Partnerships – Kenmore relies on partnerships for providing park and recreation facilities, programs and services. Partners provide facilities, programs and services that provide for, activate and care for the park and recreation system. Creating new partnerships will provide a more sustainable park and recreation system for future generations.

Intergovernmental coordination opportunities – Regional approaches for meeting park and recreational demand are ongoing. The Northshore Parks and Recreation Service Area (NPRSA), a regional taxing district, was created in 1988 by Bothell, Snohomish and King County and was updated in 2001 to include Kenmore and Woodinville. NPRSA supports the Northshore Senior

Center (NSC) located in Bothell and, in 2008, NPRSA developed an aquatics center need analysis and location study to consider options for locating a regional aquatic center.

The City also has worked with King County. In 2016, 25-acres of surplus property from the Brightwater North Kenmore Portal site were transferred to the City to create a new park now known as Twin Springs Park. In 2017, Kenmore worked cooperatively with King County to identify possible acquisition sites for future land conservation as part of the King County Land Conservation Initiative.

In cooperation with the City of Seattle, Kenmore worked with the Seattle Public Utilities Department in 2016 on an agreement to allow the City to use a portion of the Tolt Pipeline Right

Of Way located between 68th and 73rd Avenues NE as a pedestrian trail. The trail was constructed and opened for use in 2017.

Opportunities to Play – For Kenmore residents to stay and play, recreation program opportunities and sufficient facilities need to exist including community gathering spaces such as off-leash dog parks or community gardens. Adding these facilities to existing parks or new parks within the system will create a more diverse park system and provide greater opportunities for residents to stay and play.

GOALS, OBJECTIVES AND POLICIES

Following are the Parks, Recreation and Open Space goals, objectives and policies. The goals establish overarching priorities that establish the vision for the Parks, Recreation and Open Space Element. Objectives provide direction and policies provide the action to support the goals. These actions are specifically related to the implementation of a healthy, viable and balanced park and recreation system for Kenmore.

GOAL 1. PROVIDE WATERFRONT ACCESS

Objective P-1.1 Develop a Kenmore WaterWalk.

- Policy P-1.1.1 Develop a WaterWalk Master Plan for the location for the WaterWalk connecting Log Boom Park to Squire's Landing Park.
- Policy P-1.1.2 Inventory and identify public and private parcels from Log Boom Park to Squire's Landing Park.
- Policy P-1.1.3 Identify specific opportunities for joint development, partnership and other options for implementing a WaterWalk.
- Policy P-1.1.4 Identify and prioritize undeveloped or underdeveloped waterfront properties in the city's central core to consider for acquisition.
- Policy P-1.1.5 Pursue opportunities for public access when key properties on the central waterfront redevelop.
- Policy P-1.1.6 Develop a plan for extending the trail system at Squire's Landing Park along the Sammamish River and/or Swamp Creek.

Objective P-1.2 Establish and implement plans, development policies, regulations and incentives for waterfront access to retain views and create water dependent recreational opportunities in conjunction with private and public development.

Policy P-1.2.1 Develop a Waterfront Master Plan to improve park activities and access (physical or visual) along the waterfront. View corridors, overlooks, access to shorelines along the city's lakes and streams, and other recreational amenities are examples of what might be included in a Waterfront Master Plan process.

Policy P-1.2.2 Adopt development regulations and incentives that are consistent with and further the implementation of a Waterfront Master Plan.

Policy P-1.2.3 Identify and retain important public access and view corridors to Lake Washington and the Sammamish River.

Policy P-1.2.4 Implement master plans for Log Boom, Squire's Landing and Rhododendron parks that improve public access and water dependent recreational experiences.

Policy P-1.2.5 Support programming and community events along the waterfront that provide access to the water. Actively seek and facilitate partnerships for water-related programs.

Policy P-1.2.6 Seek external funding sources to provide public access and ensure water dependent recreational opportunities exist.

GOAL P-2. PROVIDE SAFE ROUTES TO PARKS, RECREATION, & OPEN SPACE FACILITIES

Objective P-2.1 Identify and prioritize key connections from neighborhoods to the waterfront, parks and public facilities.

Policy P-2.1.1 Prepare a safe routes plan which maps a network of pedestrian and bicycle connections from neighborhoods to the waterfront, parks, and public facilities.

Policy P-2.1.2 Identify and create opportunities to provide connections to parks, trails and open space in adjoining cities.

Policy P-2.1.3 Review development proposals for creating viewpoints, view corridors and easements for pedestrian and bicycle connections to parks, recreation and open space facilities.

Policy P-2.1.4 Plan and develop an off-road north-south trail connection utilizing the Swamp Creek corridor as appropriate.

Policy P-2.1.5 Acquire easements and develop the Tolt Pipeline Trail linking to adjoining

cities. In particular, develop the missing link from 73rd to 80th Avenues NE, including development of an elevated walkway over Swamp Creek Wetland.

Policy P-2.1.6 Establish and implement development regulations and incentives for new development to provide pedestrian/bicycle routes.

Policy P-2.1.7 Provide for ADA and other accessibility improvements in parks to move the city towards a park system that provides universal access to all Kenmore residents.

GOAL P-3. PRESERVE, RESTORE, MAINTAIN, AND ENHANCE BUILT AND NATURAL ENVIRONMENTS TO ENSURE QUALITY RECREATIONAL OPPORTUNITIES EXIST

Objective P-3.1 Protect environmentally sensitive critical areas in parks and open spaces and provide opportunities for habitat restoration, enhancement and public access.

Policy P-3.1.1 Identify opportunities to provide access and views to, and education about environmentally critical areas.

Policy P-3.1.2 Continue to acquire land, easements, or other agreements to protect the Swamp Creek natural areas and develop an elevated walkway/nature trail along Swamp Creek, including its associated wetlands, heron rookery and the forested buffers important to support those systems.

Policy P-3.1.3 Establish and implement development regulations and incentives to provide access and protection to critical areas.

Policy P-3.1.4 When developing parks, create a balance between habitat restoration, particularly salmon habitat, enhancement and public access.

Policy P-3.1.5 Update the Wallace Swamp Creek Master Plan and implement the plan, including stream bank and habitat restoration.

Policy P-3.1.6 Implement the Squire's Landing Park Waterfront and Natural Area Access project and continue habitat and riparian corridor restoration.

Policy P-3.1.7 Seek funding sources to support efforts for habitat restoration, enhancement and public access.

Policy P-3.1.8 Develop vegetation management plans for parks with critical areas.

Policy P-3.1.9 Identify resource management agencies, such as the WRIA8 Salmon Recovery Council, and volunteer partners to steward critical areas in parks and open spaces.

Policy P-3.1.10 Develop and install interpretive signage to inform and educate about environmental sustainability, the value and function of environmental critical areas and community history.

Policy P-3.1.11 Support educational opportunities, provided by other jurisdictions, organizations or agencies, that specifically target natural areas. This could include programs, classes, clean-up days, and other services to engage residents in conservation of natural systems.

Target opportunities for youth to support long-term stewardship within future generations.

Objective P-3.2 Provide high quality maintenance and stewardship of Kenmore parks and open spaces that are sustainable, safe and attractive to use.

Policy P-3.2.1 Evaluate park and recreation facilities to ensure safety and operational requirements are being met.

Policy P-3.2.2 Develop an asset replacement schedule for recreation assets and fund major repairs as needed.

Policy P-3.2.3 Replace assets prior to reaching the end of their expected life cycle.

Policy P-3.2.4 Periodically conduct crime prevention through environmental design (CPTED) reviews of park and recreation facilities with the Kenmore Police Department.

Policy P-3.2.5 Provide procedures, practices and resources to maintain and operate a quality park and recreation system.

Policy P-3.2.6 Establish and adopt park maintenance standards and practices for the park and recreation system.

Policy P-3.2.7 Conduct regular safety inspections of park and recreation facilities and correct any safety issues.

Policy P-3.2.8 Use equipment, landscaping and design techniques that reduce long-term maintenance costs and increase safety for park users.

Policy P-3.2.9 Establish appropriate new policies governing operations and use of park and recreation facilities.

Policy P-3.2.10 Install park rules and regulation signs to inform and educate park users of appropriate use and conduct within Kenmore city parks.

- Policy P-3.2.11 Incorporate sustainable design for new or renovation to existing park and recreation facilities. For example, incorporate the use of low impact development and green building best practices.
- Policy P-3.2.12 Incorporate sustainable practices when implementing recreation program offerings. For example, consider impacts of recreational programs scheduled in natural areas.

GOAL P-4. CREATE A BALANCE OF PASSIVE AND ACTIVE RECREATION OPPORTUNITIES IN PARKS

- Objective P-4.1 Preserve, develop, and enhance existing parks and open space to provide a balance between passive and active recreation opportunities, and acquire new parks to meet future growth needs.**
- Policy P-4.1.1 Identify and prioritize undeveloped or underdeveloped properties for potential acquisition.
- Policy P-4.1.2 Acquire and develop property to support new parks, recreation and open space to provide a recreation opportunity within a 10-minute walk of every resident in the city. Priority should be given to the Moorlands area and the northeast corner of the city.
- Policy P-4.1.3 Complete master plans and development of park and recreation facilities such as at Linwood Park as funding allows.
- Policy P-4.1.4 Implement the Log Boom Park Waterfront Access and Viewing project.
- Policy P-4.1.5 Implement the Rhododendron Park Boardwalk, Float and Boathouse projects.
- Policy P-4.1.6 Update the Wallace Swamp Creek Park adopted Master Plan and implement improvements.
- Policy P-4.1.7 Implement the Twin Springs Master Plan.
- Policy P-4.1.8 Provide urban park amenities including public art and cultural elements in Kenmore’s downtown. In particular, develop the north side of City Hall to provide additional amenities such as a small community garden, picnic shelter, outdoor stage, seating, table tennis, fitness areas, or similar activities.
- Policy P-4.1.9 Provide community park amenities such as athletic fields or gathering spaces such as a dog park or community garden.
- Policy P-4.1.10 Acquire lands that abut existing city or other publicly owned park properties that provide the greatest value in augmenting and enhancing existing city parks, particularly near Moorlands Park.

- Policy P-4.1.11 Consider tools such as transfer of development rights, clustering development, development agreements, easements, and public giving as alternatives to fee simple acquisition of park lands and open space.
- Policy P-4.1.12 Pursue a partnership with neighboring cities and the Northshore School District to explore ways to acquire land and develop a joint aquatic/community center as a regional facility.
- Policy P-4.1.13 Develop a strategy for long-term replacement of the fields at Bastyr University, if necessary. Initially, this would include extending the existing lease beyond 2025. A feasibility study and alternatives analysis are needed to consider other potential locations, partnerships, and development opportunities for athletic fields in the local and regional context.

GOAL P-5. PROVIDE EQUITABLE OPPORTUNITIES FOR DIVERSE AND AFFORDABLE ARTS AND RECREATION PROGRAMS AND COMMUNITY AND CULTURAL EVENTS.

Objective P-5.1 Provide Kenmore residents with information about current recreation programming in Kenmore.

- Policy P-5.1.1 Support the efforts of organizations that offer recreation and arts programs and community and cultural events.
- Policy P-5.1.2 Publicize arts and recreation programs and community and cultural event opportunities in the city using the newsletter, webpage, and other marketing materials.
- Policy P-5.1.3 Promote private arts, recreation, and cultural programming and facilities within the city to celebrate the unique character or identity of Kenmore residents, including those from diverse backgrounds and those with lower incomes.
- Policy P-5.1.4 Consider providing park amenities to existing parks that support new trends in recreation, arts, and culture to continue to meet community need.
- Policy P-5.1.5 Support recreation, arts, and cultural providers in offering opportunities in Kenmore and define the city's role in providing programs for the community.
- Policy P-5.1.6 Ensure that all future capital improvement projects have an allowance for art and cultural elements.

GOAL P-6. ENGAGE THE COMMUNITY IN PARKS, RECREATION AND OPEN SPACE DECISIONS AND ACTIVITIES.

Objective P-6.1	Maintain and update the city Parks, Recreation and Open Space (PROS) plan and conduct other appropriate master planning for Kenmore parks and recreation service delivery.
Policy P-6.1.1	Conduct and prepare an inventory of public, non-profit, and private lands in Kenmore available for expanding the parks and recreation system.
Policy P-6.1.2	Periodically, conduct a public involvement process to assess community attitudes regarding park and recreation needs and opportunities in Kenmore associated with parks planning and improvement projects.
Policy P-6.1.3	Periodically, conduct and prepare a demand-and-needs analysis for public parks and recreation needs in Kenmore.
Policy P-6.1.4	Prepare level of service guidelines for the parks and recreation system.
Policy P-6.1.5	Identify potential funding sources and strategies for implementing the plan.
Policy P-6.1.6	Prepare a six-year Capital Improvement Plan for parks and recreation facilities.
Policy P-6.1.7	Ensure integration of the Park, Recreation and Open Space plan with other city strategic plans.
Policy P-6.1.8	Update the PROS plan a minimum of every 6 years.
Policy P-6.1.9	Revise master plans as necessary as the community demand and need changes.
Policy P-6.1.10	Review and update the city's park use ordinance.
Policy P-6.1.11	Maintain a list of funding sources, acquisition, development and renovation projects.
Policy P-6.1.12	Utilize a public engagement process during the park master planning process to identify programmatic needs and overall vision for each park.
Policy P-6.1.13	Establish strategies and criteria for acquiring land for park and recreation facilities.

GOAL P-7. CREATE A FINANCIALLY SUSTAINABLE PARK AND RECREATION SYSTEM THROUGH PARTNERSHIPS AND STEWARDSHIP.

Objective P-7.1	Ensure sufficient resources are available prior to acquiring new land, developing or renovating park property or implementing new programs and events to sustain the resulting Kenmore park and recreation system.
Policy P-7.1.1	Budget for long-term maintenance and operational costs in addition to the capital costs of park projects prior to proceeding with plans.
Policy P-7.1.2	Develop and prepare six-year capital improvement program projects identifying priorities, specific projects, and capital costs.
Policy P-7.1.3	Identify and secure appropriate levels of funding to operate or support new city-sponsored recreational programs or facilities prior to making commitments to initiate and implement any new programs.
Policy P-7.1.4	Utilize funding opportunities, emphasizing a regional approach, such as coordinating, and/or partnering with special service districts.
Policy P-7.1.5	Identify and actively seek potential grant funding assistance from public and private sources for habitat restoration, acquisition, development, and renovation.
Policy P-7.1.6	Require new development impacting park service delivery to pay its fair share of the costs of providing new park and recreation facilities.
Policy P-7.1.7	Seek partnerships to enhance opportunities for recreation programming at existing parks and recreation facilities.
Policy P-7.1.8	Implement a city-wide policy for volunteers to help steward parks.
Objective P-7.2	Encourage multi-purpose and/or joint use of school, special district, government, non-profit and other similar agency facilities for civic, recreational, cultural and beautification activities.
Policy P-7.2.1	Develop and execute joint use agreements when appropriate with other governmental and community service providers to maximize public use of existing public facilities.
Policy P-7.2.2	Work cooperatively with local jurisdictions to evaluate the need and the financial ability to construct and operate an indoor recreation and aquatic center facility to meet community need.
Policy P-7.2.3	Invite other local public agencies to participate in developing park master plans.
Policy P-7.2.4	Cooperate with the state and other regional park providers to establish and implement park master plans for their facilities to ensure they are consistent with the city's vision and Comprehensive Plan.

Policy P-7.2.5	Seek partnerships to enhance the visual beauty and character of the city including landscaping and public art in appropriate locations.
Policy P-7.2.6	Provide volunteer coordination efforts to enhance and restore natural systems and open space areas within the park system on an ongoing basis, including maintenance needs to support restoration efforts.
Policy P-7.2.7	Provide sufficient resources to support and manage approved volunteer efforts.
Policy P-7.2.8	Use neighborhood and other organizational volunteers to supplement park maintenance levels, where appropriate.
Policy P-7.2.9	Work cooperatively with Bastyr University to extend the lease agreement for use of their campus athletic fields.
Policy P-7.2.10	Secure additional easement for use of Seattle Public Utility's property for continuing the Tolt-Pipeline Trail.

IMPLEMENTATION STRATEGIES

The Capital Facilities Element includes the 20-year capital facilities plan for parks, recreation and open space. The capital facilities plan identifies a series of fiscally-unconstrained capital projects that are based on the overall vision and goals for the park system and the key findings from the demand and needs analysis. If implemented, these projects will respond to the needs of the community, meet or exceed the proposed level of service, and result in a relevant and vibrant park, recreation and open space system well into the future.

As Kenmore continues to grow, the city expects to spend at least the *same amount per capita* on future park, recreation, and open space land and facility improvements as it did in 2019 to accommodate this new growth. The projected future population is multiplied by \$3,259 per person to come up with a total value of the future park system if this proposed level of service is maintained over time.

Another possible level of service measure discussed in the PROS Plan is the acreage benchmark. This benchmark is developed by dividing the total existing acres of parks, recreation and open space in Kenmore by the current population and multiplying that number by 1,000, resulting in a total of 6.4 acres per 1,000 residents. Using this benchmark, meeting level of service in the park system would be assessed solely through increased park acreage as the population grows. However, new acreage may not be needed to address all demand and needs; improvements at existing parks may be adequate. For this reason, the dollar per capita measure rather than the acreage benchmark has been selected to address level of service for parks, recreation and open space.

Other specific implementation strategies include:

- Develop walking maps of safe routes to parks.
- Develop a map of City walkways and trails.

REFERENCES

Parks and Recreation Impact Fee Rate Study Report, May 2019

Parks, Recreation and Open Space Plan, February 2020



SURFACE WATER ELEMENT



SURFACE WATER ELEMENT

INTRODUCTION

Purpose

The purpose of the Surface Water Element is to provide goals, objectives and policies relevant to the management of the City's municipal separate storm sewer system (MS4), private stormwater systems and natural surface water systems (i.e. streams, wetlands, groundwater and shoreline), on both public and privately owned land. Surface Water Management is an interdisciplinary practice and many of the policies and programs discussed in this element compliment and build upon the policies of other Comprehensive Plan Elements, particularly those in the Natural Environment, Shoreline and Climate Action Elements. The intent of this Element is to remain consistent with other Elements, but provide additional clarity in regards to the City's management of surface water.

Growth Management Act

The Growth Management Act (GMA) does not require a Surface Water Element for comprehensive plans (RCW 36.70A.070). However, components of surface water and stormwater management are referenced in several other Element and state regulations allow the city to include this as an optional element because it deals with environmental protection, natural resource lands, design and natural hazard reduction and supports the implementation of other elements.

King County Countywide Planning Policies

The GMA requires that cities and counties develop county-wide planning policies to ensure consistency between regionally connected comprehensive plans. King County Countywide Planning Policies (CPP) identify policies relevant to surface and storm water management and the City is committed to aligning with these regional goals, including:

- Incorporate protection and restoration efforts into plans to ensure the quality of the natural environment is sustained for future generations.
- Require appropriate low-impact development practices in development regulations.
- Work cooperatively to manage floodplain development.
- Protect wetlands, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.
- Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda.
- Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.
- Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services.

- Identify and preserve open space.

Clean Water Act

The Federal Water Pollution Control act, originating in 1948 and expanded in 1972, became known as the “Clean Water Act” or CWA. Under the CWA, the United States Environmental Protection Agency (EPA) implements programs to control the discharge of pollutants into Waters of the United States. The National Pollutant Discharge Elimination System (NPDES) program issue permits to regulate the discharge of pollutants into Waters of the United States. The EPA delegates authority to the Washington State Department of Ecology (Ecology) to implement NPDES programs in Washington State.

Beginning in 2007, the city has been required to obtain an NPDES permit (Permit) from Ecology to discharge stormwater into local receiving water bodies from its municipal separate storm sewer system (MS4). An MS4 includes the network of pipes, ditches, curbs, catch basins, ponds, vaults and other stormwater infrastructure needed to collect, convey and treat stormwater runoff. As of 2024, the Permit requires the city to implement a variety of programs to comply with the CWA, including:

- Stormwater Planning
- Public Education and Outreach
- Public Involvement and Participation
- MS4 Mapping and Documentation
- Illicit Discharge Detection and Elimination
- Controlling Runoff from New Development, Redevelopment and Construction Sites
- Stormwater Management for Existing Development
- Operations and Maintenance
- Source Control Program for Existing Development
- Compliance with Total Maximum Daily Load Requirements
- Monitoring and Assessment
- Reporting

Ecology issues other types of NPDES permits, in addition to the municipal stormwater permit, which include categories such as industrial activities, construction activities, aquatic plant and algae management, and others.

The goals, objectives and policies in this Element are intended to be consistent with NPDES Permit requirements and maintain compliance with the Clean Water Act and the State of Washington Water Pollution Control Law Chapter 90.48 Revised Code of Washington.

Water Resource Inventory Area (WRIA) 8

Water Resource Inventory Area (WRIA) 8 includes Lake Washington, Cedar River, and Lake Sammamish watersheds. To facilitate the recovery of Chinook Salmon, which are listed as threatened under the Endangered Species Act, local governments within WRIA 8 formed a Salmon Recovery Council, developed the Chinook Salmon Conservation Plan and continue to implement that Plan as of 2024. The City of Kenmore is a participating and voting member of the Salmon Recovery Council and the goals, objectives and policies in this Element are intended to be consistent with the WRIA 8 Chinook Salmon Conservation Plan.

BACKGROUND

The City of Kenmore is shaped by surface water, from the shorelines of Lake Washington and the Sammamish River dividing the City's landscape, to the numerous streams converging from all directions on these two larger waterbodies with all connected through a network of wetlands, springs, groundwater pathways, and floodplains.

The Kenmore area developed long before it incorporated as a city in 1998 with many of the existing major roads already in place at the turn of the 20th century providing access to the logging industry active in the area. By 1980, many of the City's neighborhoods were developed without the benefit of adequate surface water management resulting in little to no management of runoff from these older developments. The results of unmitigated clearing, grading, compaction, and removal of native soils, plants and trees coupled with the filling or modification of wetlands, floodplains, shorelines and streams began contributing to issues such as erosion, flooding, degradation of water quality, and habitat loss. Additionally, most drainage basins within the City extend far beyond its municipal boundaries and upstream runoff makes its way down to the City, adding to the challenge of managing not only the City's surface water, but runoff from neighboring jurisdictions.

To manage surface water more effectively, the City drafted its first Surface Water Element of the Comprehensive Plan in March of 2001, which was updated in 2008 and 2014. The Surface Water Element provides long range goals, policies and objectives that guide City Council and staff when making decisions related to the management of the City's surface water environment and stormwater system (MS4). The City's first Surface Water Management Plan, which was also developed in 2001, provides more detail on the implementation of surface water management in the City. The Surface Water Management Plan was updated in 2008 and 2015 and was renamed to the Surface Water Master Plan to avoid confusion with the Stormwater Management Program Plan required by Ecology as part of the City's NPDES permit. The Surface Water Master Plan includes, but is not limited to: an analysis of current and emerging issues, compliance strategies for existing and new regulatory requirements, evaluation and update of policies, update of strategies to improve water quality, update of development management strategies, review and update of surface water related operations and maintenance programs, review of flooding issues, basin planning, review of capital projects, and other topics relevant to surface water management. The Surface Water Master Plan is intended to be consistent with the goals, policies and objectives of the Surface Water Element and is often updated concurrent with or soon after a Surface Water Element update.

As the City's surface water management program matures, many of the same issues continue to challenge the City today as they did at the City's incorporation in 1998. High volumes of polluted runoff continue to flood streams and lakes resulting in localized flooding issues and degraded aquatic systems. Through the objectives and policies stated in this element, and the programs

referenced therein, the City's goal is to develop, maintain, manage and improve a surface water system that serves the community, enhances the quality of life and protects the environment.

GOALS, OBJECTIVES AND POLICIES

GOAL SW-1 *FUND SURFACE WATER MANAGEMENT.*

- OBJECTIVE SW-1.1 Establish a sustainable and equitable surface water management funding structure that supports all capital and operating expenditures.**
- Policy SW- 1.1.1 Implement annual rates and charges for all developed parcels within the city to fund surface water management activities. Additionally, the City should implement one-time capital facility charges for all new development.
- Policy SW- 1.1.2 Include a Surface Water Management Fund in the biennium budget that is updated with each City budget. Provide adequate revenue for forecasted operating and capital expenditures while maintaining an appropriate fund balance to minimize impacts due to year-to-year expenditure or revenue variances.
- Policy SW-1.1.3 Conduct a periodic analysis of the Surface Water Management Fund funding structure to ensure that it is adequate to meet near and long-term capital and operating expenditures.
- Policy SW-1.1.4 Consider issuing debt to the Surface Water Management Fund activities consistent with surface water management goals, if necessary. Manage debt, if any, to ensure continued high credit quality, access to credit markets, and financial flexibility.
- Policy SW-1.1.5 Apply for grants that support implementation of activities consistent with surface water management goals.

GOAL SW-2 *EFFECTIVELY MANAGE THE CITY'S MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) AND PRIVATE SURFACE WATER SYSTEMS IN A MANNER THAT REDUCES FLOODING, ENHANCES WATER QUALITY AND PROTECTS THE NATURAL ENVIRONMENT.*

- OBJECTIVE SW-2.1 Comply with the current Western Washington Phase II Municipal Stormwater Permit (National Pollutant Discharge Elimination System and State (NPDES) Waste Discharge General Permit).**
- Policy SW-2.1.1 Implement the requirements of the NPDES Permit. As of 2024, this includes obtaining coverage under the Permit, implementing a Stormwater Management Program, submitting an annual Stormwater Management Program Plan, complying with Total Maximum Daily Load

(TMDL) requirements, complying with Monitoring and Assessment requirements, and complying with Reporting and Recordkeeping requirements, including submittal of an annual report. Ecology may modify or add program elements to the Permit over time and the City should maintain compliance with any future changes.

OBJECTIVE SW-2.2 Utilize Best Available Science to manage Development, Redevelopment, Construction, and City Projects to mitigate flooding and reduce the discharge of pollutants to the maximum extent practicable.

Policy SW-2.2.1 Adopt and implement an approved Surface Water Design Manual, which is equivalent to the current Washington State Department of Ecology Stormwater Management Manual for Western Washington. As of 2024, the City has adopted the King County Surface Water Design Manual and Stormwater Pollution Prevention Manual.

Policy SW-2.2.2 Make low impact development (LID) the preferred and commonly used approach to site development, where feasible. LID is a stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning and distributed stormwater management practices that are integrated into a project design.

OBJECTIVE SW-2.3 Inspect, maintain and operate the City's MS4 to protect public infrastructure and the natural environment, improve water quality and reduce flooding.

Policy SW-2.3.1 Inspect and maintain the MS4 to the maintenance standards provided in the City's adopted Surface Water Design Manual.

Policy SW-2.3.2 Inspect the MS4 for spills, illicit discharges, and illicit connections and respond promptly when notified of spills or illicit discharges into the MS4 to prevent the discharge of pollutants to the maximum extent practicable.

OBJECTIVE SW-2.4 Inspect and manage privately owned stormwater systems to protect public infrastructure and the natural environment, improve water quality and reduce flooding.

Policy SW-2.4.1 The City does not operate or maintain privately owned surface water systems unless that system has been formally accepted by the City and is located within the right-of-way or within a tract or easement dedicated to the City for the purpose of operating and maintaining said system.

- Policy SW-2.4.2 Inspect, if authorized, privately owned and operated stormwater systems. When necessary, provide technical assistance and education to promote maintenance of private systems. and utilize applicable regulations to enforce maintenance.

GOAL SW-3 IMPLEMENT A SURFACE WATER MANAGEMENT CAPITAL IMPROVEMENT PROGRAM.

OBJECTIVE SW-3.1 Manage surface water on City capital projects, including transportation, parks and facility projects, beyond minimal requirements, if possible.

- Policy SW-3.1.1 Implement capital improvement programs that maintain and improve the MS4 in a manner that enhances and protects the City’s natural environment, mitigates flooding problems, improves water quality, promotes a reliable and safe transportation network and provides the community a safe and healthy place for living, working and recreation.
- Policy SW-3.1.2 Explore options to provide enhanced surface water management on City projects, particularly for projects adjacent to non-treated areas.

OBJECTIVE SW-3.2 Remove fish passage barriers on City streams.

- Policy SW-3.2.1 Evaluate and prioritize stream culverts throughout the city to create and implement a culvert replacement program to remove fish passage barrier culverts. These projects will be identified in the Surface Water Management CIP.

OBJECTIVE SW-3.3 Implement projects that conserve open space, restore surface water systems, and improve habitat.

- Policy SW-3.3.1 Evaluate and prioritize properties throughout the city to conserve properties with high conservation and restoration value. These projects will be identified in the Surface Water Management CIP.
- Policy SW-3.3.2 Prioritize properties for acquisition that will avoid loss of existing open space and critical areas through development (such as properties eligible for *reasonable use exception*).

OBJECTIVE SW-3.4 Implement retrofit projects that enhance existing surface water facilities and provide surface water facilities in existing developed areas that lack surface water management.

- Policy SW-3.4.1 Identify and prioritize retrofit project locations and include them in the Surface Water Management CIP.
- Policy SW-3.4.2 Seek opportunities to design and implement surface water management facilities that are functional, serve as amenities, and

serve multiple purposes such as those described in the Parks Element of the City of Kenmore Comprehensive Plan.

GOAL SW-4 PROTECT, MAINTAIN, ENHANCE AND RESTORE NATURAL SURFACE WATER SYSTEMS

OBJECTIVE SW-4.1	Support City policies, regulations and standards that support the protection, enhancement and restoration of the City's extensive natural surface water environment.
Policy SW-4.1.1	Consistent with Shoreline Element of the City of Kenmore Comprehensive Plan, coordinate and support efforts which strive to preserve, protect and enhance the City's abundant shoreline habitat.
Policy SW-4.1.2	Consistent with Natural Environment Element of the City of Kenmore Comprehensive Plan, coordinate and support efforts that provide protection of wetlands, plants and wildlife, maintain and promote a diversity of species and habitat, and use low impact development best management practices.
Policy SW-4.1.3	Consistent with Climate Action Element of the City of Kenmore Comprehensive Plan, coordinate and support efforts that protect, conserve, and enhance the water resources in the City and create more climate resilient water systems.
Policy SW-4.1.3	Implement critical and sensitive area regulations that protect and enhance surface waters, which may include but are not limited to buffers, setbacks, erosion and sediment control, mitigation, State Environmental Policy Act (SEPA) compliance, Hydraulic Permit Approval (HPA) compliance and compliance with any other applicable local, state and federal requirements.
Policy SW-4.1.4	Protect, enhance and restore flood storage, conveyance functions and ecological values of floodplains, wetlands and riparian corridors through the development and implementation of CIP projects, studies and plans.
Policy SW-4.1.5	Implement an Integrated Aquatic Vegetation Management Plan to manage aquatic plants, both native and invasive, in the City's public shoreline areas.

GOAL SW-5 SUPPORT REGIONAL EFFORTS THAT ALIGN WITH THE CITY'S SURFACE WATER MANAGEMENT AND CLIMATE ACTION GOALS.

OBJECTIVE SW-5.1 Promote and support opportunities for public involvement and participation, which may include but are not limited to stewardship groups, volunteer opportunities and grant partnerships.

Policy SW-5.1.1 Support regional and local community groups that seek to steward surface water environments within the city in a manner consistent with the city's surface water management goals. Examples of support may include funding, staff assistance, and providing resources.

OBJECTIVE SW-5.2 Promote and support opportunities for regional coordination and watershed level management of the City's natural surface water systems. Kenmore often contains only a portion, and in some cases a very small portion, of the natural surface water systems that pass through the City. The City will actively pursue coordination with upstream jurisdictions and partners to manage these natural resources and share responsibility.

Policy SW-5.2.1 Support and actively participate on the Watershed Resource Inventory Area (WRIA) 8 Salmon Recovery Council and implement actions, to the best of the City's ability, that support efforts for Salmon recovery.

Policy SW-5.2.2 The City should participate in the regional Stormwater Action Monitoring (SAM) program. SAM is a collaborative, regional monitoring program funded through a partnership of over 90 cities, counties, ports and Washington State Department of Transportation. SAM conducts stormwater management practices effectiveness monitoring, status and trends monitoring of streams and nearshore marine waters and source identification studies.

Policy SW-5.2.3 Support upstream activities of other jurisdictions and non-governmental organizations (such as Adopt-a-Stream and SnoKing Watershed Council) that conduct work consistent with the city's surface water management goals occurring outside of the city's jurisdiction.

IMPLEMENTATION

Implementation of the Surface Water Element is primarily achieved through the application of the following documents and regulations (available online):

- Western Washington Phase II Municipal Stormwater Permit issued by Washington State Department of Ecology.
 - The 2019-2024 Permit expires July 31, 2024
 - The 2024-2029 Permit begins on August 1, 2029
- City Biennium Budget (constrained budget)
- Periodic analysis of surface water rates
- Surface Water Master Plan
 - Update planned summer 2024 through spring 2025
 - Includes basin plan updates
 - Includes Capital Improvement Program (CIP) updates
 - CIP includes unconstrained budgeted projects
- King County Surface Water Design Manual
 - Updated 2021
- King County Stormwater Pollution Prevention Manual
 - Updated 2021
- Kenmore Road Standards
 - Updated 2021
- Title 13 Kenmore Municipal Code (Surface and Stormwater Utility)
- Title 16 Kenmore Municipal Code (Shoreline Management)
- Title 18 Kenmore Municipal Code (Zoning, Critical Areas)
- Operations and Maintenance Practices and Policies Manual (OMPPM)
 - Updated December 31, 2022
- Integrated Aquatic Vegetation Management Plan
 - Updated 2021
- Climate Action Plan
 - Adopted 2022



PUBLIC SERVICES ELEMENT



PUBLIC SERVICES ELEMENT

INTRODUCTION

The Public Services Element focuses on public participation and communication, efficient municipal services, human services, library services, emergency services, and education. Public services and facilities are a key determinant in the community's quality of life and the capacity of the City to address future development.

Growth Management Act Requirements

A goal of the Growth Management Act (GMA) is to ensure that those public facilities and services necessary to support development are adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards. GMA also encourages development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

VISION 2050

VISION 2050 recognizes that public services are essential to the day-to-day operation of the region, helping make communities safe, healthy, prosperous, and resilient. Policies in VISION 2050 support equitable access to services for all members of the community.

Countywide Planning Policies

The King County Countywide Planning Policies overarching goal for public services is that residents have timely and equitable access to the services needed to advance public health and safety, protect the environment, and carry out the Regional Growth Strategy. Coordination between jurisdictions and service providers should result in providing residents with a full range of services.

The Countywide Planning Policies also support planning across all jurisdictions and agencies in King County to address community resilience.

EXISTING CONDITIONS

Overview

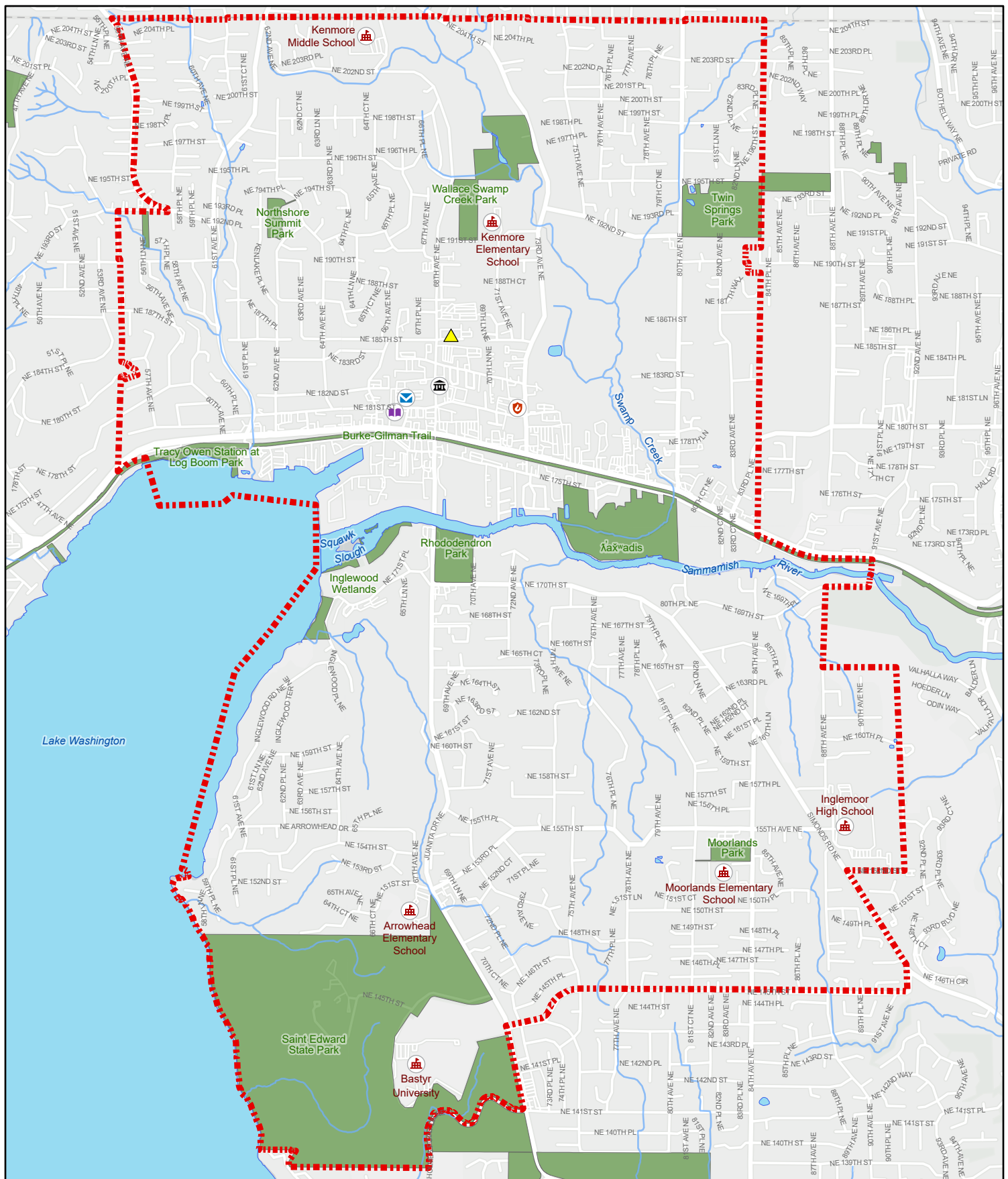
Multiple agencies and districts provide services in the Kenmore City limits, including a fire district and two school districts. Several governmental buildings that house special district and City functions are located in the City. Governmental facilities are located on **Figure PS-1**. This Element focuses on City services, human services, emergency services, and education. Parks and recreation are more fully addressed in the **Parks, Recreation and Open Space Element**, and water and sewer services are addressed in the **Utilities Element**.

City Services

The City of Kenmore has a council-manager form of government. Seven City Council members are elected at large by the registered voters in the City. The City Council elects a Mayor from among the Council members to serve a two-year term as the Chairperson of the Council. The City Council also appoints a City Manager who manages the day-to-day operations of the City.

In addition to the City Manager, there are 49 regular positions as of February 2023, organized into seven departments: City Manager, Public Works, Engineering, Environmental Services, Finance and Administration, Community Development, and Development Services.

City Attorney and all legal and court services are provided on a contract basis. An additional staff member serves under contract as Police Chief, coordinating public safety resources. There are approximately 2.00 regular City employees per 1,000 population (assuming the Year 2022 population of 24,090).












-  City Hall
-  Library
-  Schools
-  Post Office
-  Fire Station
-  Northshore Utility District
-  Streams
-  Parks
-  City Boundary



FIGURE PS-1
City of Kenmore

0 1,250 2,500 5,000 Feet

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



Map Date: Aug 2023

The City is responsible for the following services:

- General administration includes city management functions, including day-to-day direction to, and leadership of, the organization, human resources, franchise negotiations, communications, events and volunteerism, economic development, human services, affordable housing development, City Council policy and administrative support, and government relations. Oversight of the City's public safety and legal assistance contracts (police, court, jail, prosecutor, public defender, City Attorney, animal control) is housed in the City Manager's department as is the City's DEIA (Diversity, Equity, Inclusion, and Accessibility) program. General administration also includes the City Clerk and records management functions for the City.
- Finance and Administration: Finance and Administration handles all aspects of finance, including budget development, cash and investment management, accounting and preparation of quarterly financial reports, the annual financial report, accounts receivable, cashing, general ledger, and payroll. This department also manages information technology.
- Community Development: Community Development functions include developing City Council policy recommendations on land use regulation and comprehensive planning, and planning and managing the capital improvement program for parks. The City's emergency management functions are handled in-house through Community Development in coordination with the Northshore Emergency Management Coalition (NEMCo) and other regional partners. NEMCo includes the City of Kenmore, Lake Forest Park, the Shoreline Fire Department, and the Northshore Utility District.
- Development Services manages development permit review and inspections. Land use permits, right-of-way permits, engineering permits, and commercial and residential building permits are received and issued at City Hall. Development Services also is responsible for code enforcement, including resolution and abatement of code violations.
- Engineering: Engineering functions include traffic engineering, multimodal traffic monitoring and improvements, managing the six-year transportation improvement program, and Target Zero implementation. Transportation planning and development of the City's road standards also are part of Engineering.
- Public Works: Public Works functions include maintenance of parks, streets, and storm water facilities, events and volunteerism, recreational programming, and fleet management. Public Works functions also include maintenance of City facilities, including City Hall.
- Environmental Services: Environmental Services develops policy recommendations on surface water policy, manages maintenance of stormwater facilities, and has primary responsibility for actions related to the Climate Action Plan. The City's GIS functions are located in Environmental Services.

Most City functions are managed in the 21,000 square foot City Hall building at 18120 68th Avenue NE. At the time of construction, it was anticipated that the building would be adequate to house City functions (not including Public Works operations) for twenty years or more. A new Public Works facility (replacing the temporary use of City property on SR-522) is proposed on NE 202nd Street, and permit review for that facility is anticipated in 2023.

Human Services

Many residents of Kenmore require a broad range of human services to meet their daily needs. These services generally fall into three categories: **family services, senior services, and youth services**. The types of services range from transportation for seniors, to recreational opportunities for teens, to family counseling, to homeless services and mental health services. Generally, the lower the income of the family or individual, the greater is their need for subsidized assistance to make the service affordable.

Services currently provided to Kenmore residents generally are made available through several very strong agencies located outside of the City limits. As a result, the current location of service providers is not convenient to many Kenmore residents in need of the services they offer.

The following sections provide a partial inventory of services available in the Kenmore area. Services were selected because of a Kenmore location, a known Kenmore clientele, or because funding has been provided by the City to serve the area.

Individual and Family Services (including Mental Health Services)

An array of services is available serving the needs of Kenmore families:

- **Childcare providers** in Kenmore have a capacity for approximately 628 children, include daycares, preschools, Champions after-school programs at Arrowhead and Moorlands elementary schools, and a Northshore YMCA after-school program at Kenmore Elementary School.
- **The Kenmore Elementary PTA** Social Service Crisis Support program provides crisis support for Kenmore Elementary students, which includes emergency food, clothing, counseling, medical, and transportation costs.
- **The Center for Human Services'** two Family Support Centers provide early learning, youth development, parent education/support and community resources to the residents of North King County. The family centers are located in Bothell and Shoreline, and the agency partners to provide services on-site at churches and low-income housing complexes in Woodinville, Kenmore, Lake Forest Park and Shoreline.
- **The Northshore YMCA**, located in Bothell, services the Kenmore area. It provides physical fitness programs and parent-child programs at the site in addition to a variety of youth and senior programs. A gym, pool, weight room and meeting rooms are located in its facility. The YMCA offers scholarships for those who are unable to afford services.
- **Hopelink**, with centers in Kirkland and Shoreline, is the largest provider in the area of services for low and moderate-income families. Its services include a food bank, emergency and transitional housing, employment programs, transportation, utility assistance, and other emergency financial assistance. In 2013, Hopelink opened a food bank in Kenmore through a partnership with Northlake Lutheran Church.
- **The Kenmore Family Emergency Shelter**, operated by **Hopelink**, provides short-term housing for families in crisis on a month-to-month basis.

- **Mary's Place** provides housing, resources, employment services, and community to families in need. Their Kenmore location provides 70 beds for parents and their kids.
- **Crisis Connections (formerly Crisis Clinic) 2-1-1 Community Information Line** provides information and referral services to all King County residents by coaching callers on how best to present their problem, explaining how the social service system works, and empowering callers to find solutions when there are no resources.
- **24-hour Crisis Line**, a service of **Crisis Connections**, provides emergency telephone intervention for all King County residents in crisis or emotional distress every day of the year, listening and providing feedback and referrals to other agencies or direct linkage to emergency mental health services as needed.
- **9-8-8 Suicide & Crisis Lifeline** is a service of **Crisis Connections** and is available 24/7 for those who are suffering from mental health-related distress.
- **WA Warm Line** is a peer support line operated by **Crisis Connections** for people who are living with emotional and mental health challenges. Calls are answered by specifically-trained volunteers who have lived experience with mental health challenges.
- **The HealthPoint Dental Program**, with a location in Bothell, offers affordable dental services to low income and marginalized communities in suburban King County.
- **The Health Point Medical Program**, also located in the Bothell center, offers family practice, obstetric, and pediatric medical services with supportive behavioral health and case management programs.
- **Seattle-King County Public Health** is a provider of basic health services including maternity support services and case management services for young mothers. Services are available through the Northshore Public Health Center in Bothell.
- **Northshore Youth and Family Services (NYFS)**, located in Bothell, provides a full spectrum of mental health counseling and substance use treatment services for individuals, couples, families, and at-risk youth.
- **Crisis Response Center**, operated by Connections Health Solutions, is a joint effort of the City of Kenmore and partner cities Bothell, Kirkland, Lake Forest Park and Shoreline, to provide behavioral health care to north and northeast King County residents. The Crisis Response Center, set to open in 2024, will provide a spectrum of care services, from walk-in mental health urgent care to continued stabilization of behavioral health or substance use crises.
- **Lifewire (formerly Eastside Domestic Violence Program)** provides a variety of direct services designed to address the immediate needs of survivors of domestic violence and their children in north and east King County.
- **Mobile Integrated Health**, currently operating out of Station 51 (in Kenmore), is a team of fire personnel (social workers and EMT) that follow up with "low acuity callers," of individuals that fall outside of typical 911 response (i.e., fall prevention, home health, mental health, etc.). This is funded by a 2020-2025 King County Medic One / EMS levy.

Other Human Services

- The City presently provides funding for human services through awards to individual agencies. The City also participates in an interlocal agreement with Bellevue, Issaquah, Kirkland, Mercer Island, Sammamish, Redmond, and Shoreline to pool a portion of human services funds into single contracts with approved human services programs. The City of Bellevue is the lead administrator of these funds.
- Beginning in the 2023-2024 biennium, the City will participate in an interlocal agreement between the King County Regional Homelessness Authority and four other North King County cities—Bothell, Lake Forest Park, Shoreline, and Woodinville—to administer the already approved human services funding for programs that address homelessness.

Senior Services (Including Mental Health Services)

Services for Kenmore seniors are made available primarily through two area non-profit organizations:

- **The Northshore Senior Center** is the primary provider of senior services for Kenmore residents. Among the services available are: adult day programs, senior transportation services; health, nutrition and exercise programs; occupational therapy; and an extensive list of outings and social events. The Senior Center provides services at its Bothell location. It also delivers some services at multiple sites throughout the area, including in Kenmore. The Kenmore Senior Center, located at 6910 NE 170th Street in Rhododendron Park, offers a variety of activities (such as social activities, educational programs, and health courses).
- **The Northshore YMCA** in Bothell is the only other major provider of senior programs. Senior fitness programs and social activities are available.

Youth Services (Including Mental Health Services)

While a wide range of activities is available to Kenmore youth, only a-few facilities are actually located in the community:

- In addition to its teen leadership and Youth in Government programs, the **Northshore YMCA** in Bothell provides teen recreational activities at its pool and gym and at off-site locations. The Drop-In Youth Center program provides a place for teens and tweens to meet friends, play games, and get homework support. They host summer and outdoor leadership camps at Wallace Swamp Creek Park and partner with the City of Kenmore to subsidize swim lessons for 5th to 12th graders living in Kenmore.
- **Friends of Youth** provides shelter and transitional housing for homeless youth. The Youth Haven Emergency Shelter in Kirkland provides 24-hour emergency shelter to youths aged 7-17.
- **Northshore Youth & Family Services** provides counseling out of its Bothell facility and at Cascadia College. It also offers a teen-parenting program for first-time teen moms.
- **The Disability Empowerment Center (formerly Alliance of People with disAbilities)** has offices in Seattle and Redmond where they offer youth programs for King County youths aged

14 and up with disabilities. The programs teach new skills and provide information about community resources to help participants lead successful adult lives.

- **Crisis Clinic Teen Link** is an anonymous help line answered by teen volunteers each evening from 6-10 p.m., providing a confidential, safe place for youth to seek comfort and support.
- **The Kenmore Public Schools** are a major source of in-community services. The schools offer counseling and referral as well as health services.
- **NAMI Eastside's Youth Mental Health Program** partners with families, educators, and other organizations serving youth to share mental health education through presentations and in-depth classes to East King County schools and communities. The Youth Ambassadors Program engages students to become mental health advocates to inspire and support peers within Eastside classrooms.
- **Seattle Children's Hospital** treats youth and teens for anxiety, ADHD, autism, depression, bipolar disorder and other mood disorders, eating disorders, gender-affirming care, prenatal exposure to drugs and alcohol, psychotic disorders, and sleep problems.

Supportive Housing

Plymouth Housing

The City of Kenmore has partnered with Plymouth Housing to build the city's first supportive housing building. The mid-rise development will include 100 units with a mix of studio and one-bedroom apartments. The building will serve individuals who previously experienced homelessness, including seniors, veterans, and persons with disabilities who are living at 30% of the area median income and below, and who can live independently but may require some additional support. Plymouth Housing is planning to provide case management services for residents and other services will be provided on the ground floor, which has yet to be determined. The project is expected to break ground in mid-2024.

Library Services

The King County Library System (KCLS) has been providing library service to the Kenmore area since the 1930s. In 1999 Kenmore residents formally annexed into the library district. Today Kenmore Library is one of fifty community libraries in the KCLS service area.

The Kenmore Library originated in 1957 through the efforts of the Kenmore Elementary School PTA. Opening day was July 21, 1958. The site was a small red barn on 73rd Avenue NE near where Swamp Creek crosses the road. KCLS provided books and services and the community contributed funds and labor. In 1976, the Kenmore Library relocated into a 2,112 sq. ft. modular building at 18138 73rd NE.

In July 2011, the library moved again into a new 10,000 square foot library at 6531 NE 181st Street in Kenmore's downtown. The new facility was funded by a \$172 Million capital bond approved by voters in 2004, and the Civic Design Honor by The American Institute of Architects (AIA), Washington Chapter, in 2012.

In 2021, the Kenmore Library loaned over 256,000 digital and hard copy items, compared with Lake Forest Park Library's 255,000 items and Bothell Library's 885,000 items checked out. Across the library system, borrowers downloaded 7.8 million digital titles in 2021, making KCLS the second highest digital circulating library in the U.S., and number 4 in the world.

Residents in Kenmore also use the Bothell Regional Library, the Lake Forest Park Medium Library, and the Kingsgate Large Library branches. Kenmore residents enjoy borrowing privileges at all KCLS locations, and access library materials, programs, and services via the KCLS web site *kcls.org*.

Fire/Emergency Services

Combined King County Fire Protection District No. 16 – Northshore Fire Department and Shoreline Fire Department

The Northshore Fire Department (District) provides fire prevention, fire suppression, and emergency medical services to the Cities of Kenmore and Lake Forest Park. On June 1, 2022, the District initiated a contract for services with the Shoreline Fire Department (SFD). The District still remains as a governing entity, but all operations are now the responsibility of the SFD. The District will continue gathering revenues to transfer to SFD and ensure that the contract is being followed, but all employees except for the District Board Secretary transferred employment to SFD.

The SFD employs about 188 personnel operating out of five different stations and serving approximately 97,000 people across 24 square miles, including; Shoreline, Woodway, Lake Forest Park, and Kenmore. Additionally, the Shoreline Paramedic program provides advanced life support (ALS) services to Bothell and a portion of Woodinville, serving a population of over 164,000 in an area of approximately 37 square miles. Two fire stations primarily serve the Kenmore area, one in Lake Forest Park and one centrally located in downtown Kenmore at 7220 NE 181st Street.

The SFD is a full-service fire department with employees in the following divisions:

- Administration
- Legislative Services (Board of Commissioners)
- Fire Suppression
- Emergency Medical Services/Basic Life Support (EMS/BLS)
- Emergency Medical Services/Basic Life Support (EMS/ALS)
- Fire Prevention
- Community Outreach
- Training
- Fleet and Facilities
- Information Technology (IT) Services

The minimum operational staffing level every day is 33 personnel during the day, dropping to 31 at night. These responders staff 4 engines, 1 ladder truck, 4 aid cars plus an additional day-shift aid car, 1 battalion chief, 3 medic units, and 1 medical services officer. There are a minimum of 5 personnel on duty at Station 51 in Kenmore and five personnel on duty at Station 57 in Lake Forest Park during the day, dropping to 3 at night.

In 2022, SFD is forecasting that it will respond to about 3,698 requests for service in the Lake Forest Park/Kenmore area. The majority of calls received are for medical emergencies—including motor vehicle accidents with or without injury (2,589 calls = 70%). The remaining 1,109 calls will be for other types of emergency issues such as; smell of smoke/carbon monoxide incidents, gasoline spills, downed power lines, cancelled calls, fires in structures/automotive vehicles, assistance with low-acuity patient care, and minor flooding issues. Within this response area in 2022, the overall average response time is 4:37 minutes.

The number of calls for service typically increases between one and two percent per year, but it is anticipated that the call volume will grow at a higher rate in the near future due to increased growth. The majority of the increase will be in Kenmore due to its higher projected growth rate.

The need for additional staffing is regularly evaluated by the Fire District. As the City grows over time, it is anticipated that additional staffing will be required.

The District's facilities are relatively new and were constructed with consideration of future growth trends. The Kenmore station can accommodate additional response units when the increase in the number of calls for service dictates additional staffing.

The District has automatic aid agreements with all of its neighboring jurisdictions. These mutually beneficial agreements reduce response times, especially in the fringe areas of a jurisdiction. They also provide additional staffing for labor intensive incidents such as structure fires and incidents involving technical rescues. The contract for services with the SFD provides greater staffing levels, depth, and flexibility, allowing for more services to be provided from within the organization.

Police Services

Kenmore contracts with the King County Sheriff's Office (KCSO) for one police chief (sergeant) and 13 police officers, including 12 patrol officers, and a burglary/larceny detective. The City also contracts for various support services, i.e. major crimes, marine services, etc. Since police services are contracted from the King County Sheriff's Office, all vehicles and equipment are provided by the County in the overall cost of the contract. All of the Kenmore officers work out of an office on the second floor of Kenmore City Hall.

As of 2022, in addition to the 14 commissioned officers, support staff and specialty unit partial FTEs are provided through the contract with KCSO. Support staff and specialty units, such as 911 Call Center staff and patrol supervision, provide for an additional 4.04 FTEs. In all, commissioned officers assigned to Kenmore amount to a level of service of about 0.59 officers per 1,000 population.

To ensure effective communication with all Kenmore residents, the KCSO contracts with translator and interpreter providers. The police force also has officers who are bilingual or multilingual.

Dispatch calls for service between 2017 and 2021 were as follows:

In 2019, KCSO began reporting crime statistics using the National Incident Based Reporting System (NIBRS). This format is required by the federal government, and separates crimes into three categories: Crimes Against Persons, Crimes Against Property, and Crimes Against Society.

In Kenmore, Crimes Against Persons offenses most frequently include assault and domestic violence protection order violations. Crimes Against Property offenses in Kenmore tend to include burglary, theft, fraud, and vandalism. Crimes Against Society is a narrow set of offenses where a crime typically does not involve an individual victim, such as drug or weapon offenses.

When reviewing data by patrol district, sector E-2 in the northeast portion of the City generates more dispatched calls for service than the other patrol districts. Refer to **Figure PS-2** for patrol districts.

In Kenmore as a whole, the crime rate is shown in **Table PS-A**.

TABLE PS-A
KENMORE CRIME RATE STATISTICS PER 1,000 POPULATION

OFFENSE	2019	2021
Crimes Against Persons	4.0	4.0
Crimes Against Property	14.6	16.2
Crimes Against Society	0.4	0.3

Source: Police Services Data, 2021.

Police response times between 2017 and 2021 are shown in **Table PS-B**. Response times vary by the priority nature of the call. The variation in Critical Dispatch times is due to a number of factors, such as how many officers are on duty at the time of the call, the time of day the call was received, and traffic congestion.

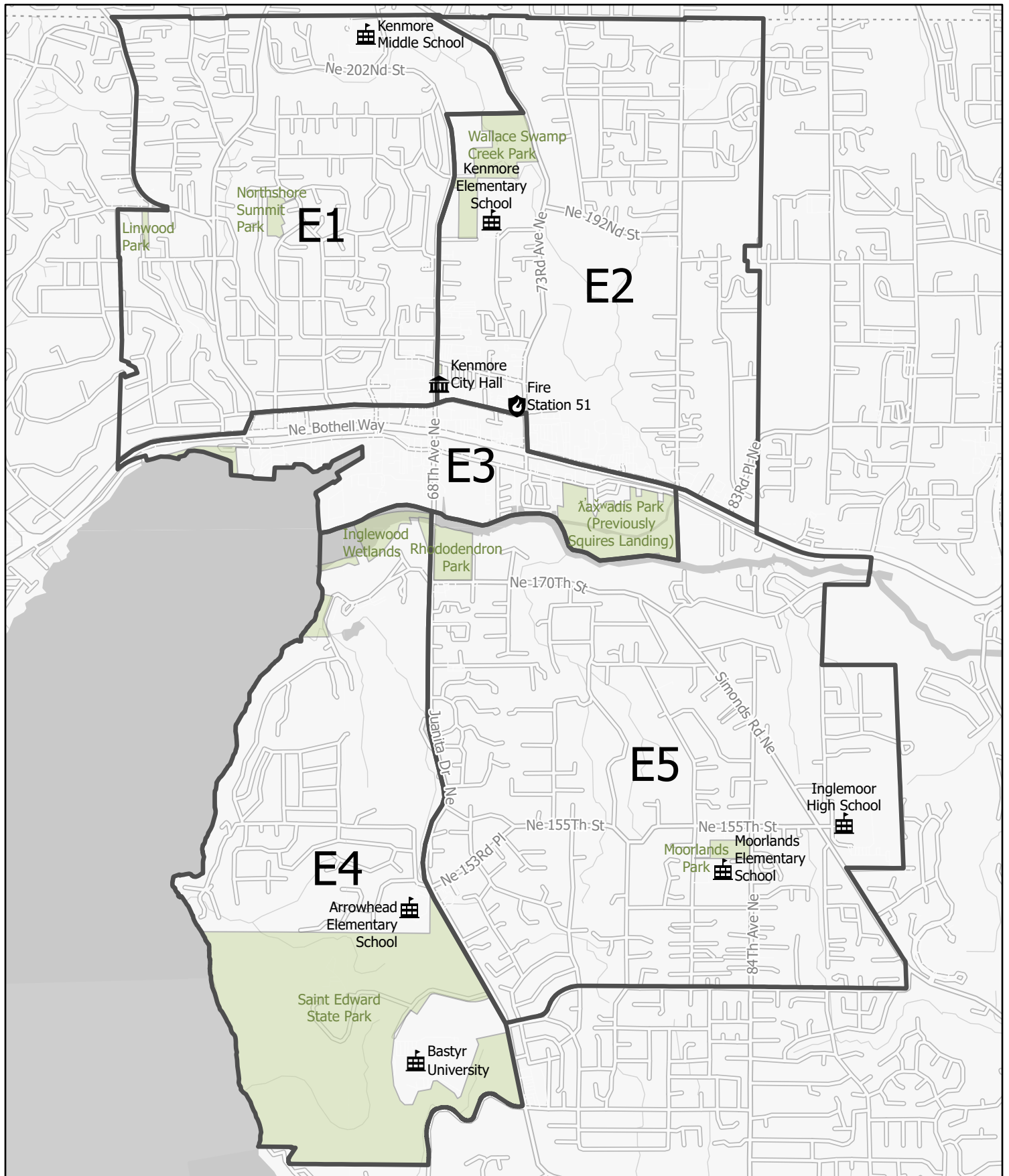
The need for additional staffing for police services will increase as the population grows. Staffing needs are evaluated based on increases in calls for service and response times. Additional support staff and facilities needs will continued to be evaluated based on agency and industry standards.





Kenmore officers do not provide service to patrol districts in unincorporated areas. Kenmore has a shared supervision agreement with the City of Shoreline, also a KCSO contract city. Shoreline patrol supervisors oversee Kenmore officers when Kenmore's sole supervisor (the Police Chief), is not on-duty.

**TABLE PS-B
POLICE RESPONSE TIMES**

DATE	PRIORITY	AVERAGE RESPONSE TIME
2017	X	3.36 min.
	1	6.53 min.
	2	8.23 min.
2019	X	2.95 min.
	1	6.68 min.
	2	8.78 min.
2021	X	3.28 min.
	1	7.46 min.
	2	8.95 min.
<p>Notes: Priority X Critical Dispatch – In progress events that pose obvious danger to life Priority 1 Immediate Dispatch – Events requiring immediate police action Priority 2 Prompt Dispatch – Less critical situations that may escalate Note: The variation in Critical Dispatch times is due to factors such as staffing availability, number of calls received, etc.</p>		

Source: Police Services Data, 2021.



-  City Hall
-  Fire Station
-  School
-  Police Patrol District
-  Park

City of Kenmore Patrol Districts



0 1,250 2,500 5,000
Feet

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



Map Date: Aug 2023

FIGURE PS-2

Community Court

In 2023, the City of Kenmore will join the City of Shoreline's Community Court. A community court is an alternative problem-solving court. It differs from traditional court by identifying and addressing the underlying challenges of court participants that may contribute to further criminal activity. Its goal is to build stronger and safer neighborhoods and reduce recidivism through a rehabilitative approach.

A community resource center is an integral component of community court, and it is open to all members of the public in addition to community court participants. Kenmore residents are welcome to visit Shoreline's community resource center to find out about services in the area (education, job training, legal, recovery, mental health, etc.).

Regional Crisis Response Agency (RCR)

In 2022, Kenmore partnered with the Cities of Bothell, Kirkland, Lake Forest Park and Shoreline to form a new entity called the Regional Crisis Response Agency (RCR). The new RCR program offers seven day a week crisis response coverage to strengthen community/police partnerships, increase the connection of at-risk individuals with effective behavioral health services and treatments, enhance community and first responder safety by reducing the potential for police use of physical force, and reduce repeat calls for service. Police and mental health "navigators" respond together to incidents involving persons in crisis with underlying behavioral health conditions. The new entity should be operating by the second quarter of 2023.

Emergency Management

Kenmore partners with Lake Forest Park, the Shoreline Fire Department, and the Northshore Utility District for the City's emergency management services through the Northshore Emergency Management Coalition (NEMCo). The City's Comprehensive Emergency Management Plan (CEMP) provides a framework for organizational activities during disaster operations, focusing on minimizing the effects of the disaster and facilitating recovery. NEMCo's focus is to engage the "whole community" to prevent, protect against, mitigate, respond to, and recover from all types of emergencies and disasters through education and volunteer coordination. NEMCo provides a number of emergency preparedness training opportunities throughout the year for those interested in volunteering or for those who just want to be better prepared at home. The City also joins King County in adopting a hazard mitigation plan to assess natural and human-caused hazards and identify mitigating measures to address those hazards.

Public Schools

The Northshore School District primarily serves seven jurisdictions: King County, Snohomish County, the City of Bothell, the City of Brier, the City of Kenmore, the City of Kirkland, and the City of Woodinville. The District boundaries are shown in **Figure PS-3**.

Lake Washington School District serves King County and the Cities of Kirkland and Redmond. The northern boundary of this District bisects St. Edward State Park in Kenmore. Refer to **Figure PS-4**. As there is no residential population living with school-age children in this area, no services are provided in Kenmore and no additional information on the Lake Washington School District is included in the Element. The Northshore School District is addressed below.

Northshore School District

Five schools are located within Kenmore City limits, including three elementary schools, one middle school and one high school:

- Arrowhead Elementary
- Kenmore Elementary
- Moorlands Elementary
- Kenmore Middle School
- Inglemoor High School

Schools in the immediate vicinity of the City include Sorenson Early Childhood Center, Westhill, Lockwood, and Shelton View Elementaries; Canyon Park and Northshore Middle Schools; Bothell and Innovation Lab High Schools; and Northshore Family Partnerships (K-9) and Northshore Networks (K-12). These nearby schools serve a portion of Kenmore residents. Northshore School District counts home school students in the District through enrollment in Northshore Family Partnerships (NFP) and by tracking families' submittal of a Declaration of Intent to home school. Those submitting a Declaration do not participate in NFP. In 2022-2023, 209 students in the District participated in NFP; 417 families submitted a Declaration of Intent to Home School.

Attendance boundaries for the high schools show that the greater part of Kenmore is within the Inglemoor High School attendance boundaries. However, students on the north side of Kenmore and those east of 82nd Avenue NE, 83rd Avenue NE, and portions of 80th Avenue NE, are within the Bothell High School attendance boundaries.

School Classroom Size, Capacities, and Deficiencies

The Northshore School District establishes its level of service by defining class size goals. The base standard for elementary schools is 24 students per classroom. For middle and high schools, the base standard is 26 students per classroom. The student capacity of a school is determined by the classroom size goal as well as the building area.

The total instructional capacity and scheduled capacity of the schools within Kenmore and outside of Kenmore, which serve Kenmore residents, are shown in **Table PS-C**. To provide planning time and space for teacher preparation, and meet required instructional needs, some facilities will only support a design capacity utilization of 85%. Scheduled capacity reflects the specific programs that take place in each room.

Capacity information includes portables at the school. To optimize instructional program flexibility and maximum service levels in the most cost-effective way possible, the District maintains 10-15% of its total design capacity in portables.

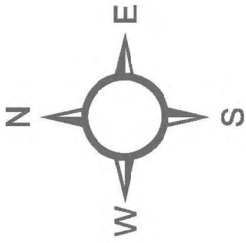
**TABLE PS-C
NORTHSHORE – SCHOOL STUDENT CAPACITIES AND ENROLLMENT**

SCHOOL	TOTAL INSTRUCTIONAL CAPACITY	Sep-23 ENROLLMENT (FTEs)	% INSTRUCTIONAL CAPACITY
ELEMENTARY			
Arrowhead	406	283	69%
Kenmore	486	381	78%
Lockwood	619	572	92%
Moorlands	697	607	87%
Shelton View	499	499	100%
Westhill	520	410	78%
MIDDLE SCHOOL			
Canyon Park	988	899	90%
Kenmore	822	733	89%
Northshore	966	834	86%
HIGH SCHOOL			
Inglemoor	1,494	1,353	90%
Bothell	1,515	1,569	103%

Source: 2023 Capital Facilities Plan NSD



Northshore School District



- Elementary Schools
- 1

 Arrowhead Elementary
- 20

 Canyon Creek Elementary
- 3

 Cottage Lake Elementary
- 4

 Crystal Springs Elementary
- 14

 East Ridge Elementary
- 23

 Fernwood Elementary
- 19

 Frank Love Elementary
- 22

 Hollywood Hill Elementary
- 5

 Kenmore Elementary
- 15

 Kokanee Elementary
- 9

 Lockwood Elementary
- 6

 Maywood Hills Elementary
- 10

 Moorlands Elementary
- 29

 Ruby Bridges Elementary
- 11

 Shelton View Elementary
- 24

 Sunrise Elementary
- 21

 Wellington Elementary
- 7

 Westhill Elementary
- 13

 Woodin Elementary
- 26

 Woodmoor Elementary

- Administrative/Resources
- 96

 Administration Building
- 99

 Support Services
- 86

 Transportation Center

- Middle Schools
- 43

 Canyon Park Middle School
- 42

 Kenmore Middle School
- 46

 Leota Middle School
- 47

 Northshore Middle School
- 44

 Skyview Middle School
- 45

 Timbercrest Middle School

- High Schools
- 71

 Bothell High School
- 72

 Inglesmoor High School
- 77

 Innovation Lab High School
- 74

 North Creek High School
- 59

 Secondary Academy for Success
- 73

 Woodinville High School

- Other
- 81

 Northshore Networks at Bear Creek (1-12)
- 82

 Northshore Family Partnership at Bear Creek (K-8)
- 31

 Sorenson Early Childhood Center (Pre-K)
- 71

 Adults Transitioning to Independence at Bothell HS
- 99

 Adult Transition Pathways at Support Services

EVERETT DISTRICT

SNOHOMISH DISTRICT

EDMONDS DISTRICT

MONROE DISTRICT

SHORELINE DISTRICT

LAKE WASHINGTON DISTRICT

LAKE WASHINGTON DISTRICT

RIVERVIEW DISTRICT

- Elementary Schools
- 🏢

 Administration
- 🏠

 Support Services
- ▲

 Transportation Center
- ◆

 Middle Schools
- 🏠

 Choice Schools
- Adult Transition Programs
- High Schools
- ▲

 Adult Transition Programs

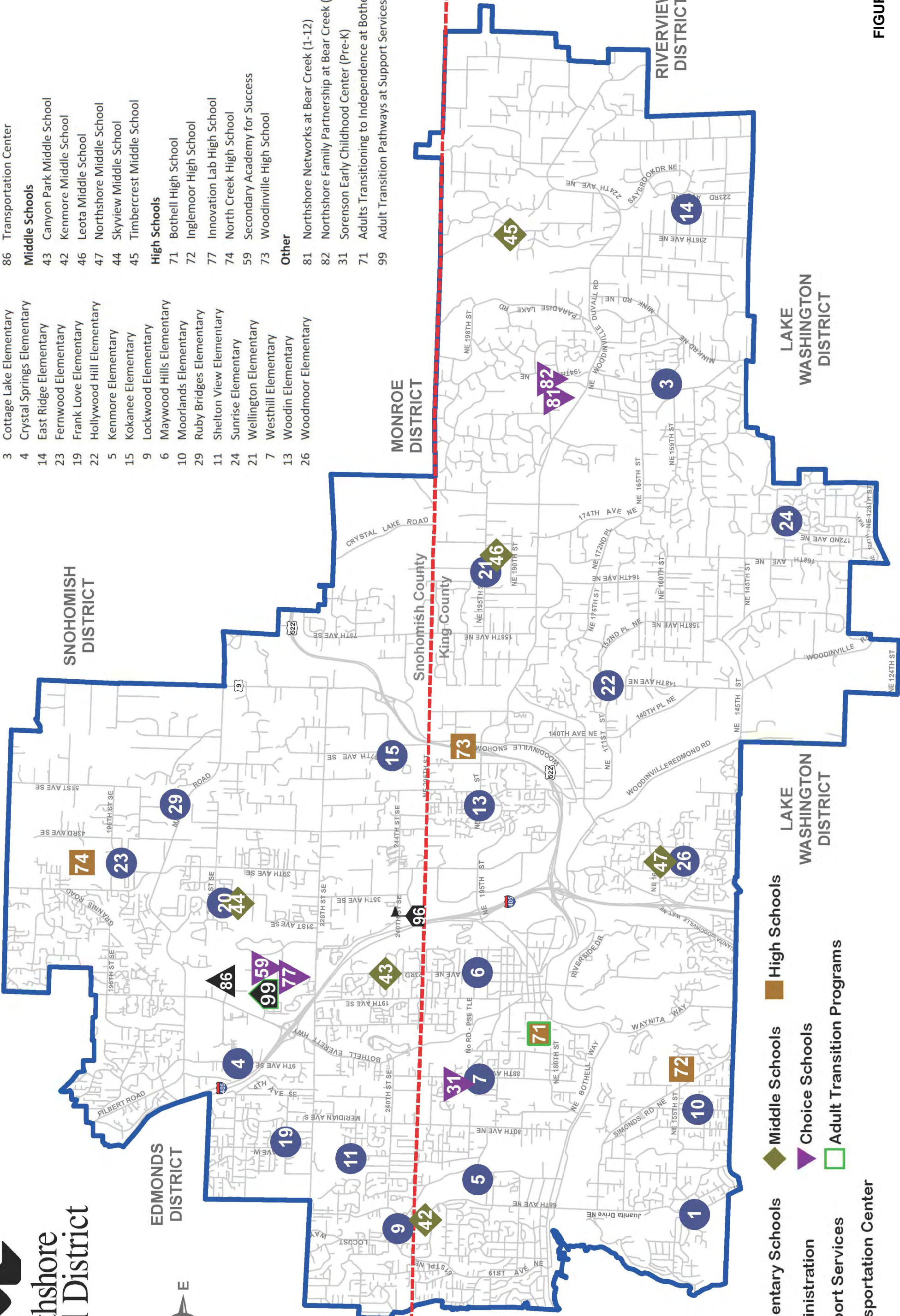


FIGURE PS-3

Updated 8/21



SYMBOL CODES:	★	●	■	■	◆
	RESOURCE CENTER/ ADMINISTRATION	ELEMENTARY SCHOOLS	MIDDLE SCHOOLS	HIGH SCHOOLS	OTHER PROGRAMS

Future Growth

According to the School District, growth continues to outpace school capacity and has fully exhausted capacity increases from relocating building programs, portable additions, grade reconfiguration, and boundary changes. Growth has been concentrated in northern, central, and southern portions of the District and is accelerating at the secondary level.

A \$425 million 2022 capital bond approved by voters includes eight new projects to add permanent capacity across the District at all grade levels. Improvements planned for schools in the District that may impact Kenmore include:

- The Inglemoor High School modernization project that proposes replacing the 6 portables on site with permanent classrooms and adding 10 additional permanent classrooms. Also proposed are a new athletic support space, a new commons, and a new main office complex to support increased capacity. Part 1 completion is estimated in 2026.
- The Kenmore Elementary School modernization project that proposes replacing 9 portables with permanent classrooms and adding 2 additional permanent classrooms. Also proposed are a new gym, commons, main office complex, a fully inclusive playground, and improved site circulation to support increased capacity. Estimated completion is 2025.

Impact Fees

Impact fees from new development can be used to purchase land for school sites, make site improvements, construct schools and purchase/install temporary facilities (portables).

Northshore School District updated its student-generation factor for both single family and multi-family and townhome units in early 2022. The townhome generation factor was new with the 2022 update. The District's student-generation rate for multi-family dwelling units is much lower than for single-family homes. The student-generation rate, when isolated for townhomes only, shows that more students are residing in those units than in traditional multi-family units.

Bastyr University

Bastyr University is located along Juanita Drive on privately owned property adjacent to St. Edward State Park. The University was founded in 1978 in Seattle by practicing naturopathic physicians and moved to its location in Kenmore in 1996. In 2012, the University opened a second campus in San Diego, California.

The University is a leading institution of science-based natural medicine and is the largest university for the natural health arts and sciences fields in the U.S. The University offers baccalaureate, masters and doctoral degree programs, along with two certificate programs. Areas of study include:

- Naturopathic Medicine
- Nutrition
- Acupuncture
- Counseling Psychology
- Health Psychology
- Herbal Sciences
- Holistic Landscape Design

- Integrated Human Biology
- Midwifery
- Maternal-Child Health Systems
- Public Health

Bastyr University also provides a number of other services and benefits to Kenmore residents as well as the greater Seattle community. The Bastyr Center for Natural Health, located in Seattle, provides full services in acupuncture, counseling, naturopathic medicine, and nutrition. The University also offers continuing education courses for both health care professionals and the general public.

In 2022, the University estimated an enrollment of 742 students over the two campuses, with 487 students in Kenmore. The average student to faculty ratio is 9:1.

The University has a ten-year Master Plan, approved by the City, which sets out future enrollment projections and proposed development. The Master Plan approval extends through December 31, 2025.

GOALS, OBJECTIVES, AND POLICIES

Following are the public services goals, objectives and policies.

GOAL PS-1. ENSURE THAT CITY GOVERNMENT REMAINS OPEN AND RESPONSIVE TO ITS COMMUNITY.

OBJECTIVE PS-1.1 Strengthen engagement between government and the people.

Policy PS-1.1.1 Strive for communication with residents, business owners, property owners, and others by:

- Providing newsletters to the general public and working with local news-papers to provide information about the City, public meetings, plans, programs, policies, and regulations.
- Using signage, as appropriate, to alert the community to City meetings and events.
- Using the City web site and social media to provide information about the City, its elected officials, public meetings, plans, programs, policies and regulations.
- Using other methods of communication, such as focus groups, advisory committees, and consultations to inform the community, business, and development community about City plans, programs, policies, and regulations.
- Coordinating with public and private schools to involve youth in the City's plans and programs, such as park and recreation plans, volunteer programs, and other aspects of City plans and programs that would benefit from youth involvement.

Policy PS-1.1.2 Prior to action on City plans and regulations, seek and integrate public input through public workshops, meetings, and hearings.

Policy PS-1.1.3 Support community engagement techniques that will encourage a diversity of voices, including those that have historically been underrepresented.

Policy PS-1.1.4 Provide translation and interpretation services whenever possible to involve community members who do not speak English. Use transcreation when possible.

OBJECTIVE PS-1.2 Actively seek public involvement.

Policy PS-1.2.1 Encourage City staff and elected officials to regularly attend civic and community organization meetings.

Policy PS-1.2.2 Seek broad representation on boards, commissions, and advisory groups.

Policy PS-1.2.3 Work with civic organizations to educate the general public on the responsibilities of government and their participation.

Policy PS-1.2.4 Establish ongoing communications with community-based organizations representing constituencies whose voices are not regularly heard.

OBJECTIVE PS-1.3 Encourage and facilitate charitable giving, community service and volunteerism.

Policy PS-1.3.1 Provide for recruiting, training, organization, and recognition of volunteers within the community to address appropriate public needs.

GOAL PS-2. PROVIDE EFFICIENT MUNICIPAL SERVICES THAT MEET THE NEEDS OF THE COMMUNITY.

OBJECTIVE PS-2.1 When appropriate, contract with the County, other cities, public agencies and private providers for the cost-efficient delivery of quality municipal services.

Policy PS-2.1.1 Establish clear level of service standards, and regularly evaluate alternatives for the cost-effective delivery of services.

Policy PS-2.1.2 On a regular basis, evaluate contracts for the delivery of service.

Policy PS-2.1.3 Ensure the availability of County services in proportion to the City's financial contributions.

OBJECTIVE PS-2.2 Provide sufficient resources, staffing, and procedures to provide quality City-managed services to the community.

Policy PS-2.2.1 Annually review the achievement of Comprehensive Plan goals, objectives and policies, as well as progress towards implementing functional and capital facility plans. Determine through the budget review process if resources and staffing are sufficient to meet desired outcomes.

OBJECTIVE PS-2.3 Develop and implement permit processes that are timely, predictable, and fair to all affected parties.

Policy PS-2.3.1 Review development regulations to ensure they are necessary and directly relate to implementation of the Comprehensive Plan and other State and Federal mandates. Eliminate duplicative and unnecessary regulations.

Policy PS-2.3.2 Provide procedures to process permits in a timely fashion.

Policy PS-2.3.3 Implement uniform application, public notice, permit review, and appeal procedures.

Policy PS-2.3.4 Strive to involve the public in the permit process such that their comments may be heard and considered:

- a. Provide public notice of major development proposals;

- b. Encourage, and facilitate where possible, early communication between developers and neighbors about the project and its impacts; and,
- c. Educate the public about development rules and help them effectively participate in the development and land use regulation process. Reports and documents should be made available in advance and available on the City’s website, at City Hall, the library, and other appropriate locations. Translation and interpretation services should be provided whenever possible.

GOAL PS-3. SUPPORT AND PROVIDE A HIGH LEVEL OF POLICE PROTECTION, FIRE SUPPRESSION, AND EMERGENCY SERVICES.

OBJECTIVE PS-3.1 Provide and maintain a police system sufficient to meet the community’s public safety needs.

- Policy PS-3.1.1 Provide community crime education programs. Provide or encourage those programs or activities that stimulate neighborhood cohesiveness such as Neighborhood Watch programs, community clubs, and others.
- Policy PS-3.1.2 Support youth participation in the King County Explorer Program.
- Policy PS-3.1.3 Include “Crime Prevention through Environmental Design” components in site design guidelines for new development.
- Policy PS-3.1.34 Enhance the public safety system by providing support services to persons in crisis with underlying behavioral health conditions during incident response.

OBJECTIVE PS-3.2 Support the fire service provider in its efforts to provide a Fire Prevention, Fire Suppression and Emergency Medical Services response system sufficient to meet the community’s public safety needs.

- Policy PS-3.2.1 Continue to coordinate review of development plans with the Northshore Fire Department and the Northshore Utility District to ensure Uniform Fire Code and fire flow requirements are met.
- Policy PS-3.2.2 Continue to coordinate efforts to maintain an effective fire code inspection program with the Northshore Fire Department, to ensure that all commercial, multifamily, and public facilities developments provide safe environments for the public to live, work and visit.

OBJECTIVE PS-3.3 In coordination with surrounding jurisdictions and special districts, establish an effective emergency management system.

- Policy PS-3.3.1 Establish emergency management procedures for the City in consultation with the Northshore Utility District, the Northshore Fire Department, adjacent jurisdictions, King County, Snohomish County, and the State.
- Policy PS-3.3.2 Participate in regional emergency management programs.

- Policy PS-3.3.3 Work with the community to educate the public about emergency preparedness and encourage community members to be prepared for natural disasters.

GOAL PS-4. SUPPORT THE PROVISION OF QUALITY EDUCATIONAL OPPORTUNITIES TO THE KENMORE COMMUNITY.

OBJECTIVE PS-4.1 Support public and private education providers in providing the best education for members of the community.

- Policy PS-4.1.1 Coordinate and communicate with the appropriate school districts on issues of mutual interest including, school facility location/expansion, impacts of new development, impacts of school facilities and activities on the community, parks and recreation programs, population and growth projections, and school involvement in the community.

OBJECTIVE PS-4.2 Encourage diverse and continuing education opportunities.

- Policy PS-4.2.1 Recognize Bastyr University as an important institution providing higher education in the region. Establish regular communication with the University regarding traffic and circulation, parks and recreation, and other areas of community concern.

- Policy PS-4.2.2 Support continuing education programs offered by the University of Washington campuses, Bastyr University, Shoreline Community College, Cascadia College, and other providers.

OBJECTIVE PS-4.3 Provide adequate library services in the community.

- Policy PS-4.3.1 In partnership with the King County Library System, encourage increased local library services to the Kenmore community.

GOAL PS-5. SUPPORT THE PROVISION OF EQUITABLE, EFFECTIVE AND ACCESSIBLE HUMAN SERVICES THAT ADDRESS COMMUNITY NEEDS

OBJECTIVE PS-5.1 Collaborate with existing human service providers to provide a robust network of human services including those for families, seniors, and youth in the Kenmore community.

- Policy PS-5.1.1 Increase coordination among providers of services with the aim of expanding services to Kenmore residents. Work with the talent base already available in the service provider community to develop comprehensive approaches to meet the needs of residents. Consider the following roles for active City involvement:
- a. Convene meeting(s) of providers serving Kenmore to develop plans for increased or more focused services in Kenmore.
 - b. Encourage service providers to offer services, classes, outreach materials, and information in multiple formats and languages.

- c. Improve community information on services available to Kenmore residents. City Hall should continue to be a central source for information on services available to Kenmore residents.

OBJECTIVE PS-5.2 Make health and human services more accessible to the Kenmore community.

Policy PS-5.2.1 Help make health and human services more accessible and less subject to the barriers of inadequate transportation and facilities space. Consider the following roles for active City participation:

- a. Facilitating improved transportation services for Kenmore residents. The City should work with Metro transportation services and Sound Transit staff to develop increased transit service within Kenmore and between Kenmore and neighboring communities.
- b. Supporting partnerships between schools and local service agencies for space to operate youth programs and services at school sites.

Policy PS-5.2.2 Support the efforts of the Northshore Senior Center, including the Kenmore Senior Center, to provide a variety of recreational, social, educational, and wellness programs to the Kenmore community.

Policy PS-5.2.3 Make Kenmore a healthy place to live, learn and thrive by providing parks and open space for active and passive recreation, protecting air and water quality, supporting opportunities to walk and bicycle, and organizing community events that celebrate all ages, abilities, and cultural backgrounds.

OBJECTIVE PS-5.3 Recognize the City's limited resources by applying municipal funds to fill gaps in services or to leverage federal, state or regional funding received.

Policy PS-5.3.1 Encourage agencies and human services providers to update information on community needs and available services, with recommendations on how providers might reduce or eliminate gaps in service for Kenmore residents.

Policy PS-5.3.2 Utilize Federal, State and County funding, or other grant funding, to help expand programs to fill gaps in services.

IMPLEMENTATION STRATEGIES`

These Public Services policies would require new or increased commitments of City resources to prepare new regulations, review/amend existing regulations, create educational or incentive programs, or coordinate with adjacent jurisdictions.

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

- Encouraging agencies and human services providers to update information on community needs and available services, with recommendations on how providers might reduce or eliminate gaps in service for Kenmore residents.
- Development of a recreational guide to promote locations and opportunities for physical activity.
- Development of a translation/interpretation protocol for City projects and programs.

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

- Coordinate with the combined Northshore Fire Department/Shoreline Fire Department in their development review and inspection programs
- Participate in regional emergency management systems
- Coordinate with school districts, Bastyr University, University of Washington-Bothell, and Cascadia College.
- Coordinate with the Library District
- Facilitate meeting(s), coordinate and partner with human service providers
- Conduct a needs assessment to evaluate the demand for human services, social services and mental health services and what services are available or essential to support the daily needs of Kenmore residents

REFERENCES

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King County Sheriff's Office (December 2022). Personal communication from Police Chief Brandon Moen to Lauri Anderson, Principal Planner.

Northshore Fire District (December 2022). Personal communications from Shoreline Fire Department Fire Chief Matt Cowan to Lauri Anderson, Principal Planner.

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Northshore School District 417 (2022). 2022 Capital Facilities Plan, Bothell, WA.

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UTILITIES ELEMENT



UTILITIES ELEMENT

INTRODUCTION

Purpose

City residents rely on a number of basic services that help define their quality of life and maintain their health and well being. Water supply and sewage and solid waste disposal systems and the delivery of natural gas, electricity, and telecommunication services are considered “utilities.” These services are often taken for granted, yet without coordination and conscientious planning for future growth, service may be interrupted, inadequate, or prohibitively expensive. The Utilities Element addresses electricity, telecommunications (telephone, cable, internet), and natural gas provision as well as water, wastewater, and solid waste services. The Element also addresses conservation and recycling.

The utilities element is consistent with and supports other elements of the Comprehensive Plan. For example, by setting goals, policies and objectives for the provision of efficient and sustainable utilities to serve existing development and anticipated growth identified in the Land Use element. The importance of infrastructure efficiency and reliability, a focus on conservation, the reduction of fossil fuels and greenhouse gas emissions, and a shift to renewable energy sources is a focus of this element. The Utilities Element is consistent with the Climate Action Element for improving infrastructure resiliency to climate impacts for improving climate resiliency to climate impacts and reducing greenhouse gas emissions.

Growth Management Act Requirements

The Growth Management Act (GMA) has the goal of ensuring that those public facilities and services necessary to support development shall be adequate to serve the development at the time development is available for occupancy and use without decreasing current service levels below locally established minimum standards. A Utilities Element is required to address the general location, proposed location and capacity of existing and proposed utilities, including electrical lines, telecommunication lines, and natural gas lines.

VISION 2050

The overall vision in the multicounty planning policies (VISION 2050) is that public facilities and services will support the region’s growing communities in a coordinated, fair, efficient, and cost-effective manner. VISION 2050 emphasizes conservation measures and the use of renewable energy resources. Planning for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas, also is emphasized.

Countywide Planning Policies

The King County Countywide Planning Policies (CPPs) include general policies to ensure adequate infrastructure for planned development within the King County Urban Growth Boundary. Growth is to be directed to centers and urbanized areas with existing infrastructure capacity.

CPP policies focus on providing utilities in an efficient and cost-effective manner. They support water conservation as a means to reduce future need, along with recycling and reuse of solid waste. The CPPs encourage investment in low-carbon, renewable, and alternative energy resources to help meet the County's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.

As in VISION 2050, the CPPs support equitable provision of telecommunication infrastructure and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas.

EXISTING CONDITIONS/FORECAST OF FUTURE NEEDS

Electricity

Puget Sound Energy (PSE) is a private utility providing electric and natural gas service to homes and businesses in the Puget Sound region and portions of Eastern Washington, covering 10 counties and approximately 6,000 square miles. PSE provides electrical power to more than 1.2 million electric customers throughout 8 counties. Within the City of Kenmore, PSE serves approximately 16,779 metered customers.

Existing Distribution System

To provide the City of Kenmore with electricity, PSE builds, operates, and maintains an extensive integrated electric system consisting of generating plants, transmission lines, substations, switching stations, sub-systems, overhead and underground distribution systems, attachments, appurtenances, and metering systems.

PSE generates approximately 46 percent of the electricity for its customers from its own generation plants—hydro, gas, coal, solar and wind. PSE currently has about 3,500 megawatts of power-generating capacity and purchases the rest of its power supply from a variety of other utilities, independent power producers and energy marketers across the western United States and Canada. In 2022, PSE provided 3,794,770 MWh of renewable energy produced from wind and hydropower facilities.

The PSE electric transmission facilities in City of Kenmore are important components of the electric energy delivery grid serving the city and Puget Sound region. As electricity reaches the City, the voltage is reduced and redistributed through lower-voltage transmission lines, distribution substations, overhead and underground distribution lines, smaller transformers, and to individual meters. PSE operates and maintains approximately 5.8 miles of 115 kilovolt (kV) high-voltage transmission lines, 1 switching station, 2 substations, 66 miles of overhead and 48 miles of underground 12kV distribution lines in Kenmore.

Regulatory Environment

PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (WUTC). PSE electric utility operations and standards are further governed by the

Federal Energy Regulatory Commission (FERC), the National Electric Reliability Corporation (NERC), and the Western Electricity Coordinating Council (WECC). These respective agencies monitor, assess and enforce compliance and reliability standards for PSE. The residents of Kenmore and the region rely on the coordinated effort between PSE and the City for the adoption and enforcement of ordinances and/or codes to protect transmission and distribution line capacity and support federal and state compliance of safe, reliable, and environmentally sound operation of PSE's electric facilities. Routine utility maintenance work, including vegetation management, is required to maintain compliance with FERC, NERC, and WECC regulations.

Additionally, the Clean Electricity Transformation Act (CETA) became law in Washington State in 2019. CETA requires PSE to provide electricity free of greenhouse gas emissions by 2045. The UTC and Washington Department of Commerce (WDOC) adopted CETA implementation rules that require utilities to develop four-year plans known as Clean Energy Implementation Plans (CEIP) to outline plans for clean energy investments, equitable distribution of customer benefits, and 100% clean energy by 2045. The first CEIP covers the time period of 2022-2025 and was filed with the UTC on December 17, 2021. It includes programs and investments such as expanding energy efficiency efforts, deploying new technologies, installing localized sources of clean energy, and investing in renewable energy.

Planned Upgrades to System

Puget Sound Energy plans years in advance to ensure the supply and infrastructure necessary to deliver clean, safe and reliable energy. An IRP is a 20-plus year view of PSE's energy resource needs, which is developed through a planning process that evaluates how a range of potential future outcomes could affect PSE's ability to meet customers' electric and natural gas supply needs. The analysis considers policies, costs, economic conditions, physical energy systems, and future resource procurement. PSE's latest IRP was filed with the UTC on April 1, 2021 and is the foundation for PSE's first Clean Energy Implementation Plan (CEIP).

PSE will be systematically deploying smart grid technology at each level of infrastructure to enhance and automate monitoring, analysis, control and communications capabilities along its entire grid. Smart grid technologies can impact the electricity delivery chain from a power generating facility all the way to the end-use application of electrical energy inside a residence or place of business. The ultimate goals of smart grid are to enable PSE to offer more reliable and efficient energy service, and to provide customers with more control over their energy usage.

PSE's Customer Connected Solar Program provides information and resources to learn more about installing solar on a property and how to apply for interconnection and net metering with PSE. Net Metering, defined by PSE Rate Schedule 150, allows customer-generators to offset some or all of their electricity consumption with solar energy generation on an annual basis. Although this provides a modest portion of PSE's electrical supply portfolio, the number of customer-owned connections continues to increase every year. Currently, there are over 16,000 net metered solar customers in PSE's service territory. There are 128 net metered customers in Kenmore, one of which is Kenmore City Hall.

Specific transmission and substation construction that is anticipated in Kenmore in the next 10 years includes reconductoring of the existing Moorlands Inglewood transmission line that was built in the 1940s between the Moorlands and Inglewood substations in Kenmore. This 1.66-mile-

long line brings power to customers in Kenmore and is approaching its capacity limits, making it at risk of overloading during periods of high energy usage—putting customers at risk for power outages. The transmission line reconductoring is currently planned to go to construction in 2031. The new line, generally running along 84th Avenue NE, will include a high-capacity conductor, new poles, and associated equipment.

Two proposed substations (Spruce and Chickadee) may also serve Kenmore in the future but are not proposed for construction within the next 10 years. Two new transmission lines between Sammamish, Moorlands and Seattle City Light facilities may also serve Kenmore in the future but are not proposed for construction within the next 10 years.

Conversion to Underground Service

The cost of undergrounding of electric facilities is regulated by the Washington Utilities and Transportation Commission (WUTC). Underground installations by PSE must be done in accordance with the rates and tariffs on file with the WUTC.

Undergrounding may be two to four times the cost of installing overhead lines, plus the cost of trenching and hard surface restoration. The latter may result in costs up to 10 times the amount of overhead line installation. In addition, there are costs to the customer, particularly affecting commercial customers, for installing lines from the transformer to the meter at the building.

Challenges to undergrounding include environmental constraints such as wetlands and buffers, as well as the need for easements when large pad-mounted equipment such as transformers and switches cannot be accommodated in the right-of-way.

Energy Conservation Programs

Under the Energy Independence Act (EIA), utilities must pursue all conservation that is cost effective, reliable and feasible. PSE identifies the conservation potential over a 10-year period and sets two-year targets. For more than three decades PSE's energy efficiency programs have been the foundation of PSE's cost-effective energy resources, and this will continue. Energy conservation reduces the rate at which new facilities need to be built or upgraded. These programs include a wide variety of measures that result in a smaller amount of energy being used to do a given amount of work. Programs include retrofitting heating, ventilation and air conditioning (HVAC) systems, building weatherization, lighting upgrades and appliance upgrades.

PSE currently has several energy conservation programs for residential, commercial, and industrial customers. While these programs may change from year-to-year, current programs range from technical assistance and information to referrals and financial assistance. PSE has Energy Advisors to help direct customers to the various conservation programs currently available. For residential customers PSE offers a free, do-it-yourself home energy assessment as well as several free informational brochures on the various rebate and incentive programs. PSE also provides weatherization assistance for low-income customers.

Natural Gas

Natural gas utility service for the City of Kenmore also is provided by Puget Sound Energy (PSE). Currently, PSE provides natural gas to more than 900,000 customers, throughout 6 counties. Within the City of Kenmore, PSE serves 6,303 metered customers.

Existing Distribution System

PSE controls its gas-supply costs by acquiring gas, under contract, from a variety of gas producers and suppliers across the western United States and Canada. PSE purchases 100 percent of its natural gas supplies needed to serve its customers. A majority of the natural gas is obtained from producers and marketers in British Columbia and Alberta, and the rest comes from Rocky Mountain States. All the gas PSE acquires is transported into PSE's service area through large interstate pipelines owned and operated by Williams Northwest Pipeline. PSE buys and stores significant amounts of natural gas during the summer months, when wholesale gas prices and customer demand are low, and stores it either in the pipes themselves (via increased pressure) or in large underground facilities. PSE can then use reserves in winter when customer usage is highest, ensuring that a reliable and affordable supply of gas is available.

To provide the City of Kenmore and adjacent communities with natural gas, PSE builds, operates, and maintains an extensive system consisting of transmission and distribution natural gas mains, odorizing stations, pressure regulation stations, heaters, corrosion protection systems, above ground appurtenances, and metering systems. When PSE takes possession of the gas from its supplier, it is distributed to customers through PSE-owned natural gas mains and service lines. Currently within the City of Kenmore PSE operates and maintains: 16 miles of high pressure main, 6 District Regulators, and 97 miles of intermediate pressure main.

PSE receives natural gas transported by Williams Northwest Pipeline's 36" and 30" high pressure transmission mains at pressures ranging from 500 PSIG to 960 PSIG. The custody change and measurement of the natural gas occurs at locations known as Gate Stations. This is also typically where the gas is injected with the odorant mercaptan. Since natural gas is naturally odorless, this odorant is used so that leaks can be detected. The Gate Station is not only a place of custody transfer and measurement but is also a common location of pressure reduction through the use of "pressure regulators". Due to state requirements, the pressure is most commonly reduced to levels at or below 250 PSIG. This reduced pressure gas continues throughout PSE's high pressure supply system in steel mains ranging in diameter of 2" to 20" until it reaches various other pressure reducing locations.

In 2021, PSE launched a Renewable Natural Gas (RNG), program in which more than 4,700 customers lowered their carbon footprint by replacing a portion of their conventional natural gas usage with renewable natural gas. The renewable natural gas offered to customers is made from gas captured at a landfill - not from fossil fuels. Since launching RNG, PSE sold more than 92,000 therms of this cleaner alternative.

To safeguard against excessive pressures throughout the supply and distribution systems due to regulator failure, over-pressure protection is installed. This over-pressure protection will release gas to the atmosphere, enact secondary regulation, or completely shut off the supply of gas. To safeguard steel main against corrosion, PSE builds, operates, and maintains corrosion control mitigation systems to prevent damaged pipe as a result of corrosion.

Regulatory Environment

PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (WUTC). PSE natural gas utility operations and standards are further regulated by the U.S. Department of Transportation (DOT), including the Pipeline and Hazardous Materials Administration (PHMSA). PHMSA's Pipeline Safety Enforcement Program is designed to monitor and enforce compliance with pipeline safety regulations. This includes confirmation that operators are meeting expectations for safe, reliable, and environmentally sound operation of PSE's pipeline infrastructure. PHMSA and the WUTC update pipeline standards and regulations on an ongoing basis to assure the utmost compliance with standards to ensure public safety. The residents within Kenmore rely on the coordinated effort between PSE and the City for the adoption and enforcement of ordinances and/or codes to support the safe, reliable, and environmentally sound construction, operation and maintenance of PSE's natural gas facilities.

Planned Upgrades to System

Puget Sound Energy plans years in advance to ensure the supply and infrastructure necessary to deliver clean, safe and reliable energy. An IRP is a 20-plus year view of PSE's energy resource needs, which is developed through a planning process that evaluates how a range of potential future outcomes could affect PSE's ability to meet customers' electric and natural gas supply needs. The analysis considers policies, costs, economic conditions, physical energy systems, and future resource procurement. PSE's latest IRP was filed with the UTC on April 1, 2021 and is the foundation for PSE's first Clean Energy Implementation Plan (CEIP).

To meet regional and City natural gas demand, PSE's delivery system is modified every year to address new or existing customer growth, load changes that require system reinforcement, rights-of-way improvements, and pipeline integrity issues. Ongoing system integrity work in Kenmore may include the replacement of DuPont manufactured polyethylene main and service piping and certain qualified steel wrapped intermediate pressure main and service piping. Ongoing pipe investigations throughout the city will determine the exact location of any DuPont pipe and qualified steel wrapped pipe to be replaced. In addition, ongoing investigation will determine locations where gas lines may have been cross bored through sewer lines, necessitating subsequent repairs. PSE also utilizes corrosion control mitigation systems to prevent pipe damage as well as annual monitoring schedules of those systems.

Energy Conservation Programs

Under the Energy Independence Act (EIA), utilities must pursue all conservation that is cost effective, reliable and feasible. PSE identifies the conservation potential over a 10-year period and sets two-year targets. For more than three decades PSE's energy efficiency programs have been the foundation of PSE's cost-effective energy resources, and this will continue. Energy conservation reduces the rate at which new facilities need to be built or upgraded. These programs include a wide variety of measures that result in a smaller amount of energy being used to do a given amount of work. Programs include retrofitting heating, ventilation and air conditioning (HVAC) systems, building weatherization, lighting upgrades and appliance upgrades.

PSE currently has several energy conservation programs for residential, commercial, and industrial customers. While these programs may change from year-to-year, current programs range from technical assistance and information to referrals and financial assistance. PSE has Energy Advisors to help direct customers to the various conservation programs currently available. For residential customers PSE offers a free, do-it-yourself home energy assessment as well as several free informational brochures on the various rebate and incentive programs. PSE also provides weatherization assistance for low-income customers.

Hazardous Liquid Pipelines

According to the Northshore Fire District/Shoreline Fire Department, there are no hazardous liquid transmission pipelines located in Kenmore.

Telecommunications

Telecommunications services are regulated by several entities, including the Federal Communications Commission and the Washington Utilities and Transportation Commission. As these telecommunication entities frequently merge and often provide overlapping services, analysis of service by individual carrier is difficult.

Telephone

Telephone service is provided within the city by a number of providers—both landline and cellular. Carriers include New Cingular Wireless (formerly AT&T) and Verizon.

Cable

Cable service is provided within the city by Comcast and other providers, including Frontier and Wave. The City's franchise agreement with Comcast provides free cable service to City Hall, the Northshore Fire District headquarters, the Library, Northshore Utility District headquarters, Fire Station 54, the Police Precinct, and schools.

Internet

Internet services within the city also are provided by a number of private carriers, including Comcast and Ziply.

Local Water Service

Northshore Utility District (NUD) provides public water service to the entire City of Kenmore. As of December 28, 2022, approximately 7,836 NUD water service connections were located in the City of Kenmore 32% of the District's total of 24,653. NUD is organized as a special purpose district that has the authority to operate under Title 57 of the Revised Code of Washington (RCW).

The District owns and operates a water distribution and storage system. All water is purchased from Seattle Public Utilities (SPU) through connections to the Tolt Pipelines No. 1 and 2, and the Tolt Eastside Supply Line. The district has an additional connection to SPU at the Maple Leaf

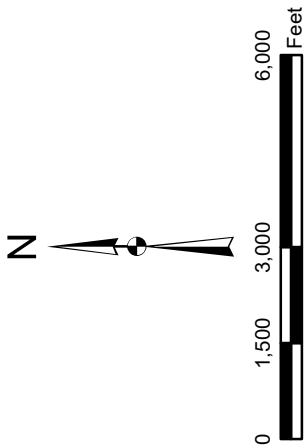
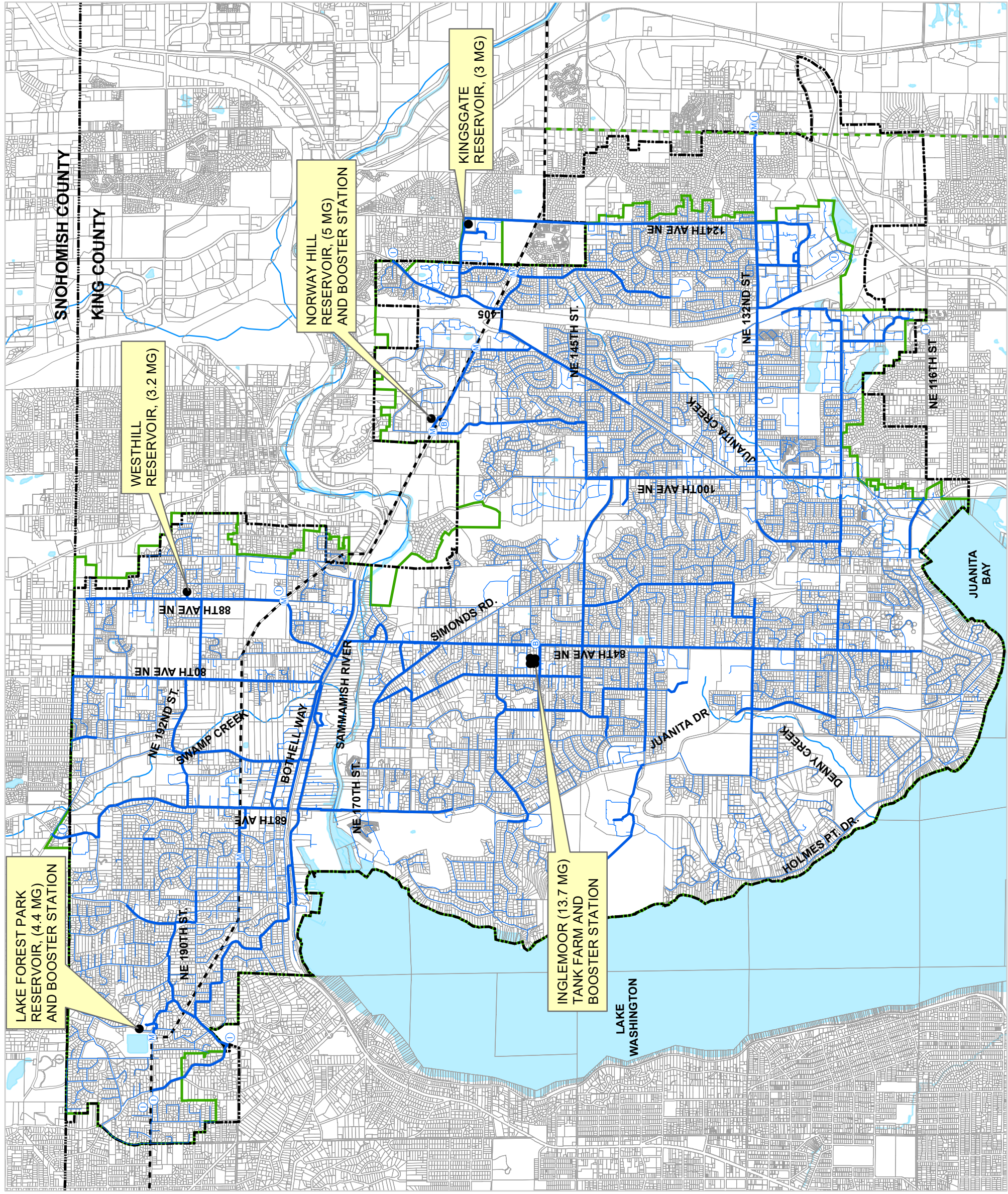
pipeline, used only in emergency situations. SPU is responsible for water quality treatment. The current water supply contract with SPU expires in 2062.

The current Comprehensive Water System Plan for the District was completed in 2017. This plan evaluates the existing system and its ability to meet anticipated requirements for water source, quality, transmission storage, and distribution for a twenty-year period (2016-2035) in accordance with the Growth Management Act. District population estimates for the planning period are based on the 2014 Transportation Analysis Zone (TAZ) projections provided by the Puget Sound Regional Council and Utility District staff determinations.

According to the Plan, the District has sufficient capacity in its existing storage and distribution system to meet growth needs to the 2035 planning horizon and beyond. The SPU contract water supply is sufficient to provide adequate water to the District to buildout, with the Plan indicating that average day and peak season demands at buildout are below the SPU supply contract amount. As a member of the Snohomish River Regional Water Authority, NUD holds a water right for the Snohomish River but is not currently withdrawing water under this water right. Although NUD has drilled a groundwater well in west Bothell, no water right was granted by the State and groundwater is not considered to be a viable water supply option for the district.

The 2017 plan includes a \$4.5 million six-year Capital Improvement Plan and a \$17.9 million 10-year plan. Projects include water supply source development, improvements to the distribution system, metering and telemetry improvements, and emergency preparedness. The majority of these projects constitute ongoing upgrades to the system.

Northshore Utility District's 2017 Water System Comprehensive Plan should be referred to directly for detailed information about the District and its facilities. **Figure U-1** shows existing water mains and reservoirs in the city of Kenmore.



- LEGEND:**
- RETAIL SERVICE AREA (INCLUDING RETAIL SERVICE AREA BY AGREEMENT)
 - CORPORATE BOUNDARY
 - COUNTY LINE
 - WATER MAINS UNDER 12-INCH DIAMETER
 - WATER MAINS 12-INCH DIAMETER & LARGER
 - SPU TOLT RIVER PIPELINES
 - SPU TESSL LINE
 - MASTER METER
 - RESERVOIR
 - INTERTIE LOCATIONS
 - BOOSTER STATIONS



Figure U-1
WATER SYSTEM PLAN

FIGURE 1-2
WATER SYSTEM BASEMAP

Regional Water Service

The Seattle Public Utilities Tolt Pipelines No. 1 and 2 cross the city of Kenmore from east to west, primarily along the NE 185th Street alignment. At 61st Avenue NE the pipeline alignment turns in a northwest direction to the western city boundary.

Several taps into the Tolt Pipeline exist within the city to provide service through Northshore Utility District.

Local Wastewater Service

Northshore Utility District (NUD) provides public sewer service to the entire city of Kenmore. As of December 28, 2022, 7,342 of NUD's 24,513 sewer service connections, or 30%, were in Kenmore. The district is organized as a special purpose district that has the authority to operate under Title 57 of the Revised Code of Washington (RCW).

The District owns and operates a wastewater collection system consisting of collection sewers, trunk sewers, lift stations, and force mains. Wastewater treatment is provided by King County Department of Natural Resources, Wastewater Treatment Division at the South Treatment Plant in Renton, at West Point Treatment Plant in Seattle, and at Brightwater Treatment Plant in Woodinville. The wastewater agreement with the County extends to 2056.

The current Comprehensive Wastewater System Plan for the District was completed in 2009, and an updated Capital Improvement Plan was adopted in 2018. In addition, the District has recently started the process to update the overall comprehensive plan with completion anticipated for 2024. The 2009 plan evaluates the existing collection system and identifies improvements needed to meet the needs of current and future sewer customers in light of changing regulatory requirements, population growth, development trends, and aging facilities for the time frame of 2006-2026. District population estimates for the planning period are based on the Transportation Analysis Zone (TAZ) projections provided by the Puget Sound Regional Council and Utility District staff determinations.

The Plan includes a policy of providing public sewer service to areas within its sewer service area. NUD published a Sewer System Buildout Catalog in 2006, with the goal to provide sewer service to the majority of parcels served by on-site septic systems within 8 years. As of January 4, 2023, there are approximately 265 parcels within the city of Kenmore that are served by on-site septic systems.

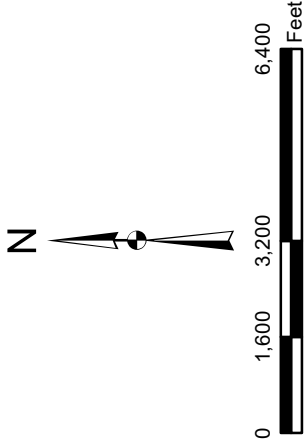
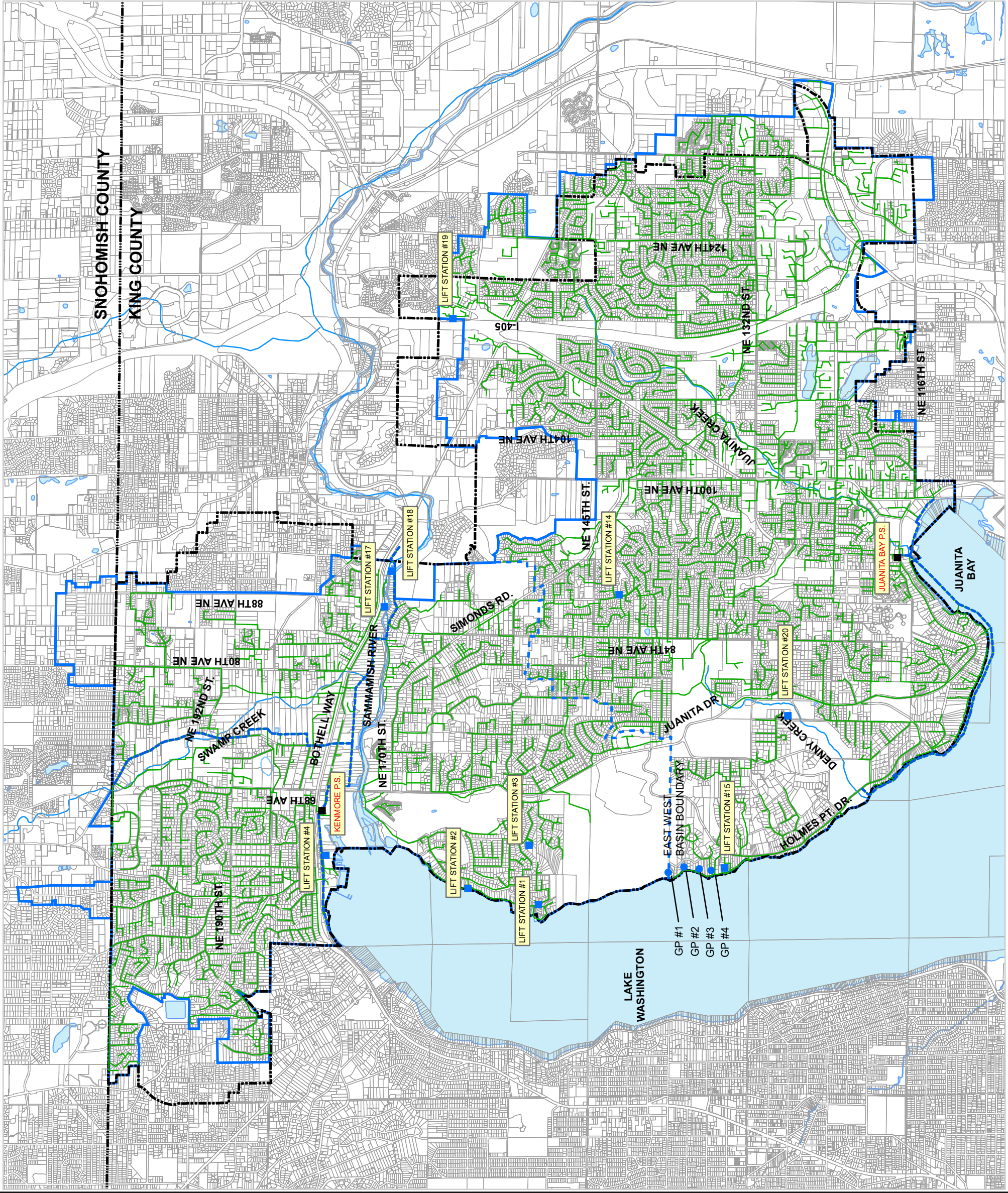
The 2018 Capital Improvement Plan recommends projects for the 2018-2027 time frame that include construction of new and supporting facilities, and upgrades as well as other improvements that will increase system efficiency. The plan includes a \$30 million ten-year capital improvement plan.

Northshore Utility District's 2009 Wastewater Comprehensive Plan should be referred to directly for detailed information about the District and its facilities. **Figure U-2** shows the existing District boundary and sewer service area, with some Kenmore facilities. Parcels that are currently on septic systems are shown on **Figure U-3**.

Regional Wastewater Facilities

King County Department of Natural Resources, Wastewater Treatment Division operates regional facilities within Kenmore. These include the Kenmore Pump Station/Logboom Regulator System, Swamp Creek Trunk, Swamp Creek Connector, and Kenmore Interceptor. Under normal operation, flow from the northern portions of the city in the 36-inch Swamp Creek Trunk is diverted at NE 192nd Street through the Swamp Creek Connector to the Brightwater Treatment Plant. Flows south of this diversion (and NE 192nd Street), enter the 72-inch Kenmore Interceptor and are conveyed to the Kenmore Pump Station. The Kenmore Pump Station/Logboom Regulator System controls flows in the Kenmore Interceptor lakeline, a 48-inch diameter, five-mile-long pipeline constructed in Lake Washington between Kenmore and Matthew's Beach. This system conveys sewage from the Kenmore area to Matthews Beach Pump Station and from there to the West Point Treatment Plant.

Through King County Wastewater Treatment Division planning programs and implemented projects as well as the Agreement for Sewage Disposal between King County and its component agencies, the necessary provisions are in place for treatment through the Comprehensive Plan's planning horizon.



- LEGEND:**
- SEWER SERVICE STUDY AREA BOUNDARY
 - CORPORATE BOUNDARY
 - GRINDER PUMPS
 - LIFT STATIONS
 - KCDNR LIFT STATIONS
 - SEWER MAINS
 - KCDNR INTERCEPTOR
 - COUNTY LINE
 - EAST WEST BASIN BOUNDARY
- SOURCE: KING COUNTY GIS



Figure U-2

WATER SYSTEM PLAN

FIGURE 3-6
WASTEWATER SYSTEM



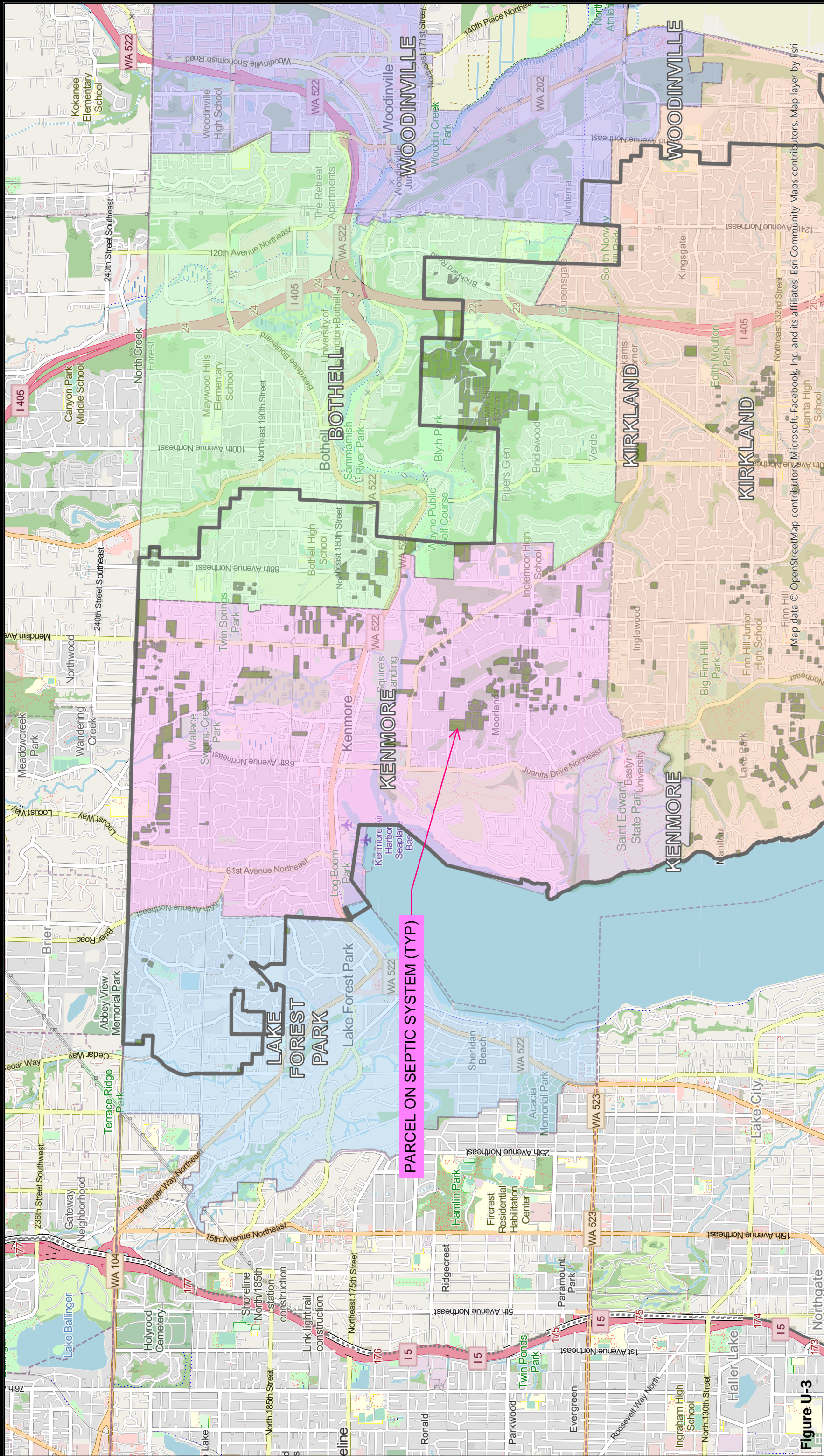
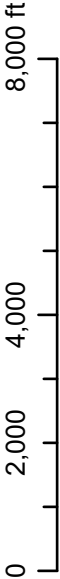


Figure U-3

Parcels on Septic System

1:36,000 1 inch = 3,000



Disclaimer:

Maps and information provided herein represent general geospatial information. The maps are not to be used as a substitute for site surveys or advice from a licensed professional. The information provided is "AS IS" and "WITH ALL FAULTS". The District disclaims all warranties, express or implied, related to accuracy, warranties of content and reliability of the information included. The District disclaims all liability and damages arising from the specific use, or misuse of the maps or information contained or referenced. The District reserves the right to change parameters and content without notice.

Northshore Utility District

6830 NE 185th St, Kenmore, WA 98028 (425) 398-4400

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NUD NAV

Solid Waste

Coordination of Service

The King County Department of Natural Resources and Parks, Solid Waste Division, operates King County's transfer and disposal system comprised of a regional landfill, eight transfer stations, and two rural drop boxes for residential and non-residential self-haul customers and commercial haulers. Kenmore has an interlocal agreement with King County that guarantees the tonnage and associated revenue to allow the Solid Waste Division to operate the system through 2040.

Unincorporated areas of King County are served by private garbage collection companies which receive oversight through the Washington State Utilities and Transportation Commission (WUTC). When an area incorporates, it has the option to establish a franchise with a private hauler but is not required to do so. If a local jurisdiction enters into a franchise, the franchise regulations would supersede state regulations and the private hauler is no longer regulated by the State. The City of Kenmore has elected to allow the state to continue to regulate the private hauler serving the city. The City has no immediate plans to establish a franchise, but may wish to establish one at some point in the future. Republic Services is the garbage/recycling service provider to Kenmore.

Republic Services collects residential and commercial solid waste and recycling in the city. As of January 2023, the following services were provided:

Commercial	176 Garbage	21 Compost	117 Recycle
Multifamily	89 Garbage	11 Compost	91 Recycle
Residential	6259 Garbage	4469 Compost	6269 Recycle

General Waste Collection

The company collects solid waste on a weekly basis and then hauls garbage to the King County Houghton Transfer Station in Kirkland. Except for construction debris, which is recycled, refuse at the transfer station is trucked to the Cedar Hills Landfill.

The 2006 Solid Waste Transfer and Waste Export System Plan identified the need for a new "Northeast Lake Washington" transfer station in the northeast part of King County. The County currently is in the site selection and planning phase of a new recycling and transfer station (RTS). This new RTS could replace the Houghton Transfer Station and is currently referred to as NERT (Northeast Recycling and Transfer Station).

It is expected that the Cedar Hills Landfill will be operational until around 2040 based on current tonnage forecasts. The 2019 Comprehensive Solid Waste Management Plan explores the concept of using other technologies for waste disposal, rather than pursuit of additional landfill space once Cedar Hills is no longer operational. The County has recently selected a consultant and is working with them and other stakeholders to analyze which long-term disposal option is best to replace the Cedar Hills Regional Landfill once it is full.

Recycling

In Kenmore, recycling collection services are provided to single-family and multi-family residences, as well as to commercial customers with individual agreements. Commercial recycling and composting are not mandatory; however, a new Organics Management Law will require organics composting starting in 2024.

Recycling material is collected curbside every other week and taken to Republic Services Recycling in south Seattle. Yard waste also is collected every other week at curbside and taken to Cedar Grove Compost where it is composted then sold for use in gardens and flower beds.

Totals from 2022 annual data (averaged) show the following diversion percentages:

Residential	51.27%
Commercial	19.75%
Multifamily	26.41%

GOALS, OBJECTIVES, AND POLICIES

Following are the utility goals, objectives and policies.

GOAL U-1. ENSURE THAT ALL HOUSEHOLDS ARE SERVED OR CAN BE SERVED BY WATER AND SANITARY SEWER UTILITIES AT ACCEPTED SERVICE LEVELS.

OBJECTIVE U-1.1	Coordinate with the Northshore Utility District, the King County Department of Natural Resources Wastewater Treatment Division, and the City of Seattle to ensure that sufficient sanitary sewer infrastructure and treatment, water supply, infrastructure, and fire flow are available or can be provided to all areas of the community to meet existing and future needs and to protect environmental quality.
Policy U-1.1.1	Ensure City regulations allow for improvements and additions to water and sewer facilities as needed to accommodate growth and provide reliable service.
Policy U-1.1.2	Furnish regular updates of population, employment and development projections to the Northshore Utility District, King County and the City of Seattle in order to ensure appropriate services will be available as needed.
Policy U-1.1.3	Coordinate with the Northshore Utility District in the amendment and implementation of its <u>Water System Plan</u> and <u>Wastewater System Plan</u> in order to achieve shared goals and objectives of providing reliable, service to Kenmore citywide, and to ensure consistency with City's Comprehensive Plan.
Policy U-1.1.4	Coordinate with the Northshore Utility District and combined Northshore Fire District 16/Shoreline Fire Department to ensure adequate fire flow in all areas of the city.
Policy U-1.1.5	If an areawide water or sewer deficiency is identified, ensure that the applicable service providers remedy the deficiency through capital improvement programs and long-term funding strategies. If financing and level of service remedies cannot solve the deficiency, the City may change zoning to address the problem.
Policy U-1.1.6	Coordinate with the appropriate service providers to ensure water system plans include aggressive conservation and re-use measures, as well as development of new sources to support planned land uses with reliable service at minimum cost.
Policy U-1.1.7	In partnership with the City of Seattle, identify appropriate shared uses along the Tolt Pipeline in consideration of environmental features.
Policy U-1.1.8	Through memorandums of understanding or other methods, ensure the implementation of the County's <u>Regional Wastewater Service Plan</u> results

in full mitigation of siting, construction, and operational impacts of new or expanded facilities in Kenmore.

- Policy U-1.1.9 To address ground and surface water quality, ensure Northshore Utility District sewer plans require hook-ups to the sanitary sewer system in the case of septic system failures when reasonably available. Work with the Northshore Utility District to determine the circumstances under which hook-up would be appropriate. Determine if funding sources are available in the case of economic hardship.
- Policy U-1.1.10 Ensure new development is served by the public sanitary sewer system.
- Policy U-1.1.11 Encourage septic system owners to connect to the City wastewater system by offering incentives, cost-recovery mechanisms, pipe extensions and other tools.
- Policy U-1.1.12 Ensure that the implementation of the County's Regional Wastewater Service Plan and the Northshore Utility District's Wastewater System Plan minimizes failures, overflows, and contamination affecting the City's surface waters.

GOAL U-2. PROVIDE SOLID WASTE COLLECTION AND DISPOSAL SERVICES TO THE COMMUNITY CONSISTENT WITH SOLID WASTE MANAGEMENT PLANS.

OBJECTIVE U-2.1 Monitor the delivery of solid waste services provided by King County and waste handlers to ensure appropriate service levels are provided at a reasonable cost.

- Policy U-2.1.1 Support the planning of solid waste services, and the provision of disposal capacity on a regional basis.
- Policy U-2.1.2 Monitor the levels of solid waste service and costs currently provided to the Kenmore community through the Washington State Utilities and Transportation Commission's oversight of the local private hauler.
- Policy U-2.1.3 Coordinate with current service providers to ensure that waste pick-up and curb-side recycling services are reliable and provided regularly and consistently.
- Policy U-2.1.4 Coordinate with service providers to educate the Kenmore community about safe hazardous waste disposal.
- Policy U-2.1.5 Coordinate with service providers to provide educational materials to the Kenmore community which inform that waste burning is prohibited and identify appropriate solid waste services that are available.
- Policy U-2.1.5 Coordinate with service providers to educate the community about opportunities for increasing recycling, composting, sustainable consumption and zero waste.

GOAL U-3. ENSURE THAT PRIVATELY PROVIDED UTILITIES, INCLUDING ELECTRICITY, NATURAL GAS, CABLE TELEVISION, AND OTHER TELECOMMUNICATIONS, ARE AVAILABLE OR CAN BE PROVIDED TO SERVE THE COMMUNITY.

OBJECTIVE U-3.1 Ensure utility providers make improvements and additions to improve service and accommodate growth in a timely manner.

- Policy U-3.1.1 Ensure City regulations allow for improvements and additions to facilities as needed to accommodate growth, provide reliable and efficient service, and support economic development.
- Policy U-3.1.2 Furnish regular updates of population, employment, and development projections to private utilities and service providers in order to ensure appropriate services will be available as needed.
- Policy U-3.1.3 Require franchise agreements where necessary for private utility use of the City rights-of-ways.
- Policy U-3.1.4 Whenever possible, ensure that franchise agreements support the provision of excellent and efficient utility service to Kenmore customers.
- Policy U-3.1.5 Coordinate with other jurisdictions in the implementation of multi-jurisdictional electric facility additions and improvements.
- Policy U-3.1.6 Support the transition from the use of natural gas to the use of green and renewable energy sources.
- Policy U-3.1.7 Evaluate the advantage of transitioning from a private to publicly owned energy provider.
- Policy U-3.1.8 Encourage state of the art telecommunication services to mitigate the transportation impacts of development and growth through such means as telecommuting and videoconferencing.
- Policy U-3.1.9 Support cable television services that meet the cable-related needs and interests of all segments of the Kenmore community, taking into account the cost of meeting such needs and interests.
- Policy U-3.1.10 Support the relocation of utility poles to protect the public safety and to further the Comprehensive Plan goals and realization of the Vision Statement.

OBJECTIVE U-3.2 Coordinate the timing and location of utilities to minimize cost and disruption.

- Policy U-3.2.1 Strive to notify private utilities and service providers of construction work in the public rights-of-way which may affect their equipment. Encourage

Comprehensive Plan

coordination of public and private utility trenching activities for new construction and maintenance and repair of existing roads.

Policy U-3.2.2 Promote when reasonably feasible, co-location of new public and private utility distribution facilities in shared trenches and coordination of construction timing to minimize construction-related disruptions to the public and reduce the cost to the public of utility delivery.

Policy U-3.2.3 Encourage use of the Utility Notification Center (“Call Before You Dig”) prior to site construction or development,

OBJECTIVE U-3.3 Facilitate the provision of reliable utility service in a way that minimizes environmental and safety impacts while allowing for a fair and reasonable price for the utility’s product.

Policy U-3.3.1 Require utilities to define alternative routes to avoid impacts to environmentally sensitive areas where possible.

OBJECTIVE U-3.4 Encourage undergrounding of overhead utilities and co-location of utilities to reduce aesthetic impacts, minimize the need for pruning of trees and shrubs, and reduce power loss during severe weather events.

Policy U-3.4.1 To the extent feasible, require underground utility networks in new developments in the city.

Policy U-3.4.2 Where undergrounding is not presently feasible, require developers to take other measures to facilitate future undergrounding of aerial utilities.

Policy U-3.4.3 Wherever practical and feasible, encourage undergrounding of existing overhead utilities when significant work occurs in the right-of-way.

Policy U-3.4.4 Consider creating a funding mechanism for undergrounding of utilities on a continuing basis in developed areas.

Policy U-3.4.5 Minimize impacts of personal wireless services, telecommunication facilities, and towers on adjacent land uses through careful siting and design.

Policy U-3.4.6 Require communication facilities and poles, including cell or radio towers, to consider existing sites and co-locating prior to establishing new sites.

Policy U-3.4.7 Consider view corridors and aesthetics when reviewing utility pole or facility placement. Require undergrounding of utilities unless unfeasible or unreasonably costly.

GOAL U-4. ENCOURAGE RESOURCE AND ENERGY CONSERVATION.**OBJECTIVE U-4.1 Promote and support water conservation efforts.**

- Policy U-4.1.1 Support water conservation programs of the Northshore Utility District for residential, commercial and industrial users.
- Policy U-4.1.2 Consider and Implement water conservation principles when constructing, maintaining and improving City facilities and parks.
- Policy U-4.1.3 Promote the use of water conservation features in the design or rehabilitation of residential structures.
- Policy U-4.1.4 Support the installation of utility infrastructure to encourage the use of reclaimed water for irrigation.

OBJECTIVE U-4.2 Encourage increased solid waste reduction and recycling.

- Policy U-4.2.1 Support King County and waste-hauler programs for increased waste reduction, composting and recycling in accordance with the adopted King County Solid Waste Management Plan, and with any future City solid waste plans.
- Policy U-4.2.2 Support King County and waste-hauler programs to work with property owners of multi-family to begin recycling and composting.
- Policy U-4.2.3 Allow conditional use of alternative systems, such as composting toilets and greywater systems when potential benefits are clear and there is not risk to public or environmental health.

OBJECTIVE U-4.3 Promote and support energy conservation.

- Policy U-4.3.1 Continue to enforce State Energy Code requirements.
- Policy U-4.3.2 Review and update codes as necessary regarding solar energy and other alternative energy sources.
- Policy U-4.3.3 Establish standards for street widths, parking lots, and landscaping to moderate temperature, provide shade, and minimize impervious surfaces.
- Policy U-4.3.4 Promote higher density and infill developments that are located near major transportation and transit links.
- Policy U-4.3.5 Encourage the rehabilitation of existing buildings as an alternative to demolition, where appropriate, to encourage the conservation of energy, building materials, and historic preservation.

GOAL U-5 CONSIDER CLIMATE RISKS IN THE PLANNING AND OPERATIONS TO ENSURE IMPLEMENTATION OF RENEWABLE AND EFFICIENT ENERGY INFRASTRUCTURE

OBJECTIVE U-5.1 Promote renewable and efficient energy methods.

- Policy U-5.1.1 Kenmore, as a regional leader in sustainability, should continue to lead by example by reducing the city's carbon footprint. By reducing the city's output of greenhouse gases, this will help decrease the impacts of climate change and support the vision of a sustainable, resilient, inclusive, and healthy community.
- Policy U-5.1.2 The City should consider enrolling into Puget Sound Energy's Green Power program or similar program with a contracted energy provider which ensures that a portion of Kenmore's municipal electricity use is matched with clean renewable energy resources from the Northwest.
- Policy U-5.1.3 Promote installation of solar panels, heat pumps, or other renewable or energy efficient methods to further reduce greenhouse gas emissions reduction targets as identified in the City's Climate Action Plan (CAP).
- Policy U-5.1.4 The City should continue to replace its vehicle fleet with hybrid and electric vehicles to boost fuel efficiency and increase the number of electric charging stations at public facilities.
- Policy U-5.1.5 Update City codes and permitting processes to streamline installation of renewable energy infrastructure.
- Policy U-5.1.6 Conduct community education and outreach on renewable energies and their short- and long-term benefits.

OBJECTIVE U.5.2 Participate in regional efforts to increase renewable energy, both locally and at the state level.

- Policy U-5.2.1 Continue the partnership with King County Cities Climate Collaboration (K4C) to leverage the City's resources and partnerships to coordinate with and enhance local government climate and sustainability efforts.
- Policy U-5.2.2 Kenmore should build on existing state renewable energy commitments including the Washington State Renewable Portfolio Standard to partner with utilities, including contracted energy providers and other stakeholders on a Countywide commitment to renewable energy resources, including meeting energy demand through energy efficiency improvements and phasing out fossil fuel.
- Policy U-5.2.3 Collaborate with and encourage contracted energy providers to provide clean and renewable energy that meets the needs of existing and future development, and provides sustainable, highly reliable and energy efficient service for Kenmore residents and businesses.

Policy U-5.2.4 Promote renewable energy production facilities within the City.

Policy U-5.2.5 Participate in regional efforts that support the development of new and/or amended regulations to ensure the efficient and safe location of battery storage facilities.

IMPLEMENTATION STRATEGIES

The Utilities Element policies require commitments of City resources to prepare new regulations, review/amend existing regulations, create educational or incentive programs, or coordinate with jurisdictions, agencies and service providers.

- New or amended programs, rules, or regulations may be needed to address alternative and renewable energy sources, such as solar, or wind.
- New or amended programs, rules, or regulations may be needed to address increased conservation, recycling, composting, sustainable consumption, and zero waste
- Continue to review existing programs, rules and regulations to ensure they meet adopted policies.
- Coordinate and partner with agencies and service providers to ensure provision of efficient services, sustainable consumption, resiliency and protection of natural resources.
- Coordinate and partner with agencies and service providers to provide educational materials.

REFERENCES

King County Solid Waste Division, Department of Natural Resources and Parks (January 2023). Personal communication from Brian Halverson, Strategic Planning Manager, to Lauri Anderson, Principal Planner.

King County Wastewater Treatment Division, Department of Natural Resources and Parks (January 2023). Personal communication from Nicole L. Smith, Water Quality Planner/Project Manager, to Lauri Anderson, Principal Planner.

Northshore Fire District (January 2023). Personal communication from Matt Cowan, Fire Chief, Shoreline Fire Department, to Lauri Anderson, Principal Planner.

Northshore Utility District (January 2023). Personal communication from Stephen Dennehy, Engineering Director, to Lauri Anderson, Principal Planner.

Puget Sound Energy (January 2023). Personal communications from Patrick Robinson, Municipal Liaison to Lauri Anderson, Principal Planner.



CAPITAL FACILITIES ELEMENT



CAPITAL FACILITIES ELEMENT

INTRODUCTION

Purpose

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

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

Growth Management Act Requirements

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

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

VISION 2050

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

Countywide Planning Policies

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

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

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

Concurrency, Level of Service and Impact Fees

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

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

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

Sound Fiscal Management

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

Eligibility for Grants and Loans

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

INVENTORY/FORECAST OF FUTURE NEEDS

General

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

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

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

In 2018, the City of Lake Forest Park ended their contract with the City of Kenmore to provide public works services. The existing public works shop in Lake Forest Park will no longer be used by the City of Kenmore. This shop provides services needed to support the Transportation; Parks, Recreation and Open Space; Surface Water; and Public Services Elements of this Plan. Based on

a level-of-service analysis of Kenmore’s participation in the Lake Forest Park shop, the City estimates that a shop capable of housing twelve employees (five maintenance workers, an Administrative Assistant and six seasonal employees) will be required. This shop would maintain existing shop capacity and would continue to serve the City for the foreseeable future.

Housing Element policies support the use of surplus public property and local resources to leverage other public and private funding for the creation or preservation of affordable housing. In 2021/2022, the City Council determined that developing a project to provide affordable housing would fulfill not only a Council priority, but also would implement the goals, objectives, and policies of the Housing Element. Preliminarily, funding from the City’s American Rescue Plan Act (ARPA) allocation and the ARCH Housing Trust Fund, along with a donation of surplus City property will advance this effort. Other affordable housing projects may be identified in the future for City participation.

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

Essential Public Facilities

Existing Essential Public Facilities

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

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

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

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

Planned Essential Public Facilities

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

CAPITAL FACILITIES PLANNING

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

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

TABLE CF-A
PARKS CAPITAL IMPROVEMENTS
CITY OF KENMORE

2020-2040 FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL		TOTAL DOLLAR AMOUNT
ACQUISITION		
Short-Term		
Swamp Creek Wetland Acquisition – Phase 1		1,700,000
Mid-Term		
Bastyr Field Replacement (Feasibility Study)		150,000
New Parkland Acquisition		5,560,785
WaterWalk Trail Acquisition – Phase 1 (Log Boom to λ' a \times w a d i s)		741,438
Long-Term		
Moorlands Park Expansion Acquisition		741,438
Swamp Creek Wetland Acquisition – Phase 2		4,655,000
Aquatic/Community Center Partnership (¼ cost)		6,250,000
Lake Washington Waterfront Park Acquisitions		7,414,380
New Parkland Acquisition		16,682,355
Sammamish River Waterfront Park Acquisitions		8,897,256
DEVELOPMENT		
Short-Term		
Twin Springs Interim Use Plan		100,000
Moorlands Park Improvements		50,000
Rhododendron Park Boardwalk & Float Mitigation		96,000 + 8,000
λ' a \times w a d i s Replacement Float Mitigation		16,000
λ' a \times w a d i s Waterfront Access Project		5,750,000
Log Boom Park Waterfront Access Project		2,740,000
Rhododendron Park – Phase 2 Boatshed		487,000
Swamp Creek Wetland Trail Access Point		75,000
Linwood Park (Master Plan)		1,057,770
Mid-Term		
City Hall Park – Phase 2		620,000

Linwood Park (Implementation)	1,051,770
Rhododendron Park – Phase 3	1,040,000
Athletic Fields	3,500,000
Swamp Creek Wetland Nature Trail	1,785,000
Twin Springs Park Phase 2 Trails	1,716,000
Twin Springs Park Phase 3 (Nature Play, Shelter)	1,800,000
Wallace Swamp Creek Park (Master Plan, Implementation)	1,281,500
ADA and Universal Access	*
Dog Off-Leash Area	739,000
Existing Park Capacity Improvements (Expansion or New Features)	9,750,000
Restoration of Natural Areas	*
Safe Routes to Parks	*
WaterWalk Trail Development (Feasibility and Implementation)	5,000,000
Long-Term	
Moorlands Park Expansion Development	1,650,000
Ala Wai Waterfront Access – Phase 2	4,144,800
Aquatic/Community Center Partnership Development (1/4 cost)	10,625,000
ADA and Universal Access	*
Existing Park Capacity Improvements	9,750,000
Lake Washington Waterfront Park Development	10,000,000
Natural Area Restoration	*
New Park Land Development	45,000,000
Safe Routes to Parks	*
Sammamish River Waterfront Park Development	5,000,000
WaterWalk Trail Development	5,000,000
REPAIR/REPLACEMENT (RENOVATION)	
Short-Term	

Park Facility Repair/Replacement	*
Mid- Term	
Park Facility Repair/Replacement	*
Long-Term	
Park Facility Major Repairs/Replacement	*
Total	\$181,673,722

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

TABLE CF-B
SURFACE WATER FACILITIES CAPITAL IMPROVEMENTS
CITY OF KENMORE
2025-2045 FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL	TOTAL DOLLAR
1 Muck Creek Restoration	\$ 1,000,000
2 192nd Culvert Replacement	\$ 2,300,000
3 169th Culvert Replacement (Samm Trib)	\$ 2,264,100
4 175th Culvert Replacement (0056)	\$ 6,320,000
5 61st 182nd Replacement Culvert (0056)	\$ 7,495,000
6 74th Culvert Replacement Private (0057)	\$ 2,509,000
7 74th Culvert Replacement Public (0057)	\$ 2,498,300
8 76th Culvert Replacement (0057)	\$ 1,957,100
9 163rd Culvert Replacement (0057)	\$ 2,165,400
10 Little Swamp Creek Restoration	\$ 5,716,600
11 Kenmore Lane SW Facility Retrofit	\$ 1,000,000
12 Lakepointe Shoreline Restoration (Salmon Recovery)	\$ 26,000,000
13 Sammamish River Restoration (Salmon Recovery) 14	\$ 12,000,000
Swamp Creek Restoration (Salmon Recovery)	\$ 20,000,000
15 SW Small Works (Annual)	\$ 2,400,000
16 Culvert Replacements (2031-2045, Unspecified)	\$ 25,000,000
17 SW Facility Retrofits (Unspecified)	\$ 11,600,000
18 Restoration Projects (Unspecified)	\$ 21,000,000
TOTAL	\$ 153,225,500

TABLE CF-C
TRANSPORTATION CAPITAL IMPROVEMENTS
CITY OF KENMORE
2024-2044

Projects	Total Cost (2022 \$)
SR 522 West B (West boundary to 61st Ave NE)	\$2,200,000
NE 181st St South Side (61 st Ave NE-63rd Ave NE) Sidewalk	\$1,300,000
61st Ave NE Sidewalk Replacement (NE 181st St-62nd Ave NE)	\$5,110,000
80th Ave NE Sidewalks (SR 522-NE 185th St)	\$2,470,000
NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	\$800,000
Arrowhead Drive Sidewalks (NE 151st St - 64th Ave NE)	\$2,220,000
84th Ave NE Sidewalks (NE 150th St - NE 155th St)	\$2,370,000
Lower Swamp Creek Bridge Replacement	\$4,100,000
Pavement Preservation Program	\$17,360,000
ADA Transition Plan Program	\$11,500,000
Pedestrian Facilities Plan Program (Sidewalk Program)	\$35,000,000
Lakepointe Development Mitigation	To be determined/Developer Funded
61st Ave NE/NE 193 rd St Intersection	\$2,200,000
73rd Ave NE/NE 192nd St Intersection	\$3,700,000
Nonmotorized crossing of SR 522	\$17,160,000
NE 181st Street/SR 522 East Connection	\$14,000,000
Total	\$121,490,000

TABLE CF-D
OTHER CAPITAL IMPROVEMENTS
CITY OF KENMORE
2022-2044 AND BEYOND FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
Public Works Shop Land Acquisition and Development	\$10-20,000,000
Affordable Housing Development	\$8,090,000
TOTAL	\$18,090,000-28,090,000

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

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

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

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

GOALS, OBJECTIVES, AND POLICIES

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

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

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

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

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

- Policy CF-1.2.1 Level of service standards should 1) measure the quality of life based on the City's vision of its future and values, 2) be achievable for existing development and growth anticipated in the land use plan, and 3) be achievable with existing and proposed financing plans.
- Policy CF-1.2.2 If appropriate, use the level of service standards to 1) determine the need for public facilities and 2) test the adequacy of such facilities to serve proposed development. In addition, use the level of service standards for city-owned public facilities to develop the City's annual budget and 6-year Capital Improvement Program.
- Policy CF-1.2.3 Reassess the Capital Facility Element annually to ensure that public facilities needs, financing, and level of service are consistent with the land use plan. The annual update should be coordinated with the annual budget process, and the annual amendment of the Comprehensive Plan.

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

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

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

development. Local parkland to serve new development may be in place at the time of, or within 6-years of, development.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy CF-5.1.2 Finance the six-year Capital Improvement Program within the City's financial capacity to achieve a balance between available revenue and needed public facilities. If the projected funding is inadequate to finance needed public facilities based on adopted level of service standards and forecasted growth, the City could do one or more of the following:

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

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

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

Policy CF-5.2.2 Revise the financing plan in the event that revenue sources for capital improvements, which require voter approval in a local referendum, are not approved.

Policy CF-5.2.3 Ensure that the ongoing operating and maintenance costs of a public facility are financially feasible prior to constructing the facility.

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

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

Policy CF-6.1.1 Ensure that existing development pays for capital improvements that reduce or eliminate existing deficiencies, and pays for some or all of the cost to replace obsolete or worn out facilities. Existing development may also pay a portion of the cost of capital improvements needed by future development. Existing development's payments may take the form of user fees, charges for services, special assessments, and taxes.

Policy CF-6.1.2 Ensure that future development pays a proportionate share of the cost of new facilities that it requires. Future development may also pay a portion of the cost to replace obsolete or worn-out facilities. Future development's payments may take the form of voluntary contributions for the benefit of any public facility, impact fees, mitigation payments, capacity fees, dedications of land, provision of public facilities, and future payments of users' fees, charges for services, special assessments, and taxes.

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

- Objective CF-7.1** **Promote capital facilities that protect the public health, safety and welfare, and that serve as models for function, design, and environmental protection.**
- Policy CF-7.1.1 Consider the quality of public facilities in planning for capital improvements.
- Ensure that public facilities' design meets appropriate policies in the Community Design Sub-Element, complies with City design standards, and is compatible with the surrounding areas.
 - Maintain public spaces and enhance their appearance.
- Policy CF-7.1.2 Encourage public amenities and facilities which serve as catalysts for beneficial development.
- Policy CF-7.1.3 Protect public health and environmental quality through the appropriate design and installation of public facilities.
- Promote conservation of energy, water, and other natural resources in the location and design of public facilities.
 - Practice efficient and environmentally responsible maintenance and operating procedures for public facilities.
 - Preserve existing significant natural vegetation and features in the development of public facilities.
- Policy CF-7.1.4 Equitably disperse the impacts and benefits of public capital facilities throughout the community.

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

- OBJECTIVE CF-8.1** **Participate in a cooperative inter-jurisdictional approach to the siting of essential public facilities in accordance with the King County Countywide Planning Policies. The approach should address definitions, inventories, incentives, compensation, public involvement, environmental protection, climate change, economic and health impacts, and alternative sites analysis.**
- Policy CF-8.1.1 Identify essential public facilities based upon the Growth Management Act, State Office of Financial Management list of essential public facilities

required or likely to be built, King County Countywide Planning Policies, and any City lists which may be developed.

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

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

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

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

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

Policy CF-8.2.2	Require a public process by which the public has a reasonable opportunity to participate in the site selection process, especially those from historically marginalized and disproportionately burdened communities.
Policy CF-8.2.3	Siting criteria for essential public facilities which are not difficult to site should provide for site design and buffering techniques to ensure compatibility with surrounding uses and enable the facility to be permitted outright in appropriate zoning classifications whenever feasible.
Policy CF-8.2.4	Work with King County and other municipalities to standardize review procedures and criteria for the siting of Statewide and Countywide essential public facilities and incorporate these procedures within interlocal agreements.
OBJECTIVE CF-8.3	Cooperate regionally to ensure appropriate and equitable siting of essential public facilities.
Policy CF-8.3.1	Encourage the State and County to site essential public facilities equitably among communities. No single community should absorb an inequitable share of these facilities and their impacts. Siting should consider environmental equity and environmental, economic, technical, and service area factors. The net impact of siting new essential public facilities should be weighted against the net impact of expansion of existing essential public facilities, with appropriate buffering and mitigation.
Policy CF-8.3.2	Participate in a cooperative interjurisdictional approach to the siting of essential public facilities in accordance with the King County Countywide Planning Policies. Joint planning agreements should be sought where appropriate.
OBJECTIVE CF-8.4	Seek to mitigate disproportionate financial burdens to the City due to the siting of essential public facilities.
Policy CF-8.4.1	Through joint planning or interlocal agreements, the City should seek to mitigate disproportionate financial burdens due to the siting of essential public facilities
Policy CF-8.4.2	Seek amenities or incentives for neighborhoods in which the facilities are located and require compensation for adverse impacts.

IMPLEMENTATION STRATEGIES

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

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

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

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

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

REFERENCES

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

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

State of Washington Office of Financial Management (January 2015). 2021-2027 Six-Year Facilities Plan. Olympia, WA.

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APPENDIX C
SHORELINE RESTORATION PLAN

Approved by the Kenmore City Council, Ordinance 10-0312
Approved by the Washington State Department of Ecology,
March 2012

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Introduction and Background

The City of Kenmore (City) is updating its Shoreline Master Program (SMP) to comply with the requirements of the Washington State Shoreline Management Act (SMA or the Act) (Revised Code of Washington [RCW] 90.58) and the state's shoreline guidelines (Washington Administrative Code [WAC] 17 3-26 Part III).

Kenmore is located in King County Washington, at the north end of Lake Washington where the Sammamish River enters the lake (Map 1).

This restoration plan is an important part of the City's SMP and was developed to meet the requirements of the Washington State Department of Ecology (Ecology) and Washington Administrative Code Title 173 Chapter 26 Section 201. Ecology dictates that shoreline restoration plans:

...shall include goals, policies and actions for restoration of impaired shoreline ecological functions...and should be designed to achieve overall improvements in shoreline ecological functions over time. (WAC 173-26-201(2)(f)).

This restoration plan builds on the 2008 *Draft Kenmore Shoreline Master Program Update: Inventory and Analysis* (ESA Adolfson 2008) and provides a framework for implementing the SMP goals and policies for restoration. The plan also describes how future restoration efforts may be integrated with existing work being done by local agencies, non-governmental organizations (NGO's) and private citizens.

The objectives of this report are to:

- Identify the City of Kenmore's shoreline restoration **goals**
- Describe potential restoration **opportunities** and recommend specific restoration **actions**
- Identify potential **partners** and existing restoration activities
- Explain how future restoration actions can be **implemented** to achieve the greatest overall benefit

The Kenmore region includes some of the most intensely developed land within Washington State (ESA Adolfson 2008a). More than 50 percent of the land area in the city is single-family residential development, with multi-family and commercial development on the rise (ESA Adolfson 2008a). This urbanization has degraded shoreline ecology in many parts of the city. It also fragments habitat, contributes to pollution of the shoreline and waters of the state, and limits available sites for restoration due to land costs and other economic factors.

This restoration plan describes goals and opportunities for both protection and restoration of shorelines within Kenmore. Restoration and protection are both critical components for maintaining ecosystem functions in developed or developing areas.

“Protection” is attained through policies and regulations that shield resources from possible damage caused by future development; for example, land use restrictions and special designations may be used to protect specific areas. Protection is generally accomplished through regulatory measures, such as prohibiting or restricting development (ESA Adolfson 2008b), although protection can also be accomplished through acquisition and management.

“Restoration” generally means to return an ecosystem to an earlier, often pristine or native condition, but it can also encompass rehabilitation, enhancement, and reclamation of an area. In the context of shoreline master plans, "restoration" has been defined as:

...the reestablishment or upgrading of impaired ecological shoreline processes or functions. This may be accomplished through measures including, but not limited to, revegetation, removal of intrusive shoreline structures and removal or treatment of toxic materials. Restoration does not imply a requirement for returning the shoreline area to aboriginal or pre-European settlement conditions. (WAC 173-26-020.27)

Table 1 provides examples of typical protection and restoration actions applied to shorelines in the Puget Sound region.

Table 1. Examples of Protection and Restoration Actions for Shoreline Areas.

Common Protection Actions	Common Restoration Actions
<ul style="list-style-type: none"> ▪ Treating stormwater runoff using best management or low impact development practices to reduce pollutants ▪ Maintaining existing wetlands ▪ Preventing development in areas containing high quality habitat ▪ Establishing buffer and setback requirements ▪ Protecting/preserving existing trees/vegetation ▪ Protecting water quality by limiting pesticide/fertilizer use ▪ Regulating groundwater withdrawals ▪ Limiting construction of new docks, bulkheads, and staircases ▪ Clustering residential development away from sensitive resources ▪ Preserving property through easement or acquisition ▪ Limiting the amount of new impervious surface and managing runoff to mimic natural conditions 	<ul style="list-style-type: none"> ▪ Removing dikes and setting levees back ▪ Replacing bulkheads with soft shore stabilization structures (e.g., bio-stabilization) ▪ Replanting/enhancing riparian vegetation ▪ Replacing blocked or undersized culverts ▪ Removing fill from wetlands ▪ Removing invasive species ▪ Replacing dock decking with open grating material to allow light penetration ▪ Replacing treated wood docks with nontoxic materials ▪ Retrofitting existing impervious surfaces to include stormwater treatment and flow control ▪ Adding large woody debris or engineered log jams to streams ▪ Replacing pavement with pervious pavement (such as at parks/boat launches) ▪ Relocating infrastructure outside sensitive habitats

In comparison to protection, restoration involves taking proactive, on-the-ground steps to restore ecological functions which may have become degraded as a result of past development or land use activities. For example, the restoration component of SMPs centers around opportunities to restore ecological functions through actions that improve water quality, improve fish and wildlife habitat, or restore natural processes such as beach erosion and sediment transport. Additionally, restoration actions often occur in phases and are an ongoing process that may take years to complete (ESA Adolfson 2008b).

In general, protection should be the goal for areas in already excellent ecological condition, while restoration measures should be focused on areas that are degraded and restoration is both feasible and sustainable (National Research Council 2002).

Specific protection and restoration opportunities in the Kenmore area are considered in Chapter 5, Shoreline Management Issues and Opportunities, in the *Inventory and Analysis* (ESA Adolfson 2008a) and provided a basis for developing the restoration recommendations included in this plan. The Kenmore SMP addresses three water bodies that are classified as “shorelines of the state”: Lake Washington, Sammamish River, and Swamp Creek. The SMP divides each of the geographic regions or water bodies into shoreline planning areas (or reaches), based on changes in the physical and biological composition (Map 2). The water bodies are discussed in detail in the *Inventory and Analysis*, and summarized in Section 2 (below). This plan uses the reach names used in the Kenmore SMP.

Additionally, tributary streams that contribute to the general health and function of waters that are designated shorelines of the state are considered in this restoration plan. Tributary streams can affect large areas of the watershed, smaller streams, connected wetlands, and ground water. In particular, this plan addresses a small stream (Stream 0056) that flows into Lake Washington. Stream 0056 is included in this plan as it plays a significant role in the quality and availability of aquatic habitat within Lake Washington shoreline reach 4 (Lake_WA_04) (Map 2).

Although this plan focuses primarily on restoration activities, protection measures can also contribute toward achieving general restoration goals. Protection of existing shoreline habitat and the associated ecological functions that it provides may reduce the need for future restoration activities or reduce the level of effort required to achieve restoration goals. Specific restoration actions recommended for shorelines within Kenmore are identified in Section 4 of this plan.

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Map 1: Watershed Scale.

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Map 2: Shoreline Planning Areas.

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Watershed Overview

The following background information is summarized from the *Kenmore Shoreline Master Program Update: Inventory and Analysis* (ESA Adolfson 2008a) and provides an overview of the watershed in and around Kenmore.

Kenmore is situated in the Puget Sound Lowlands, in the Cedar-Sammamish Watershed Resource Inventory Area (WRIA) 8. The watershed extends from southwest Snohomish County to the north and the Sammamish Plateau and headwaters of the Cedar River in the Cascade Mountain Range to the east and south (Map 1). The Lake Washington drainage includes waters from the Cedar and Sammamish Rivers, and Lake Union. It eventually drains into the Puget Sound.

Lake Washington

Lake Washington covers approximately 35 square miles and drains an area of roughly 470 square miles. The lake water level is controlled to fluctuate 2 feet throughout the year (high water levels in May and June). There are no mapped floodplains on the lake. Three and a half miles of lake shoreline, representing approximately 100 acres of shoreline planning area, are within Kenmore. This shoreline area has been divided into four reaches for the purpose of the SMP.

Contributing streams within Kenmore include the Sammamish River and its tributaries, Stream 0056 (discussed below), and several other small, unnamed tributaries. Landslide hazards are common in the region, which result in potential for significant erosion. Topography includes low lying south-facing slopes and steeper west-facing slopes.

Significant portions of shoreline have been altered by localized dredging, residential docks and piers, and armoring. There are at least 61 docks (90 percent of the properties) within the most developed reach (Lake_WA_02) of the Kenmore shoreline (Map 2). There are several parks in the area, including Saint Edward State Park, Inglewood wetlands and Log Boom Park (also known as Tracy Owen Station Park) (Map 3).

Lake Washington is included on the Washington State list of impaired waters (known as the 303(d) list) due to high phosphorus concentrations and PCBs (Ecology 2009). The high phosphorus concentrations in the vicinity of Kenmore have been attributed to high loading of phosphorus from the Sammamish River (King County WLRD 2005). Several noxious and invasive plants, such as Eurasian water-milfoil (*Myriophyllum spicatum*) and Brazilian elodea (*Egeria densa*), are present in the area.

The Kenmore area waters and shoreline support an abundance of fish and wildlife. Approximately 30 fish species, including native trout and salmon, use the lake for rearing, migration, and/or spawning. Notable shoreline habitat dependent species include great blue herons (*Ardea herodias*), bald eagles (*Haliaeetus leucocephalus*), and pileated woodpecker (*Dryocopus pileatus*), which use the area for breeding grounds.

A small fish-bearing stream (Stream 0056) enters Lake Washington in the vicinity of Kenmore. Although Stream 0056 is not classified as a “shoreline of the state”, the

tributary is important to the Kenmore community and to connected shoreline habitat, and has therefore been included in this plan. The stream headwaters originate north of 181st Street. The stream flows under Bothell Way (SR 522) and discharges into Lake Washington near Log Boom Park (Map 2). Stream bank erosion is contributing to elevated suspended sediments and sedimentation in the stream channel. Near the stream's mouth, the banks are heavily developed and native vegetation is essentially absent, which is likely accelerating the rate of erosion at this location. In addition, an existing weir may prevent fish from entering the stream, thus reducing the availability of habitat for fish.

Stream 0056 and other small streams that flow into Lake Washington have been affected by upstream changes in land use, such as the increase in impervious surface, that have increased stormwater runoff and sediment inputs to the lake. These land use changes in the basins draining to the shoreline have altered the intensity, timing and duration of peak flows, causing erosion and impacts to shoreline processes and functions.

Sammamish River

The mainstem of the Sammamish River is approximately 14 miles long. The river originates at Lake Sammamish and discharges into the northeast section of Lake Washington. Approximately 1.8 miles and 144 acres of shoreline planning area are within Kenmore. There are three reaches of the Sammamish River within Kenmore. Tributaries to the Sammamish include Swamp Creek, Bear Creek, Little Bear Creek, Issaquah Creek and other unnamed tributaries. Associated wetlands also exist in the area. However, approximately 95 percent of historic wetlands were filled when the Lake Washington Ship Canal was constructed in the early 1900s (WRIA 8 Steering Committee 2005).

Historical land-use practices and activities have confined the lower Sammamish River to a straight channel; bulkheads, piers and docks line the shoreline. The entire river was dredged and widened as part of a 1966 flood control project (King County WLRD 2006). Inglewood wetlands, Rhododendron Park, and Swamp Creek Park are all adjacent to the river (Map 3). Additionally, a public boat launch maintained by WDFW is located near the mouth of the river (Map 3).

Development along most reaches of the river consists of a mix of residential and open space. The river banks are generally stable in this area and have adequate vegetation. However, the highly invasive weed reed canarygrass is present in numerous areas along the shore. One reach (SAMM_RV_03) has an unstable slope that may represent a landslide and erosion hazard (ESA Adolfson 2008a). The river supports several fish and wildlife species including salmonids, which use the river for rearing and migration, and a great blue heron colony.

The Sammamish River has generally poor water quality and is included on the Washington State list of impaired waters (known as the 303(d) list) due to low concentrations of dissolved oxygen, high summertime temperatures, and high concentrations of fecal coliform bacteria.

Swamp Creek

The mainstem of Swamp Creek is approximately 14.6 miles long. The creek's headwaters originate in wetlands south of Everett, then flow into Sammamish River, within Kenmore. There are approximately 2.5 miles of creek and 230 acres of shoreline planning area within the City that are associated with Swamp Creek. Four reaches of Swamp Creek lie within the City's SMP planning area. Tributaries include Little Swamp Creek, Muck Creek, and an unnamed stream. Two parks in the vicinity include Swamp Creek Park and Wallace Swamp Creek Park (Map 3).

The Swamp Creek watershed contains some of the highest quality wetlands in the Kenmore area. Approximately 137 acres of associated wetlands are in the shoreline planning area; these primarily lie within the two upper reaches of the creek. The reach nearest the Sammamish River (SWAMP_CK_01) contains large patches and frequent smaller occurrences of several invasive species, whereas the two upper sections (SWAMP_CK_03 and SWAMP_CK_04) generally contain native vegetation with a few pockets of invasive plants. These latter reaches are classified in the highest category of wetlands. The middle reach (SWAMP_CK_02) consists of a mix of residential development and open space.

All reaches are relatively stable; therefore, erosion and landslide hazards are not of significant concern (ESA Adolfson 2008a). Water quality may be degraded by upstream erosion, sediment discharge, runoff and other upstream sources. Swamp Creek is included in Ecology's list of impaired waters (i.e., the 303(d) list) due to elevated temperature and low dissolved oxygen concentrations.

The river and shoreline supports numerous fish and wildlife species. Trout and several salmonid species use the river for migration and rearing. Other wildlife in the area includes a great blue heron colony and state listed purple martin (*Progne subis*).

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Map 3: Parks, Open Space and Public Access.

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Restoration Goals and Opportunities

The Kenmore SMP has been developed in accordance with statewide policies established in the Shoreline Management Act (RCW 90.58.020). Protecting the shoreline environment is an essential statewide policy goal, consistent with other policy goals. The SMP protects shoreline ecology by developing an inventory that ensures a meaningful understanding of current and potential ecological functions provided by shorelines, and by regulating development in a manner that ensures no net loss of ecological functions from direct or cumulative impacts of development. The SMP also recognizes that the shoreline ecology is already degraded in many areas of Kenmore and that long term sustainability of ecological functions is only achievable if restoration of those natural functions is accomplished over time. The SMP includes the following policy statement to support that overall goal:

Restoration and Enhancement

Shoreline habitat and natural systems enhancement projects should be supported and coordinated with other plans and regulations, such as salmon conservation plans, the King County Flood Hazard Reduction Plan and Flood Control Zone District, and flood hazard management policies in the Kenmore Comprehensive Plan Natural Environment Sub-Element and Surface Water Element.

Policy LU-24.7.1 Kenmore should allow for habitat and natural systems enhancement projects that include, but are not limited to:

1. Modification of vegetation;
2. Removal of nonnative or invasive plants;
3. Shoreline stabilization using soft or non-structural techniques; and
4. Dredging, and filling, provided that the primary purpose of such actions is clearly restoration of the natural character and ecological processes and functions of the shoreline.

Policy LU-24.7.2 Habitat and natural systems enhancement projects should ensure that the projects address legitimate restoration needs and facilitate implementation of Kenmore's Shoreline Restoration Plan.

Conservation

Policy LU-21.1.3 Where appropriate, land and water uses should be located so that they do not interfere with the restoration or enhancement of shoreline ecological processes and functions.

Critical Freshwater Habitat

Policy LU-21.5.1 Kenmore should establish priorities for protection and restoration, where appropriate, along river corridors and lake shorelines.

Policy LU-21.5.4 Kenmore should facilitate authorization of appropriate restoration projects.

Shoreline Stabilization

Policy LU-24.2.22 Kenmore shall ensure that publicly financed or subsidized shoreline erosion control measures do not restrict appropriate public access to the shoreline, except where such access is determined to be infeasible because of incompatible uses, safety, security, or harm to ecological processes and functions. Where feasible, Kenmore shall require ecological restoration and public access improvements to be incorporated into the project.

Fill

Policy LU-24.4.2 Kenmore shall allow fill waterward of the ordinary high-water mark only when necessary to support:

1. Water-dependent use;
2. Public access;
3. Cleanup and disposal of contaminated sediments as part of an interagency environmental clean-up plan;
4. Disposal of dredged material considered suitable under, and conducted in accordance with, the dredged material management program of the Washington Department of Natural Resources;
5. Expansion or alteration of SR 522 in the shoreline and then only upon a demonstration that alternatives to fill are not feasible; or
6. Mitigation actions, environmental restoration, beach nourishment, enhancement projects and flood risk reduction projects.

Policy LU-24.4.3 Kenmore shall require a shoreline conditional use permit for fill waterward of the ordinary high-water mark for any use except ecological restoration and maintenance, repair and replacement of flood protection facilities.

Dredging

Policy LU-24.6.3 Kenmore shall not allow dredging waterward of the ordinary high-water mark for the primary purpose of obtaining fill material, except when the material is necessary for the restoration of ecological processes and functions. When allowed, the site where the fill is to be placed shall be located waterward of the ordinary high-water mark. The project must be either associated with a habitat restoration project under the Model Toxics Control Act or the Comprehensive Environmental Response, Compensation, and Liability Act, or, if approved through a shoreline conditional use permit, any other significant habitat enhancement project.

Policy LU-24.6.9 Disposal of dredge and excavation spoils within shorelines should be prohibited except when the material is necessary for the restoration of ecological processes and functions.

Aquaculture

Policy LU-23.3.7 Community restoration projects associated with aquaculture should be reviewed and permitted in a timely manner.

Commercial

Policy LU-23.5.2 Kenmore shall prohibit nonwater-oriented commercial uses in the shoreline jurisdiction unless they meet the following criteria:

1. The use is part of a mixed-use project that includes water-dependent uses and provides a significant public benefit with respect to the Shoreline Management Act's objectives, such as providing public access and/or ecological restoration; or
2. Navigability is severely limited at the proposed site and the commercial use provides a significant public benefit with respect to the Shoreline Management Act's objectives, such as providing public access and/or ecological restoration.

Industrial

Policy LU-223.6.3 Kenmore should encourage redevelopment, environmental clean up and shoreline restoration on existing industrial sites.

Policy LU-23.6.4 Kenmore should prohibit new nonwater-oriented industrial development in the shoreline jurisdiction, except when the use is part of a mixed-use project that includes water-dependent uses or the use provides a significant public benefit with respect to the Shoreline Management Act's objectives, such as providing public access and/or ecological restoration.

Table 2 summarizes restoration opportunities identified for various shorelines within Kenmore. Specific reaches to which the restoration opportunity applies are indicated. Restoration *opportunities* are general activities that correspond with potential improvements to ecological structure or functions. They are not restoration *actions* (described later in this plan [Section 4]). However, they provide a foundation for identifying and prioritizing specific restoration actions, and represent the linkage between restoration goals and recommended actions.

Table 2. Table of Restoration Opportunities (as summarized in ESA Adolfson 2008).

Lake Washington Reaches					
Restoration Opportunities	Functions Improved	Reaches			
		01	02	03	04
Riparian enhancement	<ul style="list-style-type: none"> Increased input of detritus and insects from shoreline vegetation Increased large woody debris Improved wildlife habitat Reduction of invasive plant species extent and potential for future spread 		X	X	X
Protection of wetlands that drain to lake tributaries	<ul style="list-style-type: none"> Attenuation of stormwater flows Filtration of sediments Improvement of stormwater quality (nutrients, fecal coliform, chemicals) 	X	X	X	
Removal or improvement in the design of docks and other overwater structures, for example, by using light-permeable dock surfaces or community docks	<ul style="list-style-type: none"> Improve rearing and migratory habitat for juvenile fish Reduce potential for water quality contamination from leaching of chemically treated wood Reduce overwater shading that may attract juvenile salmonid predators 		X	X	X
Restoration of armored shorelines, for example through reducing shoreline slope, revegetating with native species	<ul style="list-style-type: none"> Allow natural sediment movement from upland areas to shorelines Improve conditions for growth of riparian vegetation Improve nearshore foraging habitat for fish Provide large wood and nutrient inputs to lake Restore shallow-water emergent wetland areas 		X	X	X
Restoration of smaller tributary streams	<ul style="list-style-type: none"> Improve fish access to tributaries Reconnect and enhance the mouths of small streams as juvenile salmon rearing areas Protect and restore riparian buffers along streams As redevelopment occurs throughout the basins draining to Kenmore's shorelines, ensure that stormwater regulations are enforced to reduce water quality and high flow impacts. 		X	X	
Preservation of remaining natural areas, for example through acquisition or easement	<ul style="list-style-type: none"> Potential for incremental improvement in all the above functions 		X		

Sammamish River Reaches				
Restoration Opportunities	Functions Improved	Reaches		
		01	02	03
Riparian enhancement	<ul style="list-style-type: none"> Increased input of detritus and insects from shoreline vegetation Increased large woody debris Improved wildlife habitat Reduction of invasive plant species extent and potential for future spread Improved shading and incremental reduction of stream temperatures 	X	X	X
Restoration and reconnection of floodplain wetlands	<ul style="list-style-type: none"> Attenuation of stormwater flows Filtration of sediments Improvement of stormwater quality (nutrients, fecal coliform, chemicals) Improvement of habitat for wetland-dependent wildlife species 	X	X	X
Removal or improvement in the design of docks and other overwater structures, for example, by using light-permeable dock surfaces or community docks	<ul style="list-style-type: none"> Improved rearing and migratory habitat for juvenile fish Reduced potential for water quality contamination from leaching of chemically treated wood Reduced overwater shading that may attract juvenile salmonid predators 	X	X	X
Restoration of armored shorelines, for example through reducing shoreline slope, revegetating with native species	<ul style="list-style-type: none"> Restored natural sediment movement from upland areas to shorelines Improved conditions for growth of riparian vegetation Improved nearshore foraging habitat for fish Increased large wood and nutrient inputs to river Restored floodplain wetland areas 	X	X	X
Restoration of smaller tributary streams	<ul style="list-style-type: none"> Improved fish access to tributaries Reconnected and enhanced the mouths of small streams as juvenile salmon rearing areas Protected and restored riparian buffers along streams Reduced water temperatures of tributaries thereby providing incremental improvement in river temperature 	X	X	X

Sammamish River Reaches					
Restoration Opportunities	Functions Improved	Reaches			
		01	02	03	
Creation of pools in river channel downstream of tributaries	<ul style="list-style-type: none"> Improved refuge and cover for salmon 		X	X	
Education of recreational users of river	<ul style="list-style-type: none"> Reduced impacts of recreational use – invasive aquatics, pollution, noise 	X	X	X	
Preservation of remaining natural areas, for example through acquisition or easement	<ul style="list-style-type: none"> Potential for incremental improvement in all the above functions 	X	X	X	
Education of shoreline property owners on ways to restore and protect shoreline areas	<ul style="list-style-type: none"> Potential for incremental improvement in all the above functions 	X	X	X	
Swamp Creek Reaches					
Restoration Opportunities	Functions Improved	Reaches			
		01	02	03	04
Riparian enhancement	<ul style="list-style-type: none"> Increased input of detritus and insects from shoreline vegetation Increased large woody debris Improved wildlife habitat Reduction of invasive plant species extent and potential for future spread Improved shading and incremental reduction of stream temperatures 	X	X	X	X
Restoration and preservation of floodplain wetlands	<ul style="list-style-type: none"> Attenuation of stormwater flows Filtration of sediments Improvement of stormwater quality (nutrients, fecal coliform, chemicals) 			X	X
Restoration of smaller tributary streams	<ul style="list-style-type: none"> Improved fish access to tributaries Reconnected and enhanced the mouths of small streams as juvenile salmon rearing areas Protected and restored riparian buffers along streams 			X	X
Preservation of remaining natural areas, for example through acquisition or easement	<ul style="list-style-type: none"> Potential for incremental improvement in all the above functions 			X	X
Education of shoreline property owners on ways to restore and protect shoreline areas	<ul style="list-style-type: none"> Potential for incremental improvement in all the above functions 	X	X	X	X

Restoration Actions

Restoration actions are specific recommendations derived from potential opportunities identified in the draft Kenmore SMP Update *Inventory and Analysis* (ESA Adolfson 2008a), an October 2008 site review, discussion with local and state resource agencies and Kenmore community members, as well as pertinent scientific literature and restoration guidance documents. In order to achieve restoration goals, it is important to pursue programmatic efforts that may contribute to restoration of ecological functions on a broader scale across all shorelines and the region in general, in addition to implementing reach-specific or project-specific restoration actions.

Map 4 provides an overview of the restoration opportunities recommended below.

Programmatic Actions

The following programmatic actions are applicable to most jurisdictions with shoreline area. Many of these actions are appropriate to apply at a watershed-wide scale rather than just in the designated shoreline area. The City of Kenmore should:

- Establish a City of Kenmore “shoreline” homeowners association or interest group to support shoreline stewardship, to promote environmentally friendly use of shorelines, and to provide a pathway for public participation in implementing the SMP restoration plan.
- Support implementation of stormwater treatment and control strategies throughout the watershed, including existing Kenmore regulations and improved regulations to be developed in 2010. Encourage, through incentives or local regulations, Low Impact Development (LID) practices for new development and retrofit of existing properties within the watershed. Retrofitting could include on-site stormwater detention for new or redeveloped sites to mimic the natural hydrologic cycle for the basin.
- Work with WSDOT and County roads departments to identify undersized or poorly installed culverts and other road maintenance needs. Create a list of prioritized needs for the City and track progress on completion.
- Provide educational workshops and an incentives program for City residents, property owners, and developers on proper shoreline stewardship practices, landscape care and integrated pest management (IPM) techniques.
- Establish a routine survey program for invasive species (including aquatic and terrestrial noxious weeds) for all shorelines, parks and other natural areas. Develop and implement a city-wide IPM plan to identify appropriate control measures for each weed type for different levels of infestation.

- Develop a program to remove existing rip-rap and other bank hardening structures on public property where feasible.
- Promote bulkhead, dock, and ramp replacements to improve their design. For new or replacement structures, encourage or require design standards that reduce impacts on habitat. For example, new structures should be required to meet NOAA guidance on dock design, including decreasing the dock footprint, increasing light penetration, and encouraging the use of joint or community docks. For docks and bulkheads, the City may develop local standards to incorporate guidance already available for Lake Washington shorelines (City of Seattle 2009).
- Remove any creosote treated wooden piles and structures from the shoreline environment. Replace with concrete, steel or other materials if a structure is needed.
- Increase shoreline and channel habitat structure along all publicly owned properties. This should include placement of large boulders or logs and other large woody debris, establishing native vegetation including shrub and tree canopy to shade the nearshore zone, and providing for future habitat by planting larger tree species at regular intervals.

Reach-Specific Restoration or Protection Actions

Restoration actions of site-specific importance are summarized in Table 3. The table includes actions that may be implemented to restore specific shorelines included in this plan. Recommended actions are grouped by reach. Site-specific recommendations as well as programmatic recommendations of particular importance to a specific reach or site within the reach are provided.

Map 4. Shoreline Restoration Opportunities

Table 3. Recommended restoration and protection actions for City of Kenmore Shorelines.

Reach	Recommended Restoration Action	Associated Goals and Policies
Lake Washington		
Lake_WA_01	<ul style="list-style-type: none"> Maintain intact forest and riparian habitat structure at St. Edward State Park. 	Goal 21.1 Policy LU-21.1.4 Policy LU-21.2.1 Policy LU-17.4.1 Policy LU-17.4.5 Policy LU-21.5.1
Lake_WA_02	<ul style="list-style-type: none"> Add shoreline structure (e.g., overhanging trees and shrubs and large woody debris) in NE Arrowhead Drive and 59th Avenue NE cove area. Encourage replacement of residential docks with structures that better address habitat requirements, such as use of grated decking, nontoxic materials, and minimizing overwater coverage in shallow water areas. Encourage the replacement of bulkheads with softer stabilization methods that include better habitat value, such as creating shallow water areas and providing overhanging vegetation. Promote the development of a riparian buffer along the golf course through education and voluntary action. Enhance adjacent riparian areas to reduce fragmentation of existing wetland habitat (create one contiguous wetland area) for the Inglewood Wetlands. Promote improved stormwater control in basins draining to the shoreline through implementation of existing or new stormwater regulations as development occurs. 	Policy LU-17.2.1 Policy LU-17.3.1 Policy LU-21.1.2 Policy LU-21.3.1 Policy LU-21.4.2 Policy LU-23.10.2 Policy LU-24.2.11 Policy LU-24.3.6 Policy LU-24.7.1 Policy LU-21.5.1 Policy LU-21.5.4
Lake_WA_03	<ul style="list-style-type: none"> Create a master plan for the long term development of the LakePointe property (near 68th Street) that provides for a protected riparian corridor with enhanced vegetation. Remove debris and derelict equipment within the LakePointe property shoreline. Survey this area and other commercial and industrial areas for debris, including submerged material, that should be removed from the shoreline zone. Promote reduction in impervious surface and re-establishment of riparian vegetation along the shoreline at the Kenmore Air Harbor Marina. Promote improved stormwater control in basins draining to the shoreline through implementation of existing or new stormwater regulations as development occurs. 	Policy LU-17.1.5 Policy LU-21.1.2 Policy LU-21.3.1 Policy LU-21.5.1 Policy LU-21.5.4

Reach	Recommended Restoration Action	Associated Goals
Lake_WA_04	<ul style="list-style-type: none"> Develop and implement a stream stabilization and rehabilitation plan for the mouth of Stream 0056 near Log Boom Park. This should include modifications to improve fish passage. The plan should also include the establishment of riparian vegetation and installation of wood pieces to improve the link between terrestrial and aquatic habitat, and to improve refuge and foraging opportunities for fish. Maintain established wildlife trees at Log Boom Park. Introduce additional native vegetation in Log Boom Park, specifically between the park and Harbor Village Condominiums to create a longer riparian corridor. Include this area in a general invasive vegetation survey and removal program. Add shoreline habitat structure (e.g., boulders, logs and large woody debris, and overhanging vegetation) in cove area near Log Boom Park. Replace SR 522 culvert to proper size in order to improve Stream 0056. 	Policy LU-17.3.12 Policy LU-17.3.1 Policy LU-21.1.2 Policy LU-21.3.1 Policy LU-21.5.1 Policy LU-21.5.4
Sammamish River		
Samm_Rv_01	<ul style="list-style-type: none"> Maintain existing habitat on the island near Inglewood wetlands/stream mouth. Develop a plan for Inglewood wetlands to manage them as one contiguous wetland area through cooperation with adjacent property owners and/or additional City acquisition. Work with WDFW to improve boat launch area, including possible installation of equipment wash facilities to reduce the spread of invasive plants, protecting and restoring the adjacent wetland areas, and enhancing the area with larger riparian plants such as willows. 	Policy LU-17.3.1 Policy LU-21.1.2 Policy LU-21.3.1 Policy LU-19.3.1 Goal 21.4 Policy LU-21.5.1 Policy LU-21.5.4
Samm_Rv_02 and Samm_Rv_03	<ul style="list-style-type: none"> Install large woody debris where possible to promote pooling and habitat diversity within the channel. Encourage the establishment of additional vegetation in the riparian buffer as redevelopment occurs. Create off-channel habitat at Swamp Creek Park. Eliminate barriers to fish passage at the mouths of small streams on the south side of the river by modifying culverts or daylighting the streams, if feasible. 	Policy LU-17.2.1 Policy LU-21.3.1 Policy LU-21.5.1 Policy LU-21.5.3 Policy LU-21.5.4
Swamp Creek		
Swam_Ck_01	<ul style="list-style-type: none"> Remove reed canarygrass and regrade area to enhance wetland formation. 	Policy LU-21.3.1 Policy LU-21.5.1 Policy LU-21.5.4
Swam_Ck_02	<ul style="list-style-type: none"> Remove creosote-treated wooden pilings from the Burke-Gilman pedestrian bridge adjacent to SR 522. Consider replacing the existing pedestrian bridge with a clear-span bridge. In the vicinity of the pedestrian bridge and the nearby SR 522 (bridge and road construction area) remove invasive vegetation such as Japanese knotweed and improve habitat structure through bank grading, placement of LWD, and installation of native riparian vegetation. 	Policy LU-21.3.1 Policy LU-21.5.1 Policy LU-21.5.4

Reach	Recommended Restoration Action	Associated Goals
Swam_Ck_03	<ul style="list-style-type: none"> Control and monitor encroaching invasive plants, including Japanese knotweed, Himalayan blackberry, and Scots broom below 73rd Avenue bridge and in upland buffer areas. Remove ecology blocks and other material remaining from flood damage repairs and replace with large woody debris. 	Policy LU-17.2.1 Policy LU-17.3.1 Policy LU-17.3.11 Policy LU-21.3.1 Policy LU-21.5.1 Policy LU-21.5.4
Swam_Ck_04	<ul style="list-style-type: none"> Remove concrete and asphalt debris from stream channel in Wallace Park area. Remove extensive Japanese knotweed and Scot's broom in Wallace Park and surrounding area. Commit to a long term strategy for identification and removal of invasive plants. 	Policy LU-17.3.1 Policy LU-17.3.11 Policy LU-21.3.1 Policy LU-21.5.1 Policy LU-21.5.4

Recommended Restoration and Protection Actions

Restoration actions were selected based on field review, discussions, and literature mentioned previously, as well as comments received in response to the December 2008 Technical Memorandum regarding restoration opportunities (Herrera 2008). Restoration opportunities should be periodically re-evaluated to respond to changes in land use designations, project status (i.e., completion and success level), community support, funding availability, and overall feasibility. The City should continue to work with local programs, agencies, citizens, and scientists to identify activities that would produce the most benefit for the restoration of ecological functions. The following general guidance may be used to prioritize restoration actions:

- Areas of high importance (for ecological processes and functions) are higher priorities for restoration than areas of low importance (Adolfson 2003b)
- Areas of low alteration (i.e., low level of development) are higher priorities for preservation than highly altered areas (i.e., urbanized or developed) (Adolfson 2003b)
- Projects with high overall feasibility (e.g., projects that have available funding, political and community support, and site access) are generally higher priorities for restoration than less feasible projects (Bellingham 2008)

Lake Washington

Programmatic Action

Important programmatic activities for the Lake Washington shoreline are associated with impacts from docks and establishment of vegetation in the nearshore (riparian) zone. Many docks and piers that line the shoreline of the lake are impairing shoreline function

by creating a light and dark interface that increases predation on salmon, and by reducing riparian cover and altering wave energy. New docks or replacement docks should be required to meet NOAA Fisheries standards such as those that limit size, and rely upon light permeable decking. Shoreline vegetation is also lacking on residential properties. An education program for water-front property owners that focuses on the benefits of shoreline vegetation, low-maintenance shoreline landscape designs, and integrated pest management should also be implemented. Shoreline development practices such as those described in the City of Seattle “Green Shorelines” publication (City of Seattle 2009) that reduce the impacts of bulkheads and docks should be encouraged through incentives or regulation.

Although difficult to implement, these actions are fairly simple and could make significant differences to shoreline structure and quality. While implementation of these actions is typically slow and piecemeal, they have the advantage of being highly feasible (over time). In fact, new dock design requirements have already been implemented.

Peninsula Area (LakePointe Property) off 68th Avenue (Lake_WA_03)

The shoreline in this area has been extensively modified; it is largely armored, derelict materials are located in the nearshore area, and there is little, if any shoreline vegetation. Removal of impervious surface, shoreline armoring and restoring the riparian vegetation, in addition to controlling or eradicating invasive vegetation are recommended. Strategic placement of large woody debris or other structures in the nearshore zone are recommended in order to provide improved habitat. Soil testing, site clean-up, bank sloping, and design and implementation of an aggressive plan for vegetating the site should occur. This parcel has been identified for restoration because it could result in creation of a fairly large, contiguous habitat area which typically results in higher relative value toward restoration of ecological functions than restoring many, smaller, separate parcels. Proposed development for a portion of this shoreline also provides a significant restoration opportunity to improve the quality of the shoreline environment while promoting environmentally sound recreational use. The Peninsula’s location at the intersection of the lake and stream environments represents potential value to a diverse range of species.

Inglewood Golf Course and Adjacent Properties (Lake_WA_02 and SAMM_RV_01)

The golf course fairway grass extends to the very edge of the Sammamish River in close proximity to Lake Washington. Establishment of shoreline vegetation in the form of grasses, sedges, shrubs, and a few tall trees would retain the views while improving shoreline structure. Constructing bird nest boxes within the shoreline zone might also contribute to improved habitat and wildlife use.

Adjacent development and fragmentation of the Inglewood Wetlands may reduce ecological function of this high quality wetland area. The wetlands should be maintained by removing encroaching structures and non-native landscape features, removing invasive plants, including Himalayan blackberry and purple loosestrife, and restoring

native vegetation in modified areas. A long-term plan to manage the site as a contiguous wetland, through cooperation with adjacent property owners and/or City acquisition of adjacent property, is also recommended to ensure the quality of this wetland over the long term.

Stream 0056 Adjacent to Log Boom Park (Lake_WA_04)

The lower portion of this urbanized stream is adjacent to Log Boom Park and represents an opportunity to improve significant fish habitat and to link stream and lake shoreline habitat near an existing park. High flows have recently altered the channel near the stream's outlet. The stream banks in the lower reach are almost devoid of native vegetation. Specific issues to address in this area are whether to re-route the lower part of the stream, whether to repair or remove the existing weir, and developing a plan to restore the stream bank and channel conditions. Enhancing riparian vegetation and channel structure (for example, by incorporating LWD or boulders) near the mouth will result in improved habitat and water quality by providing shade, diffusing high-energy flows, and reducing suspended sediments in the stream before it discharges into Lake Washington. Sections of the park that provide existing wildlife habitat, such as large perch and shade trees, should remain in order to ensure habitat connectivity. Two organizations, *People for an Environmentally Responsible Kenmore* and the *Lake Forest Park Stewardship Foundation*, have shown interest in improving fish passage along Stream 0056 and have sought City of Kenmore collaboration and grant funding (ESA Adolfson 2008a).

In addition to restoring the lower reach of the stream, upstream culverts such as the box culvert located at SR 522 and the culvert near 181st Street should be evaluated to ensure they are sized properly. Stormwater flow control structures should be assessed in upstream areas. Those identified as insufficient, degraded, or impacting fish passage should be improved.

Sammamish River

Programmatic Action

The lack of adequate forest riparian vegetation likely contributes to high water temperatures and degrades habitat for fish and wildlife. Preserving existing trees, increasing riparian vegetation (specifically planting trees), and encouraging vegetated buffers through incentives or regulation could improve habitat. Riparian vegetation can strongly affect water temperatures as a result of direct shading as well as indirectly by creating a micro-climate of cooler air temperatures that acts to insulate the river from higher ambient air temperatures of adjacent developed areas. In addition, in-stream habitat is generally lacking in the Kenmore reach of the river.

A program to promote removing bank armoring, replacing shoreline vegetation and placing designed habitat structures in the nearshore zone would provide some in-stream complexity and improve habitat.

Boat Launch and Adjacent Wetlands (SAMM_RV_01)

The boat launch just west of the Sammamish River bridge is devoid of significant riparian vegetation and the soil is hardened, which allows for significant runoff. A partnership with Washington State Department of Fish and Wildlife (WDFW) could be beneficial to improve the boat launch and associated wetland. This area could be enhanced with hardy native shoreline vegetation, designing features to create backwater pooling in the wetland area (to increase floodplain connectivity), or installing bird nest boxes. Non-native species are frequently introduced by boats and fishing gear at public boat ramps. The introduction and spread of invasive or noxious weeds can be minimized by equipping the site with decontamination facilities. A collaborative program with WDFW could be developed to provide and maintain ramp facilities.

Swamp Creek Park Habitat Restoration (SAMM_RV_03)

The City is currently working on a design for habitat enhancements at this park. The project will include removal of invasive weeds, new native plantings, and placement of large woody debris. A future phase could include creation of new off-channel habitat.

Swamp Creek

Three areas in Swamp Creek have specifically been identified for restoration action:

Lower Swamp Creek (SWAM_Ck_01)

The Burke-Gilman bridge along SR 522 is supported by old, creosote-treated, wood pilings. The pilings are likely leaching toxicants into the water and sediments, as well as causing localized scour. The bridge is also constraining the stream channel and concrete slabs have been placed on the stream bank. Additionally, there are significant patches of invasive Japanese knotweed and Scot's broom in this area. The bridge should be replaced with a clear span bridge and the disturbed area restored by controlling or eradicating invasive weeds and enhancing native vegetation.

The Swamp Creek Park area contains a considerable amount of noxious plants, such as reed canarygrass and Himalayan blackberry, which reduce species diversity and degrade stream and shoreline habitat and associated ecological functions. Removal of the invasive species, some re-grading of the area, replanting with native vegetation, and installing bird/small mammal boxes would greatly enhance this area. A grant has been obtained and design work is beginning on this effort. See additional description of the project under SAMM_RV_03.

Swamp Creek Wetland Complex (SWAM_Ck_03)

At the 73rd Street Bridge, the banks are armored and invasive plants, especially Japanese knotweed, are beginning to encroach on the stream channel. This is impacting shoreline vegetation and habitat structure as well as posing a threat to the adjacent wetland. Invasive vegetation should be controlled or eradicated. Native vegetation, LWD, boulders, or other beneficial modification that improves structure, stability, and habitat

should be incorporated into the bank and channel. There are currently two such projects being undertaken by the Adopt-a-Stream Foundation in this area. The stream bank should be monitored to ensure that additional erosion does not occur.

Wallace Swamp Creek Park/Northern Swamp Creek (SWAM_Ck_04)

Much of Wallace Swamp Creek Park is dominated by invasive species, including Japanese knotweed and Scot's broom. This represents a significant threat to native shoreline vegetation and riparian habitat structure. A plan should be developed and implemented to remove invasive vegetation and replant these with native vegetation to enhance habitat structure by increasing vegetation diversity.

Continue current work to improve fish and wildlife habitat, placing large woody debris, improving hydrologic dynamics through channel modification, and enhancing riparian vegetation.

The presence of concrete and asphalt contributes to habitat degradation in this reach. Armoring with these materials or isolated occurrences within the stream may impact channel structure and reduce water quality by introducing pollutants. These should be removed to improve habitat and associated ecological functions.

Implementation of Restoration Actions

To ensure that restoration goals are being achieved, it is important for the city to evaluate the performance effectiveness of this plan and to adapt to changing conditions. At minimum, this restoration plan will be evaluated by Ecology for its ability to improve the overall ecological functions of shorelines and the actual improvements to ecological function will be re-evaluated again in seven years, when the SMP update is required.

During the 7-year interim period between SMP updates, it is valuable to develop implementation and monitoring programs for the individual restoration actions. Due to the nature of restoration actions (i.e., diverse project or site-specific factors that influence their implementation), performance standards and monitoring plans should be developed for individual projects or actions once the City has determined priorities and identified funding sources. Annual assessments should occur to determine how well performance criteria are met and how effectively the goals of this restoration plan are achieved.

Programmatic activities such as educational and volunteer programs to improve riparian condition and effective permitting guidance for new docks, bulkheads or other shoreline modifications, and public information campaigns are best implemented through the SMP process and through other local ordinances, regulations and programs. As stated previously, although implementation of these takes time, over the long term their overall effectiveness can be significant due to the length of shoreline that can be affected. The ecological function improvements are very high compared to the direct cost of these activities, contributing to the overall feasibility of their implementation.

Invasive weed control and vegetation enhancement projects can begin quickly with adequate funding. Frequently, these projects can be initiated with existing staff or volunteer assistance. For invasive weed control and native vegetation enhancement

projects in particular, it is important to implement a monitoring program to ensure success. It can take several years for natural vegetation to establish in an area where invasive plants were present. Likewise, non-natives can quickly colonize an area once only one or two plants have been introduced. Restoration of the shorelines relies on specific monitoring and benchmarks unique to each specific project. Monitoring sites on an annual basis will allow re-assessment of priorities based on project success, available funding, and other factors. Further action should be pursued on those sites where restoration activities have already begun (e.g., Wallace Swamp Creek Park and the flood damage repair area along Swamp Creek at 73rd Avenue), sites where shoreline restoration activities such as channel and bank grading results in significant temporary disturbance, and sites where invasive plants are threatening areas of high ecological value (e.g., Wallace Swamp Creek Park, Inglewood Wetlands, and Swamp Creek wetland complex).

A few of the actions listed can be linked to activities by other agencies and steps should be taken to ensure these agencies are aware of these concerns and have included restoration or repair in their appropriate work schedules. For example, evaluation of the box culvert on SR 522 should be done by WSDOT and of the other culverts and drainage facilities by the City of Kenmore. These specific activities should be identified for inclusion in their operation and maintenance plans. Likewise, WDFW should be contacted to discuss concerns about the boat launch.

Two potential restoration sites involving numerous activities have been identified that will require significant planning and procurement of funding in order to fully implement. Restoration activities at Stream 0056 could potentially occur in conjunction with proposed improvements within the adjacent Tracy Owen Station Park (Log Boom Park). For this project, and for the potential LakePointe property restoration activities, detailed plans will need to be developed and agreed upon by stakeholders. The City may need to acquire additional parcel ownership and develop funding sources. However, these projects were deemed important because of their potential to result in considerable improvements to ecological functions and habitat quality for numerous species. The LakePointe property in particular provides significant opportunity not only to restore habitat but also to improve access and recreational use of the shoreline. This can result in increased public awareness of shoreline management issues and promote environmentally sound stewardship of local resources if coupled with well developed educational programs. The site could also provide opportunities to mitigate for other development activities within the City of Kenmore which could potentially be used to offset restoration costs. The LakePointe site will also benefit from a long term protection plan which should be incorporated into the restoration efforts early in the development phase to ensure success.

Organizations and Funding

Several agencies and organizations are working for restoration of the area watershed. Most restoration efforts are implemented because local citizens, tribes, NGOs, and local city, state, and federal resource agencies collaborate to solve problems and share responsibility to achieve the goal (ESA Adolfson 2008b). Continued collaboration at all levels is needed to reach the goals of this plan.

In many instances collaboration and coordination between stakeholders is necessary to implement restoration actions. Organizations that are likely to contribute significantly, or already involved with the restoration actions in the area, are listed in Table 4.

Table 4. Organizations potentially providing support for Kenmore restoration activities.

Organization	Mission	Potential Participation in Restoration Goals
Washington State Department of Transportation	<i>“Our work will incorporate environmental protection and improvements into the day-to-day operations of the department as well as the ongoing development of the state’s transportation plans and facilities.”</i>	May help to upgrade culverts to improve stream flow and habitat
Washington Department of Fish and Wildlife	<i>“Achieve healthy, diverse and sustainable fish and wildlife populations...for social and economic benefit. Ensure effective use of current and future financial resources in order to meet the needs of the state’s fish and wildlife resource for the benefit of the public. Implement processes that produce sound and professional decisions, cultivate public involvement and build public confidence and agency credibility.”</i>	May provide grant funding, collaborate on wetland enhancement projects, or provide technical assistance or staffing for restoration projects
Inglewood Shores Home Owners Association		Fundraising, volunteer staffing
People for an Environmentally Responsible Kenmore		Fundraising, volunteer staffing
StreamKeepers of Lake Forest Park	<i>“To contribute to the well-being of our community by fostering awareness, understanding, appreciation, and stewardship of our natural environment; and by preserving and enhancing parks and open spaces.”</i>	Monitoring assistance, guidance, volunteer staffing
Lake Forest Park Stewardship Foundation		Technical assistance, volunteer staffing

Several funding opportunities are available to help with restoration actions in the Puget Sound region. Organizations that may provide funding opportunities for Kenmore’s shoreline restoration efforts are identified in Table 5.

Table 5. Potential funding sources.

Organization & Contact Information	Grants Description
Washington State Department of Ecology P.O. Box 47600 Olympia, WA 98504-7600 http://www.ecy.wa.gov/programs/wq/funding/funding.html	Various sources of funding including low-interest loans and grants for improvement in water quality, or prevention and control of non-native aquatic plants.
Washington Department of Fish and Wildlife 600 Capitol Way N. Olympia, WA 98501 http://wdfw.wa.gov/grants/alea/	Grants include financial assistance for private landowners taking measures to restore habitat to benefit at-risk species, and local programs taking actions that benefit fish and wildlife.
National Fish and Wildlife Foundation 1120 Connecticut Avenue NW, #900 Washington, D.C. 20036 Kathleen Pickering (202) 857-0166 www.nfwf.org	Funds for community-based projects that restore native salmon habitat. This includes fish passage barriers removal and improving habitat needs.
NOAA Restoration Center Community-based Restoration Program Northwest Region Jennifer Steger, Director http://www.nmfs.noaa.gov	Financial and technical assistance to help grass-roots partnerships and restoration programs.
Environmental Protection Agency Region 10: Pacific Northwest Grants Administration Unit Bob Phillips Phillips.bob@epa.gov	Funds a variety of projects to protect the natural environment, including wetland protection, restoration and stewardship discretionary funding related to Section 404 of the Clean Water Act.
US Fish & Wildlife Service Nell Fuller 911 NE 11th Avenue Portland, OR 97232-4181 (503) 231-2014 Nell_Fuller@fws.gov	Assists and funds several fish passage programs, including barrier culvert removal or replacement program and a <i>North American Wetlands Conservation Act Grants Program</i> .
U.S. Army Corps of Engineers Basinwide Restoration New Starts General Investigation Bruce Sexauer P.O. Box 3755 Seattle, WA 98134 (206) 764-6959	Cost shares assistance available for projects correlated to fish and wildlife, flood management, general restoration, riparian areas and other related topics.
Ducks Unlimited Matching Aid to Restore Habitat (MARSH) (916) 852-2000 conserve@ducks.org	Helps develop and protect waterfowl habitat, with reimbursement matching funds for projects relating to habitat restoration and enhancement.
Puget Sound Restoration Fund http://www.restorationfund.org/	PSRF is dedicated exclusively to restoring marine habitat, water quality and native species in Puget Sound. They pursue restoration collaboratively with industry, tribes, government agencies, private landowners and community groups.

Organization & Contact Information	Grants Description
King County Ken Pritchard, Grant Exchange Coordinator King County Dept. of Natural Resources and Parks 201 Jackson Street, Suite 600 Seattle, WA 98104-3855 (206) 296-8265 ken.pritchard@kingcounty.gov	King County Water Quality Grant Fund. Grants up to \$60,000 are available for community projects that protect or improve watersheds, streams, rivers, lakes, wetlands and tidewater.
Lake Washington / Kenmore Area Home Owners Associations	Potential fundraising contributors

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APPENDIX D - 1: TRAFFIC MODELING ASSUMPTIONS AND LEVEL OF SERVICE REPORTS

This appendix describes the traffic modeling assumptions used to forecast future traffic operations in the City of Kenmore and describes the level of service (LOS) calculations at 19 intersections for year 2022 Existing conditions, 2030 year No Action conditions, year 2044 No Action conditions, and year 2044 With Improvements conditions.

Traffic Modeling Assumptions

Data Collection

Turning Movement Counts

Table 1 summarizes the 19 intersections in the City were evaluated for LOS operations, including where PM peak period turning movement counts (TMCs) were available and intersections where counts were needed. TMCs were collected in 15-minute increments and included heavy vehicle percentage and pedestrian and bicycle volumes. The City provided TMC data for the remaining two locations.

Table 1. Study Intersections – Proposed Data Collection for PM Peak Period

#	Intersection	Collected 1/25/22	PM Peak Period to be collected	Data provided by City
1	NE 193rd St / 61st Ave NE	x	PM 16:00 to 18:00	
2	SR 522 / 61st Ave NE	x	PM 16:00 to 18:00	
3	NE 181st St / 65th Ave NE	x	PM 16:00 to 18:00	
4	NE 175th St / 65th Ave NE	x	PM 15:00 to 17:00	
5	NE 181st ST / 68th Ave NE	x	PM 15:45 to 17:45	
6	SR 522 / 68th Ave NE	x	PM 16:00 to 18:00	
7	NE 175th St / 68th Ave NE	x	PM 15:00 to 17:00	
8	NE 170th St / 68th Ave NE	-	-	Gridsmart
9	NE 155th Pl / Juanita Drive NE	x	PM 16:45 to 18:45	
10	NE 153rd Pl / Juanita Drive NE	x	PM 17:00 to 19:00	
11	NE 192nd St / 73rd Ave NE	x	PM 15:00 to 17:00	
12	NE 181st St / 73rd Ave NE	x	PM 16:00 to 18:00	
13	SR 522 / 73rd Ave NE	x	PM 16:00 to 18:00	
14	NE 192nd St / 80th Ave NE	x	PM 15:45 to 17:45	
15	SR 522 / 80th Ave NE	x	PM 16:00 to 18:00	
16	SR 522 / 83rd PL NE	x	PM 16:00 to 18:00	
17	Simonds Road NE / 84th Ave NE	x	PM 15:30 to 17:30	
18	NE 155th St / 84th Ave NE	x	PM 16:00 to 18:00	
19	NE 155th St / Simonds Road NE	-	-	Gridsmart

Average Daily Traffic

Average daily traffic (ADT) volumes were provided by the City and the Washington State Department of Transportation (WSDOT). ADT volumes from WSDOT were acquired from <https://www.wsdot.wa.gov/data/tools/geoportal/?config=traffic> Table 2 illustrates locations and sources of ADT data.

Table 2: Average Daily Traffic Counts – Data Location and Source

#	Roadways	Data Source	Location of Counts
1	SR 522	WSDOT Geoportal	west of 68th Avenue
2	SR 522	WSDOT Geoportal	east of 68th Avenue
3	68th Ave NE	City	175th St & 68th Avenue
4	68th Ave NE	City	68th Av btw 181st St and 182nd St 11/12/2021
5	Juanita Drive	City	Juanita Dr btw 166th Ct and 170th St (Cont. Count)
6	NE 170th	City	170th St btw Juanita Dr and 70th Av (Cont. Count)
7	61st Ave NE	City	61st Av n/o 190th St, 61st Av n/o 193rd St, both 6/7/2021
8	80th Ave NE	City	80th Av n/o 192nd St 8/16/2021
9	Simonds Rd NE	City	155th St & Simonds Rd
10	73rd Ave NE	City	73rd Av n/o 185th St 3/15/2021

Historical Count Data

The City also provided historic TMCs collected in 2013. This data was used to help validate the existing conditions EMME model. This data was also used to make possible adjustments to future travel patterns. It was noted that current construction projects, including the West Sammamish River Bridge project and the Juanita Drive NE Sidewalk and Bicycle Improvement projects, have heavily influenced route choice. The City is expecting route choices and travel patterns to change once construction on these projects in complete.

Pedestrian and Bicycle Volumes

Pedestrian and bicycle volumes at additional locations not collected with the TMCs was provided by the City. Pedestrian and bicycle data from WSDOT's Bicycle and Pedestrian Count Portal <https://wsdot.wa.gov/data/tools/bikepedcounts/> was evaluated to confirm the data was relevant and useful.

Crash Data

Citywide crash data was provided by the City for the years 2016 to 2020. They City also provided all the available data for 2021.

Traffic Operations Analysis

Traffic operations analysis for this project included PM peak hour conditions for the following years:

- Existing Conditions (2022)
- Year 2030
- Year 2044

Intersections were analyzed based on WSDOT's analysis policies and Synchro protocols (August 2018).

Synchro 11 software was used to analyze the operation of signalized and stop-controlled intersections.

Existing Conditions

Existing conditions traffic volumes were baselined using the following approach:

- **Pandemic adjustments:** Given the change in travel patterns and traffic volumes since the beginning of the COVID pandemic in March 2020, turning movement counts taken after March 2020 were adjusted as needed. Data collected as part of this study was compared to counts taken prior to March 2020 to gauge changes in traffic growth and potential changes in mode. If current counts were significantly lower than pre-March 2020 conditions, volumes were adjusted to pre-pandemic conditions using data from nearby WSDOT permanent traffic recorders (PTR) and other historic traffic data available from the City.
As future traffic volumes were built from forecasting from baseline conditions, the goal was to model an existing 2022 baseline condition that best reflects overall trends from the past several years. Overestimating volumes would lead to future forecasts that may be too high, potentially leading to infrastructure that is overbuilt for future conditions. Conversely, underestimating baseline conditions could lead to future forecasts that may be too low, leading to infrastructure that would be potentially underbuilt for future conditions.
- **Seasonal adjustments:** Existing volumes were seasonally adjusted based on information from WSDOT and the City.
- **Signal timing** - Existing signal timing plans for signalized intersections were used to model existing conditions. Existing signal timing cards were provided by the City.
- **Geometrics:** The roadway network and geometrics for the 2022 Existing Condition reflected current conditions.

Future Conditions

The goal of modeling future conditions was to identify demands placed on the existing transportation infrastructure and services by expected growth in traffic. For the 2030 Future Baseline conditions, the existing Synchro model was updated to reflect forecasted growth. Projects needed to maintain minimum LOS standards under the 2030 conditions were identified and analyzed in Synchro. To model 2044 conditions, the 2030 Build Synchro models were updated to reflect forecasted growth as described in the Land Use Element and Appendix D-2. Projects needed to maintain minimum LOS standards under the 2044 condition were identified and analyzed in Synchro. Cycle lengths, offsets and splits were optimized for all future Synchro models.

Level of Service Reports

The 2044 With Improvements conditions include channelization and signal timing changes at 7 intersections. The 2022 volumes represent counts collected in January 2022. It was assumed that construction on Juanita Drive during January 2022 influenced route choices between Juanita Drive and Simonds Road. Post-construction, it is expected that travel patterns along Juanita Drive and Simonds Road would return to pre-construction conditions. 2030 traffic forecasts and analysis was adjusted to reflect such changes.

For the 2030 scenario and for both 2044 future scenarios, volumes represent traffic forecasts developed using the Kenmore City Model and the traffic growth assumptions described in Appendix D-2. For the 2044 No Action LOS calculations assume the P-suffix transportation projects defined as part of the Lakepoint Mixed Use Master Plan. The 2044 With Improvements LOS calculations assume the improvements recommended as a part of this plan are in place.

As noted in the Transportation Element, the City measures LOS at the corridor level on SR 522 and 68th Avenue / Juanita Drive / Simonds Road rather than at the intersection level. Though a single intersection on these corridors may experience longer delays than indicated by the standard, the overall concern for residents and travelers on these roadways is to get through multiple intersections in a reasonable amount of time. For this reason, average delay along the corridor is a more meaningful level of service standard than the experience at a single intersection. Table 3 summarizes these average delay calculations for existing and forecasted conditions.

Table 3. Corridor LOS Values (Weighted Averages)

Corridor	2022 Existing	2030 No Action	2044 No Action	2044 with improvements
SR 522 ¹	D / 35.5	D / 53.9	E / 72.8	E / 64.1
68 th Ave Corridor ²	D / 46	D / 54.2	F / 84.5	E / 72.7

¹ Intersections: 61st Ave NE, 68th Ave NE, 73rd Ave NE, 80th Ave NE, 83rd Ave NE

² Intersections: NE 181st St, SR 522, NE 175th St, NE 170th St

APPENDIX D - 2: LAND USE MAPS

Figures 1 through 10 depict employment and housing land uses by traffic analysis zone (TAZ) around Kenmore. The 2018 maps represent the base year for the travel model, which was reviewed for consistency with the city's data on employment and housing. The 2044 maps show the forecasted future levels of jobs and housing based on the amount of growth assigned by the Puget Sound Regional Council (PSRC) local target representation data set that was reviewed by the City and adjusted within City limits based on more detailed information about known development and growth targets in specific parcels. The growth maps display where employment and housing growth is expected to occur around Kenmore. This land use growth informs the City on where to expect increases in travel volumes and translates into future traffic levels through the travel demand forecasting process.

	Housing Units	Employment
2018	9,429	4,012
2044	12,499	7,212
Growth	33%	90%

Travel Demand Forecasting

The PSRC regional Activity Based Travel Demand model will be used for existing baseline and future travel demand forecasting.

Validation

The underlying input assumptions of the existing conditions were reviewed and updated to reflect appropriate level of detail for the City. The existing traffic analysis zones (TAZs) in the PSRC model were scaled to match the City's data on existing employment and housing. The existing conditions model was validated against available count data. To improve the model's performance, the following adjustments were made:

- Updated the quantity and location of housing units and employment estimates within the model area by zone.
- Calculated households for use in the model by assuming a 5 percent housing unit vacancy rate after discussing the conversion with PSRC staff.
- Adjusted PM peak hour vehicle trip generation rates by comparing with Institute of Traffic Engineers (ITE) most recent trip generation rates, local traffic studies, or vehicle driveway counts.
- Calibrated the roadway network parameters (speeds, capacities, and functional class) to better reflect the routes that people use throughout the model area.
- Adjusted the number of the trips that enter or exit the model area based on observed vehicle counts.

Future land use was developed using a variety of sources including city staff input, growth assigned by the PSRC Land Use Vision data set, and previous land use forecasts from the 2014 Transportation Element Update. Future land was allocated through the following process:

- Using the 2050 PSRC Land Use Vision representation data, provided by regional model TAZs, the land use for the Kenmore model was scaled to match City-approved growth targets for housing units and employment.
- Housing units and employment data was disaggregated to the Kenmore TAZ system using land use intensity ratios created for the 2014 Transportation Element update and discussions with City staff.
- The 2050 land use by Kenmore TAZ produced in the previous step was reviewed by city staff and the project team during an in-person working session. Based on specific knowledge of future developments and zoning allowances as well as review of aerial imagery, housing unit and employment growth was reallocated between Kenmore TAZs.
- Any specific housing unit and/or employment growth for a Kenmore TAZ not established during the working session was assumed to have the same amount of growth as the 2030 land use forecast.
- Housing units were converted to households for use in the PSRC model using a 5 percent vacancy rate that was arrived at in coordination with PSRC staff.

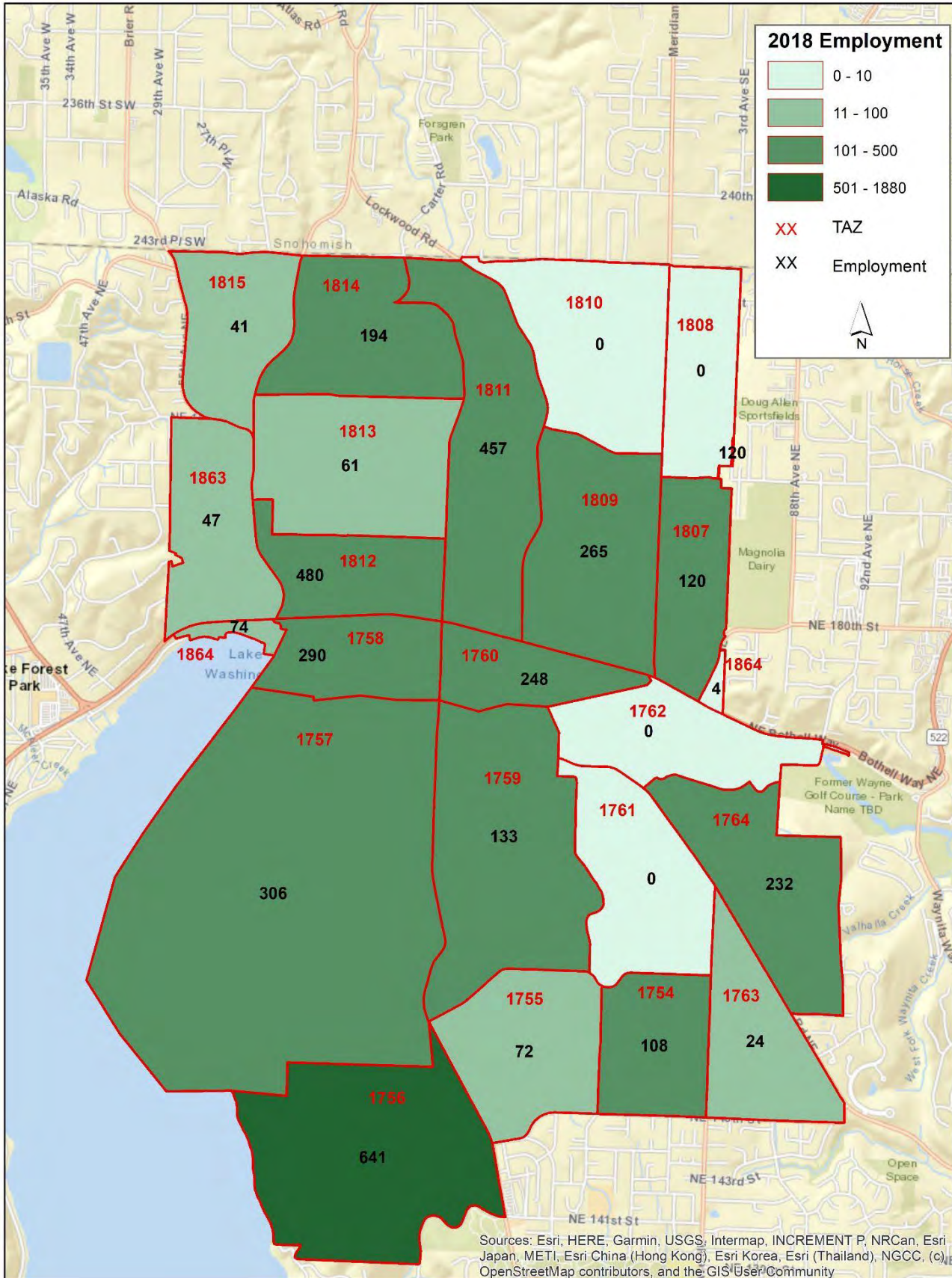
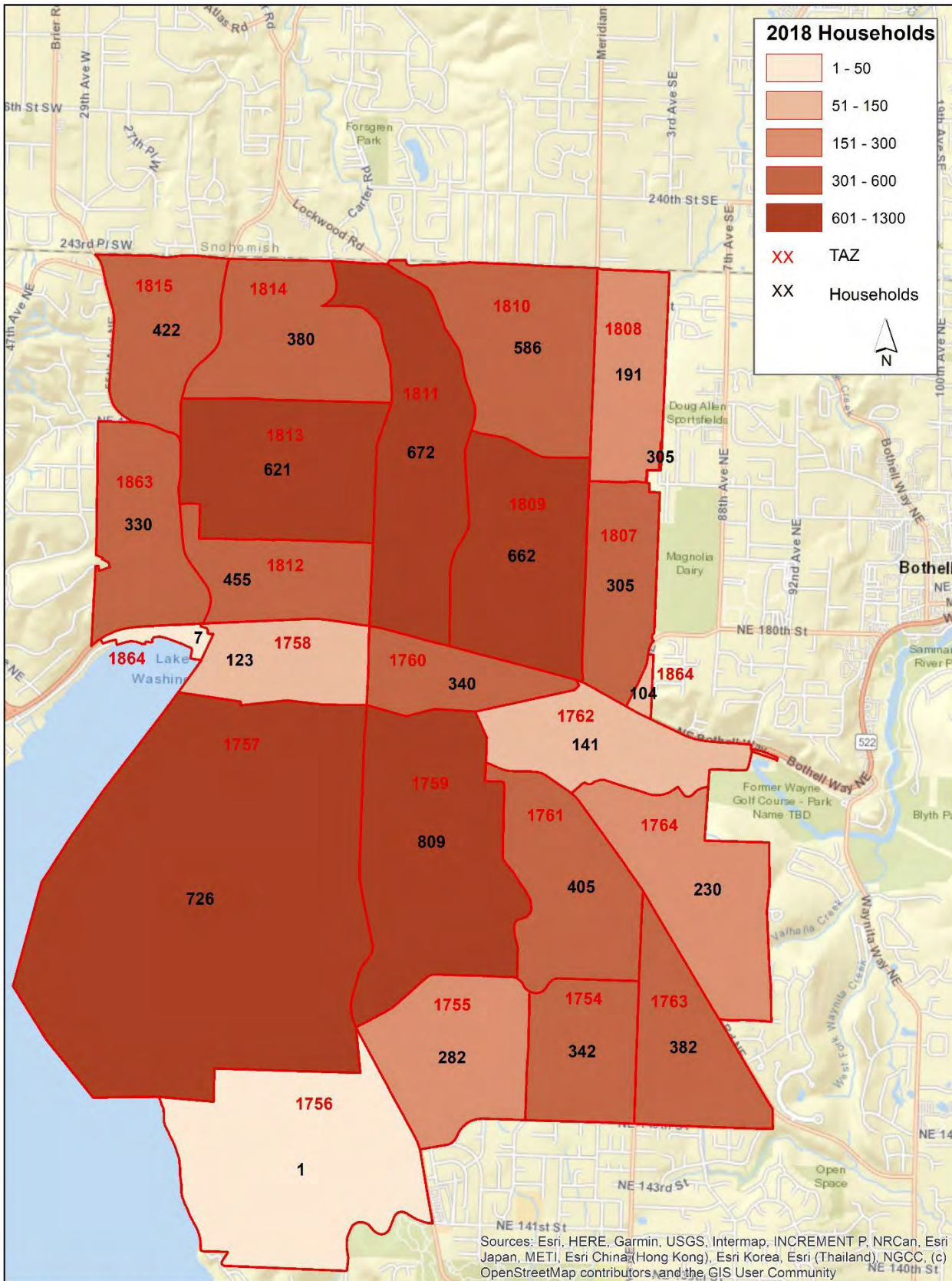


Figure 1. 2018 Employment in Kenmore by TAZ



This map reflects PSRC model input values for households that were arrived at through assuming a 5% vacancy rate of housing units.

Figure 2. 2018 Households in Kenmore by TAZ

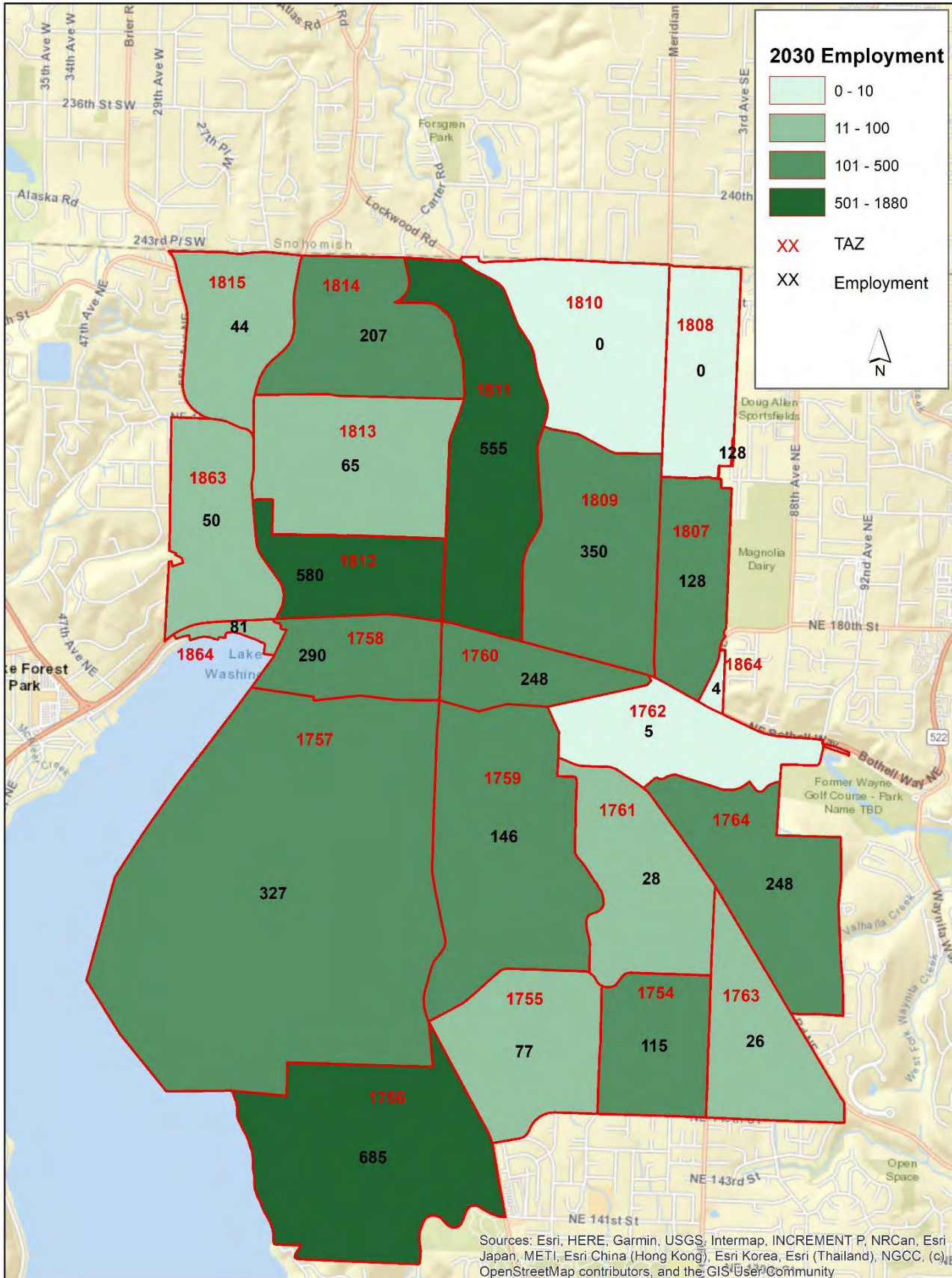
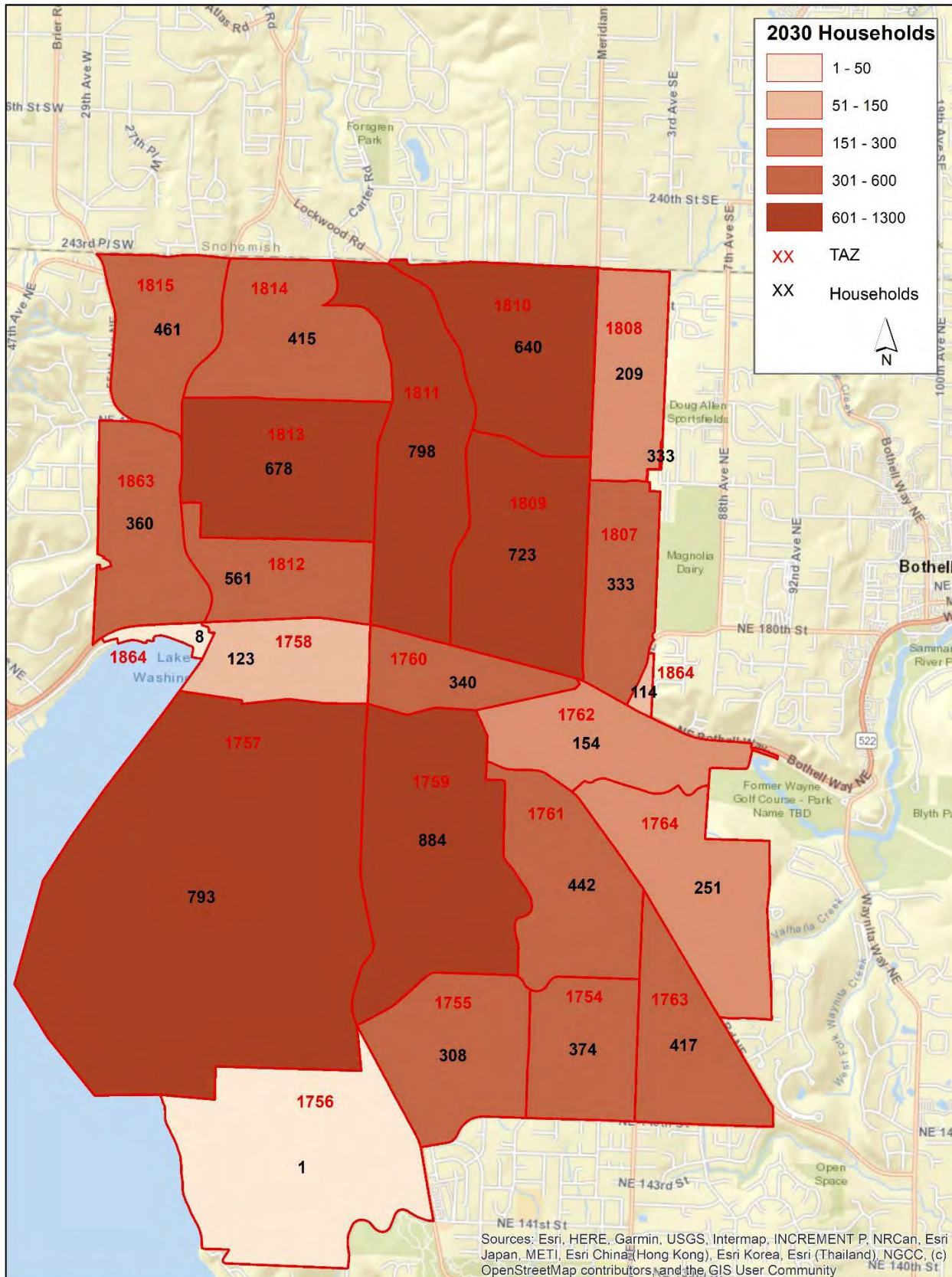


Figure 3. 2030 Employment in Kenmore by TAZ



This map reflects PSRC model input values for households that were arrived at through assuming a 5% vacancy rate of housing units.

Figure 4. 2030 Households in Kenmore by TAZ

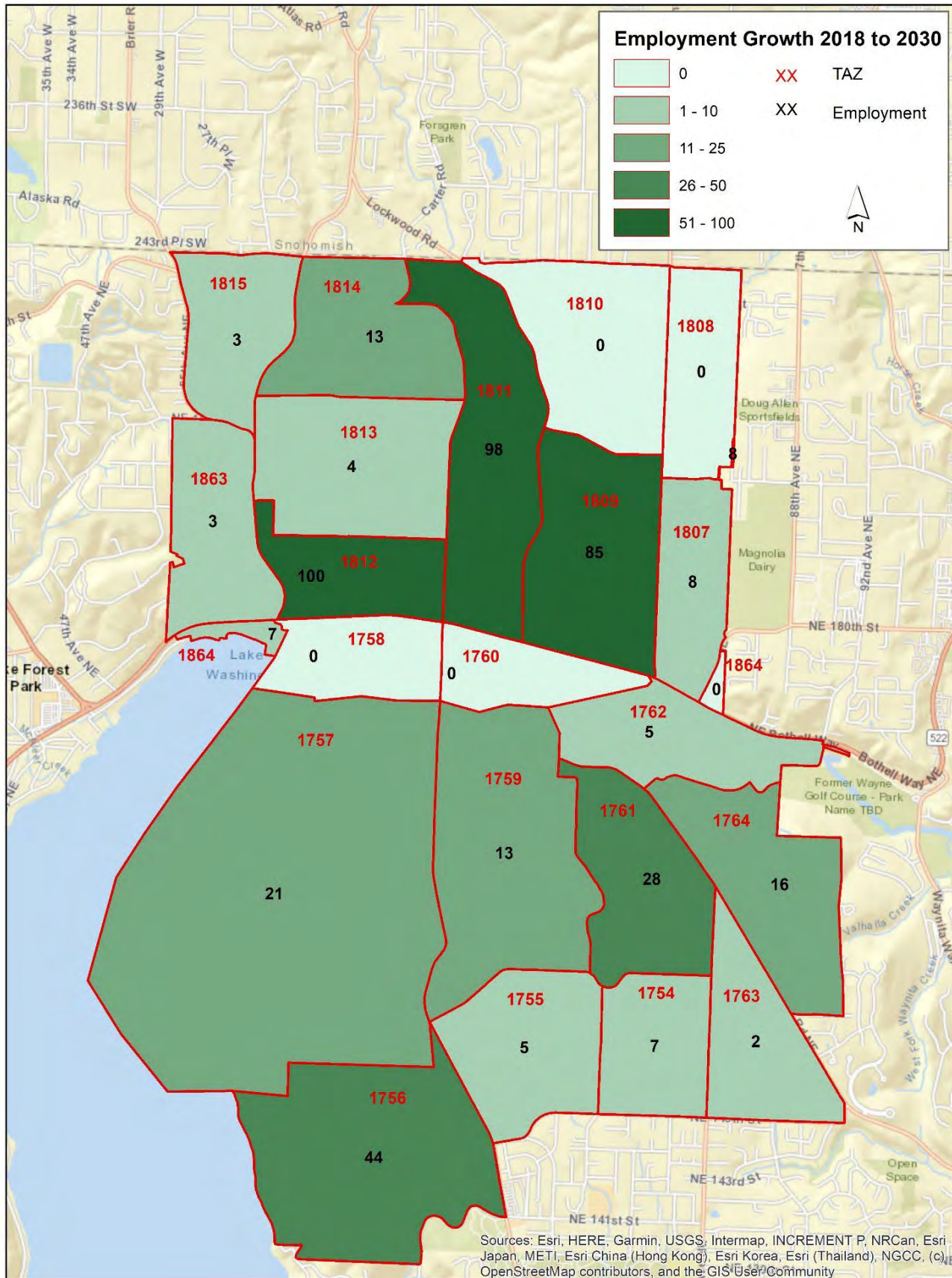


Figure 5. 2018-2030 Employment Change in Kenmore by TAZ

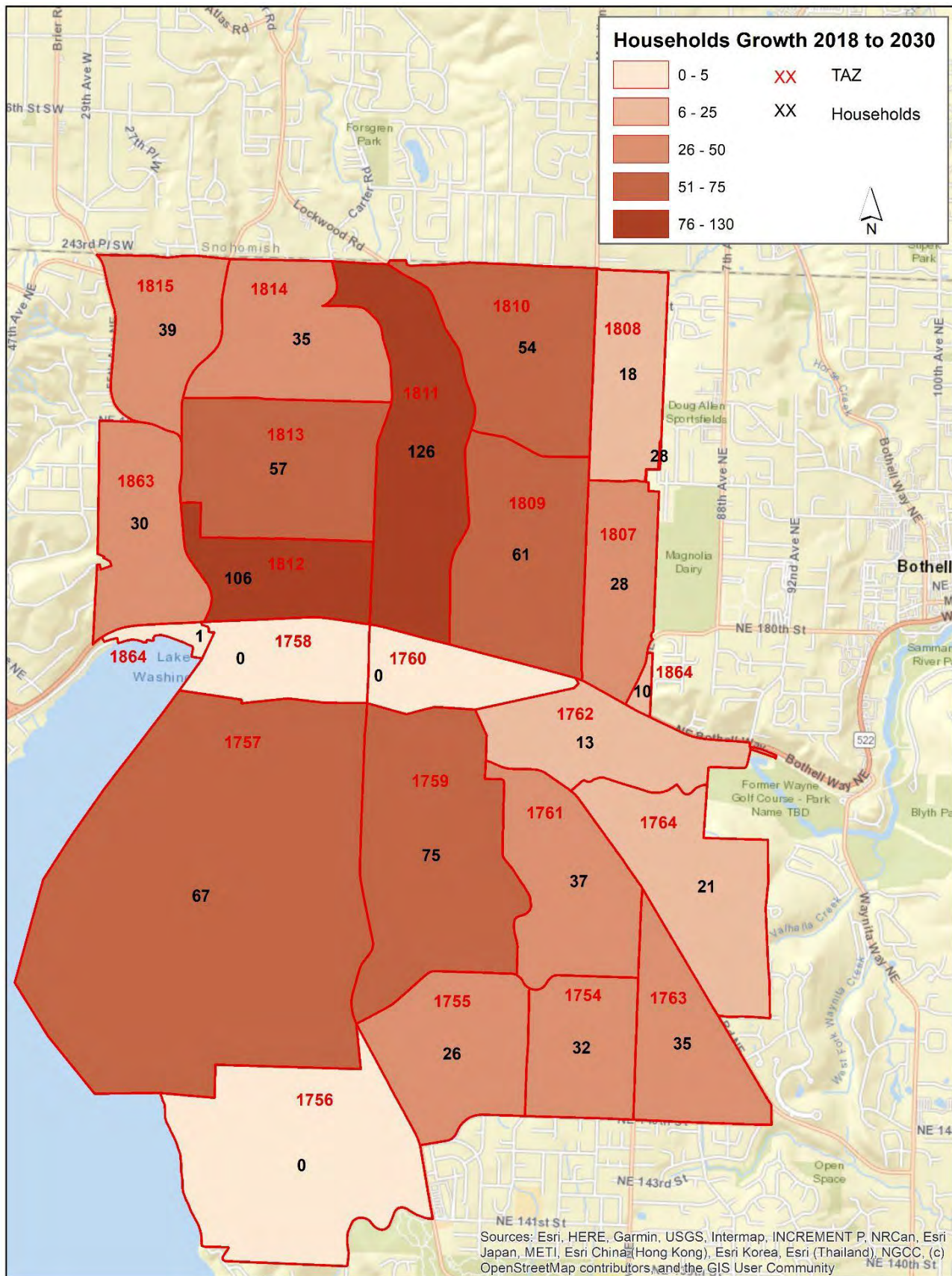


Figure 6. 2018-2030 Households Change in Kenmore by TAZ

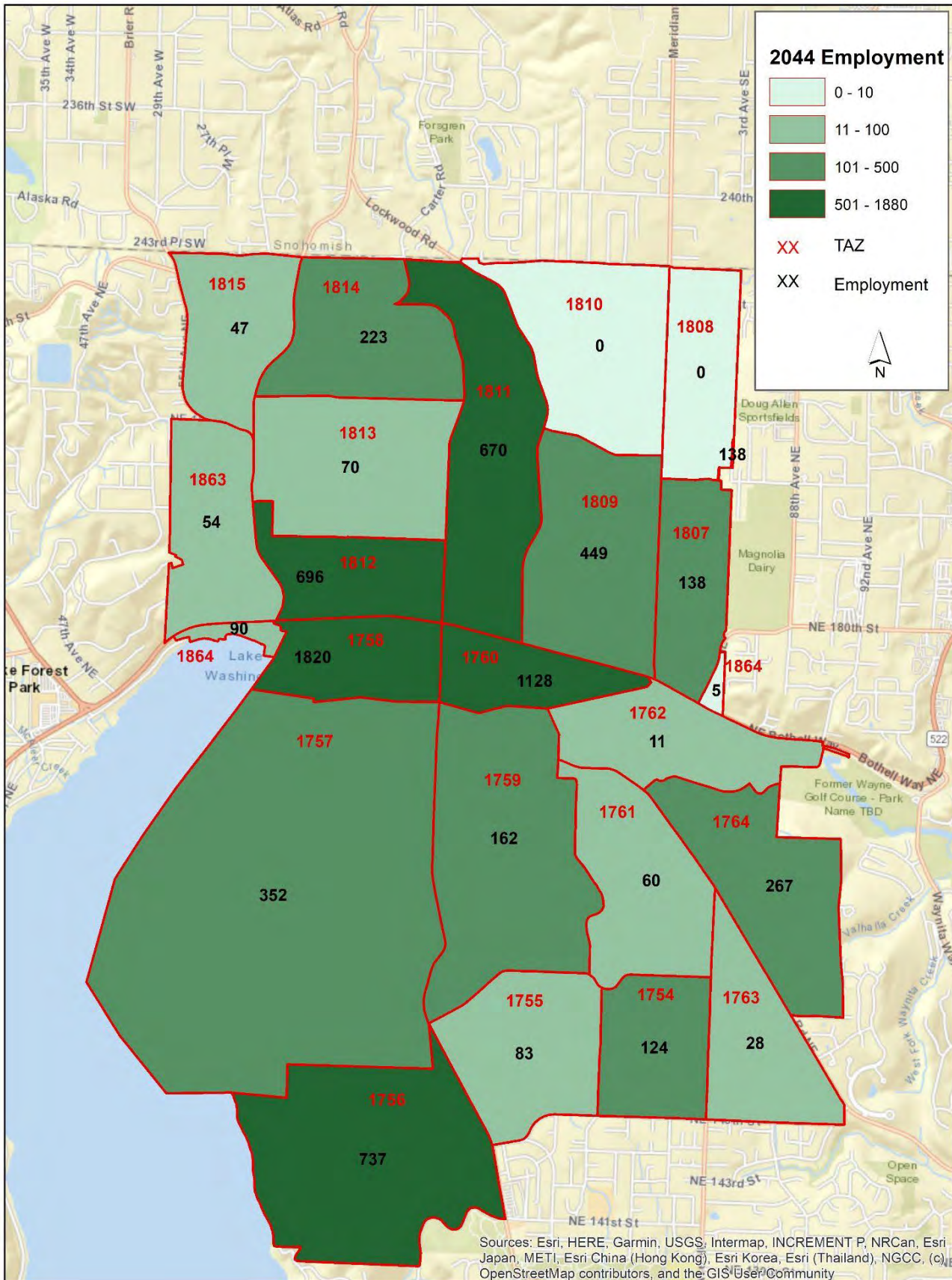
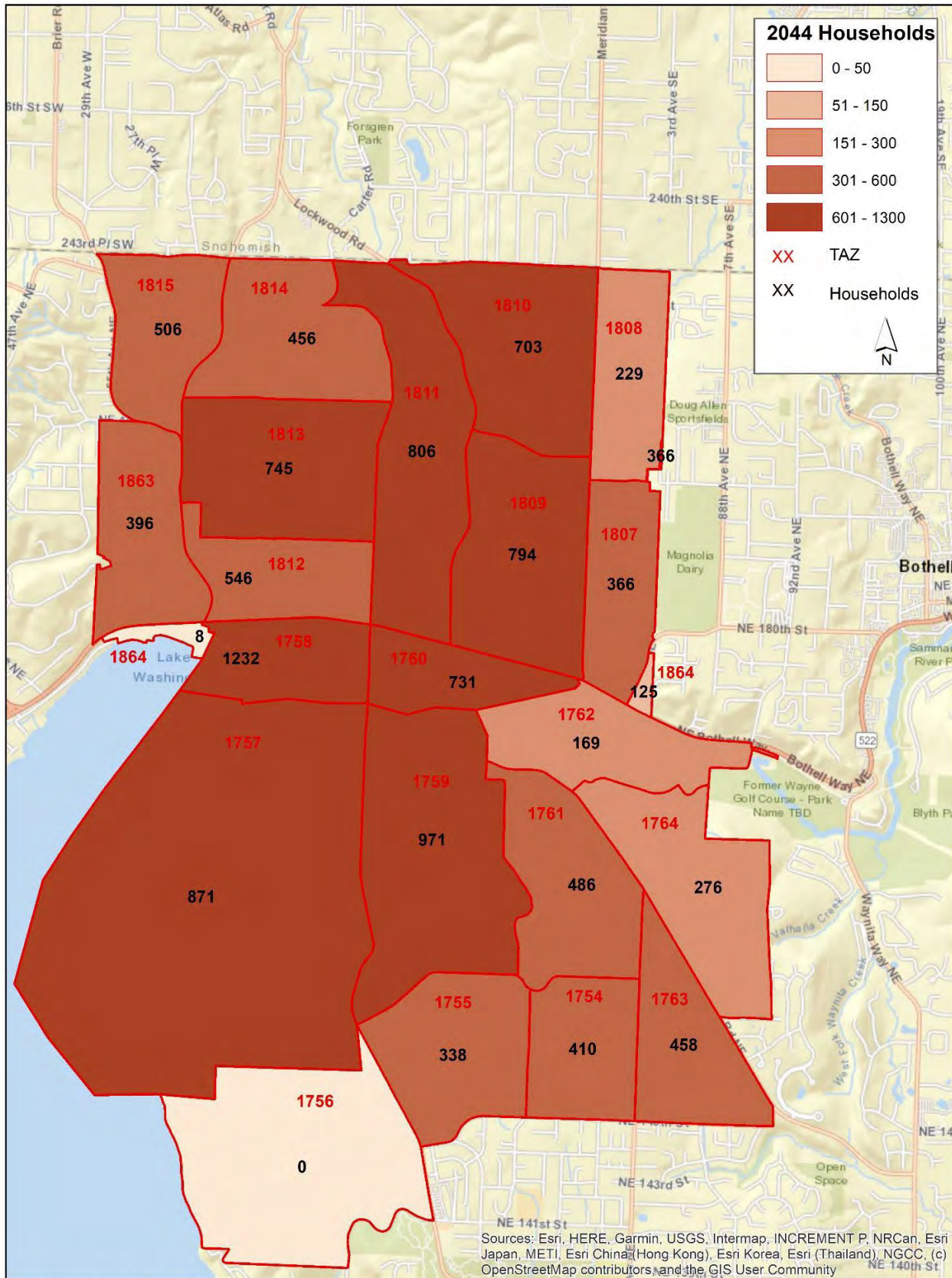


Figure 7. 2044 Employment in Kenmore by TAZ



This map reflects PSRC model input values for households that were arrived at through assuming a 5% vacancy rate of housing units.

Figure 8. 2044 Households in Kenmore by TAZ

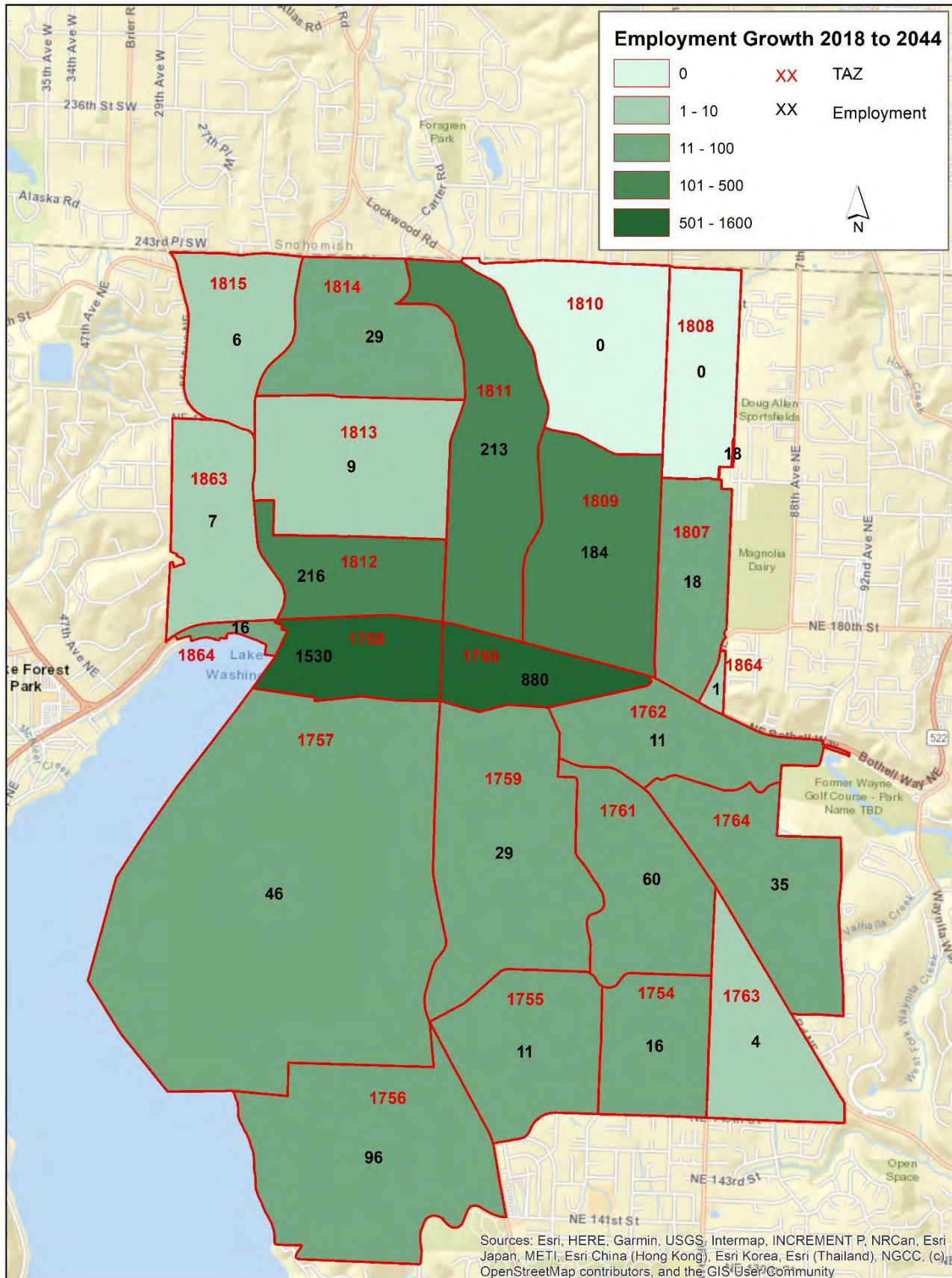


Figure 9. 2018-2044 Employment Change in Kenmore by TAZ

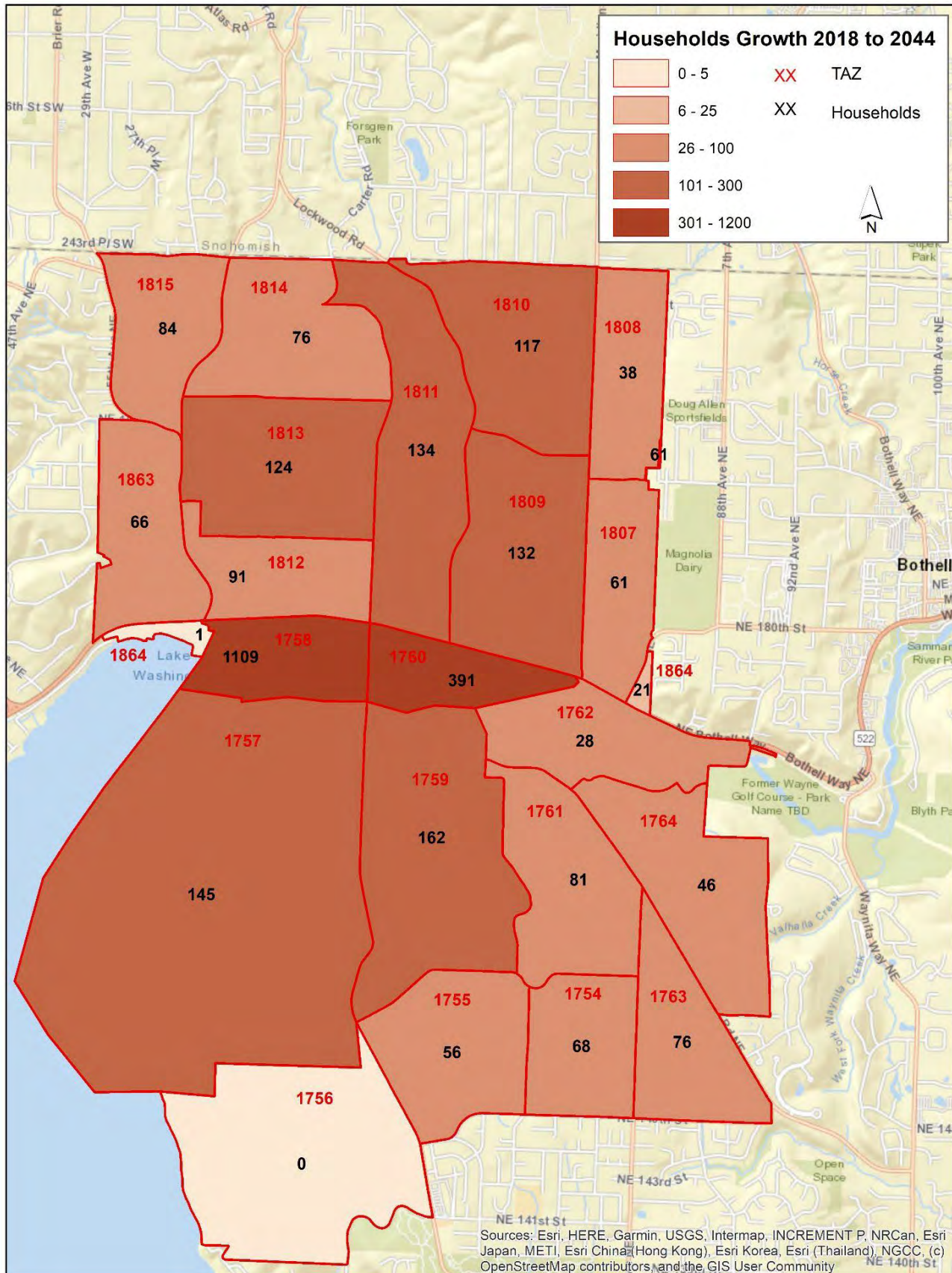


Figure 10. 2018-2044 Households Change in Kenmore by TAZ

APPENDIX D - 3: ROADWAY FACT SHEETS

The following street typology fact sheets specify the form and intended functions of roadways in Kenmore. Each fact sheet provides the travel purposes, features, example locations and conceptual cross-sections for the given roadway type. The City of Kenmore's Road Standards provide supplemental detail associated with cross-sections for specific roadways.

STATE HIGHWAYS AND MAJOR ARTERIALS

Major arterials, most conducive for cross-town trips and through traffic, are roadways that serve all transportation modes and vehicle types. The focus is to provide an efficient travel experience for vehicles, which includes trucks, transit, and emergency services, while accommodating pedestrian and bicyclist movement through effective modal separation. The Washington State Department of Transportation classifies SR 522 as a principal arterial.

Features:

- Priority users - vehicles, bicycles, pedestrians, and transit
- Serves all trip types but accommodates cross-town trips best of all street typologies. Also serves the highest volume of trips within the City. Direct access by adjacent land uses more limited.
- Turn lanes provided at key intersections to facilitate through traffic. Pedestrian crossings are provided at intersections and considered for mid-block crossings when appropriate.
- Where space is available, add bicycle facilities, or landscape buffers for additional multimodal opportunities.

Example Locations:

- SR 522
- Simonds Road NE
- 68th Avenue NE (SR 522 to NE 170th Street)

Figure 1: Major Arterial Conceptual Cross Section 1



Source: Streetmix

Figure 2: State Highway Conceptual Cross Section 1



Source: Streetmix

MINOR ARTERIALS

Minor arterials serve all modes and trip types but are focused on signaling the entry into a higher-density commercial or residential zone. Minor arterials accommodate larger vehicles but provide a lower speed alternative to major arterials or State Highways, encouraging multimodal transportation options.

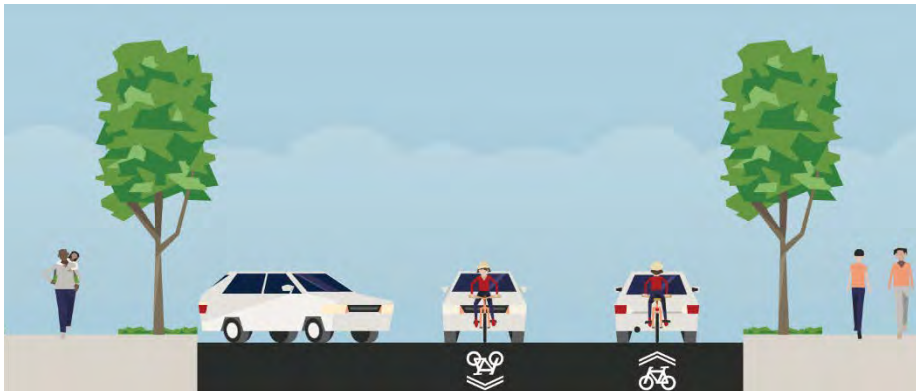
Features:

- Priority users: pedestrians, bicycles, vehicles
- Serves as a major travel route for local, inter-neighborhood, and through trips.
- Generally provide more direct access to adjacent land uses than major arterials or State Highways.
- Nonmotorized treatments include high visibility crosswalks, landscape buffers, and curb extensions.
- Travel lanes may be shared between bicycles and vehicles due to slower speeds.

Example Locations:

- 61st Avenue NE (north of SR 522)
- 80th Avenue NE
- NE 175th Street
- NE 181st Street (65th Avenue NE to 73rd Avenue NE)
- Juanita Drive NE

Figure 3: Minor Arterial Conceptual Cross Section 1



Source: Streetmix

Figure 4: Minor Arterial Conceptual Cross Section 2



Source: Streetmix

COLLECTORS

Collector streets are focused on providing a safe and enjoyable travel experience for bicycles and pedestrians, and school children. Collector streets have narrow travel lanes, bike facilities, and sidewalks. These streets feature high-visibility, mid-block pedestrian crossings.

Features:

- Priority users: school children, non-motorized modes
- Serves as a major travel route for school trips, bicycle and pedestrian travel
- Consolidates local road trips and connects to arterials
- Nonmotorized treatments include, mid-block crossings, high visibility or raised crosswalks, and curb extensions.

Example Locations:

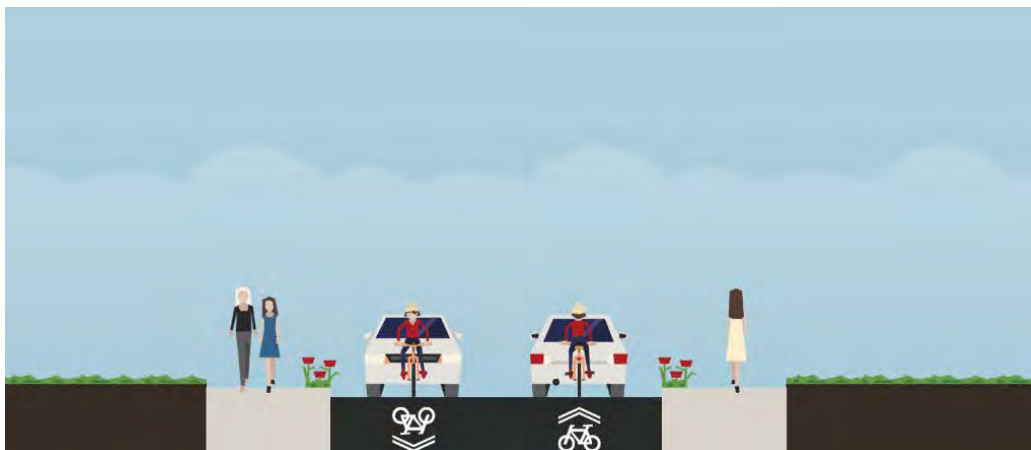
- 68th Avenue NE (north of SR 522)
- 73rd Avenue NE
- 84th Avenue NE
- NE 153rd Place/NE 155th Street
- NE 181st Street (61st Avenue NE to 65th Avenue NE)

Figure 5: Collector Conceptual Cross Section 1



Source: Streetmix

Figure 6: Collector Conceptual Cross Section 2



Source: Streetmix

LOCAL STREET

Local streets are walkable, low-speed facilities that serve abutting property (mostly single-family residential homes). Because of the low travel speeds, bicycles and vehicles share the right-of-way. Goods movement on these streets is restricted to local deliveries only.

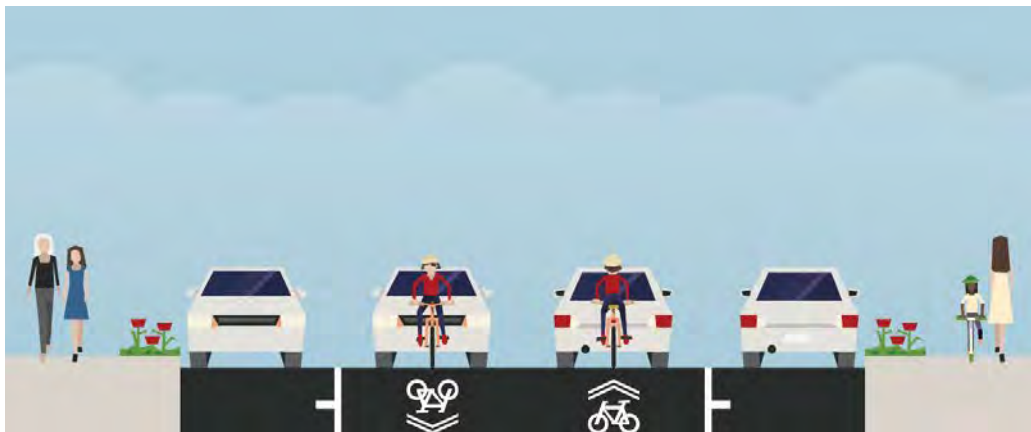
Features:

- Priority users - local traffic, pedestrians, and bicycles
- Serves as a direct connection to most local residences but does not encourage through traffic.
- Serves the lowest volume trips in the City
- Can serve as quiet streets that are welcoming to cyclists with no additional improvement.

Example Locations:

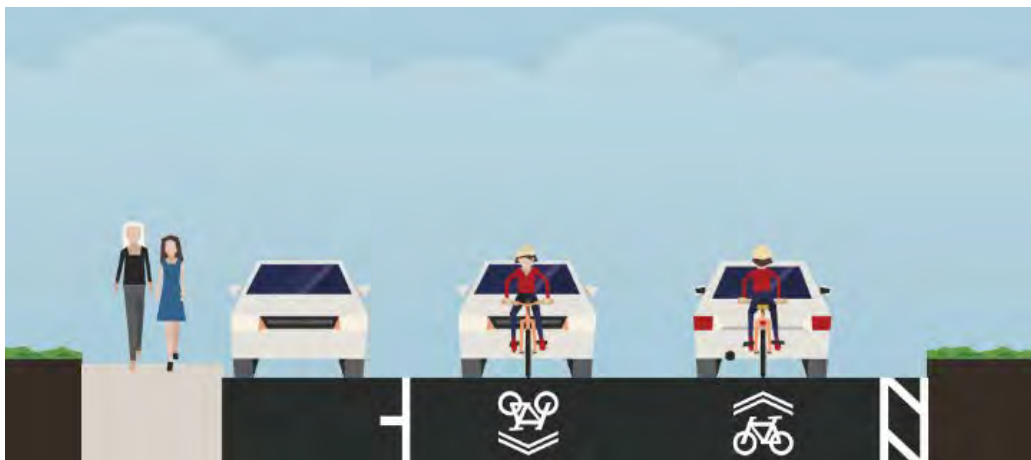
- 81st Avenue NE
- NE 154th Street
- NE 185th Street
- NE 198th Street

Figure 7: Local Conceptual Cross Section 1



Source: Streetmix

Figure 8: Local Conceptual Cross Section 2



Source: Streetmix

APPENDIX D-4
CONCEPTUAL DESIGN AND COST ESTIMATES

Site specific project costs for programs can be found in:

- ADA Transition Plan
- Pedestrian Facilities Plan

SR 522 West B

CITY OF KENMORE

Date Prepared

January 26, 2023

Construction Days:

120

Engineer's Estimate --

Planning Level

Construction Year

2026

Item No.	Description	Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	\$ 97,226.10	\$ 97,226.10
2	Project Temporary Traffic Control	1	LS	\$ 85,904.00	\$ 85,904.00
3	Removal of Structure and Obstruction	1	LS	\$ 14,337.00	\$ 14,337.00
4	Clearing and Grubbing	1	LS	\$ 29,500.00	\$ 29,500.00
5	Permanent Signing	1	LS	\$ 2,360.00	\$ 2,360.00
6	Construction Surveying	1	LS	\$ 44,545.00	\$ 44,545.00
7	Landscaping/Landscape Restoration	1	LS	\$ 44,545.00	\$ 44,545.00
8	Sawcutting	220	LF	\$ 5.90	\$ 1,298.00
9	Backfill for walls	2,000.0	CY	\$ 46.02	\$ 92,040.00
10	Handrailing	390	LF	\$ 236.00	\$ 92,040.00
11	HMA	180	Ton	\$ 236.00	\$ 42,480.00
12	Crushed Surfacing Top Course	200.0	Ton	\$ 70.80	\$ 14,160.00
13	Soldier Pile Wall	1,485.0	SF	\$ 236.00	\$ 350,460.00
14	Cement Conc. Sidewalk	210.0	SY	\$ 59.00	\$ 12,390.00
15	Cement Conc. Curb and Gutter	220.0	LF	\$ 53.10	\$ 11,682.00
16	Wetland Mitigation	1.0	LS	\$ 35,400.00	\$ 35,400.00
17	Shoring	--	CY	\$ 47.20	\$ --
18	Roadway Excavation incl haul	140	CY	\$ 118.00	\$ 16,520.00
19	Ped Lighting Pole	7	EA	\$ 11,800.00	\$ 82,600.00
SubTotal Cost					\$ 1,069,487.10
Contingency					30% \$ 320,846.13
Total Construction Cost with Contingency					% of Const. Const \$ 1,390,333.23
Design					Consultant 30% \$ 417,099.97
Predesign					\$ --
ROW					3% \$ 41,710.00
City Staff					10% \$ 139,033.32
Const. Management					Consultant 15% \$ 208,549.98
Construction Management (consultant)					
Total Project Cost					\$ 2,196,726.50

NE 181st Sidewalks (61st-63rd Southside)

CITY OF KENMORE

Date Prepared

November 8, 2022

Construction Days: 80

Engineer's Estimate --

Planning Level

Construction Year

2025

Item No.	Description	Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	\$ 50,691	\$ 50,691
2	Project Temporary Traffic Control	1	LS	\$ 137,280	\$ 137,280
3	Removal of Structure and Obstruction	1	LS	\$ 5,000	\$ 5,000
4	Clearing and Grubbing	1	LS	\$ 1,180	\$ 1,180
5	Permanent Signing	1	LS	\$ 3,250	\$ 3,250
6	Construction Surveying	1	LS	\$ 50,000	\$ 50,000
7	Landscaping	1	LS	\$ 46,374	\$ 46,374
8	Remove Asphalt Pavement	345	SY	\$ 24	\$ 8,142
9	Pedestrian Hand Railing	75	LF	\$ 177	\$ 13,346
10	Cement Conc. Driveway Entrance Type 1	64	SY	\$ 83	\$ 5,286
11	Paint Line	725	LF	\$ 2	\$ 1,283
12	Storm Drainage Pipe 12" Diam	590	EA	\$ 59	\$ 34,810
13	HMA Cl. xx PG. xx-xx	120	Ton	\$ 177	\$ 21,240
14	Catch Basin Inserts	7	EA	\$ 89	\$ 620
15	Catch Basin Type 2, 48" Diam	1	EA	\$ 4,720	\$ 4,720
16	Cement Conc. Sidewalk	840	SY	\$ 71	\$ 59,472
17	Sawcutting	660	LF	\$ 6	\$ 3,894
18	Cement Conc. Curb Ramp Type x	4	EA	\$ 2,360	\$ 9,440
19	Crushed Surfacing Top Course	50	Ton	\$ 59	\$ 2,950
20	Cement Conc. Traffic Curb and Gutter	660	LF	\$ 47	\$ 31,152
21	Structure Excavation Class B Incl. Haul	370	CY	\$ 47	\$ 17,464
22	Shoring or Extra Excavation Class B	2470	SF	\$ 4	\$ 8,744
23	Gravel Backfill for Wall	172	Ton	\$ 59	\$ 10,148
24	Testing Storm Sewer Pipe	590	LF	\$ 12	\$ 6,962
25	Connection to Existing Storm Sewer	2	EA	\$ 1,180	\$ 2,360
26	Erosion/Water Pollution Control	1	LS	\$ 15,000	\$ 15,000
27	Gravity Block Wall	195	SF	\$ 59	\$ 11,505
28	Cem. Conc. Sidewalk w/ Thickened Edge	114	LF	\$ 118	\$ 13,452
29	Catch Basin Type 1	4	EA	\$ 1,652	\$ 6,608
30	Soldier Pile Wall (61st-62nd)	720	SF	\$ 142	\$ 101,952
SubTotal Cost				\$	684,324
Contingency				40%	\$ 273,730
Total Construction Cost with Contingency				% of Const. Const	\$ 958,054
Design		Consultant	20%	\$	191,611
ROW/Permitting		Consultant	5%	\$	47,903
City Staff			12%	\$	114,967
Const. Management		Consultant	20%	\$	191,611
Construction Management (consultant)					
Total Project Cost				\$	1,504,145

61st Ave NE Sidewalk Replacement Project (181st-62nd Ave)				CITY OF KENMORE		
Date Prepared		October 20, 2022		Construction Days:		200
Engineer's Estimate --		Planning Level		Construction Year	2026	
Item No.	Description	Quantity	Unit	Unit Rate	Total	
1	Mobilization	1	LS	\$ 219,690	\$	219,690
2	Project Temporary Traffic Control	1	LS	\$ 136,170	\$	136,170
3	Removal of Structure and Obstruction	1	LS	\$ 18,900	\$	18,900
4	Clearing and Grubbing	1	LS	\$ 105,000	\$	105,000
5	Permanent Signing (+RRFB and feedback)	1	LS	\$ 118,650	\$	118,650
6	Construction Surveying	1	LS	\$ 124,034	\$	124,034
7	Sawcutting	3,064	LF	\$ 7	\$	22,796
8	SPCC	1	LS	\$ 2,000	\$	2,000
9	Sidewalk	3,123	SY	\$ 99	\$	309,802
10	Curb and Gutter	2,414	LF	\$ 50	\$	119,724
11	Remove Curb and Gutter	2,946	LF	\$ 9	\$	25,571
12	Remove Sidewalk	3,268	SY	\$ 15	\$	48,628
13	Lighting	1	EA	\$ 15,000	\$	15,000
14	Inlet protection	35	EA	\$ 99	\$	3,472
15	Curb Ramp	15	EA	\$ 4,960	\$	74,400
16	Driveway Approach	1,093	SY	\$ 149	\$	162,638
17	Landscape Restoration/Stream Mitigation	1	LS	\$ 1,163,280	\$	1,163,280
18	Crushed Surfacing Top Course	566	Ton	\$ 50	\$	28,074
19	Storm Sewer Pipe 12"	495	LF	\$ 174	\$	85,932
20	Catch Basin Type 1	7	EA	\$ 3,100	\$	21,700
21	Adjust Catch Basin	5	EA	\$ 496	\$	2,480
22	Fencing	1,700	LF	\$ 68	\$	115,940
23	Crosswalk	768	SF	\$ 5	\$	3,840
24	Remove Asphalt	2,560	SY	\$ 15	\$	38,093
SubTotal Cost					\$	2,965,814
Contingency					40%	\$ 1,186,325
Total Construction Cost with Contingency				% of Const. Const	\$	4,152,139
Total Design			Consultant	10%	\$	415,214
ROW Easements/Acquisition					\$	50,000
City Staff				5%	\$	207,607
Const. Management			Consultant	13%	\$	539,778
Total Project Cost					\$	5,364,738

Lower Swamp Creek Bridge Replacement		CITY OF KENMORE	
Date Prepared	October 20, 2022	Construction Days: 60	
Engineer's Estimate --	Planning Level	Construction Year	2027

Item No.	Description	Quantity	Unit	Unit Rate	Total	
1	Mobilization	1	LS	\$ 112,611	\$	112,611
2	Project Temporary Traffic Control	1	LS	\$ 39,810	\$	39,810
3	Removal of Structure and Obstruction	1	LS	\$ 10,000	\$	10,000
4	Clearing and Grubbing	1	LS	\$ 16,100	\$	16,100
5	Permit Mitigation Work	1	LS	\$ 210,000	\$	210,000
6	Construction Surveying	1	LS	\$ 73,892	\$	73,892
7	Deck Area	1540	SF	\$ 444	\$	683,760
8	Removal of Existing Bridge	1	LS	\$ 29,600	\$	29,600
9	Temporary Bridge	1.0	LS	\$ 142,080	\$	142,080
10	Road Approaches	1	LS	\$ 202,393	\$	202,393
SubTotal Cost					\$	1,520,245
Contingency				40%	\$	608,098
Total Construction Cost with Contingency					% of Const. Const	\$ 2,128,344
Total Design			Consultant	20%	\$	425,669
Predesign			Consultant	2.5%		53,209
ROW Acquisition				2%	\$	42,567
City Staff				12%	\$	255,401
Const. Management			Consultant	8%	\$	170,267
Total Project Cost					\$	3,075,456

61st Ave NE/NE 193rd St Intersection				CITY OF KENMORE		
Date Prepared		October 20, 2022		Construction Days:		40
Engineer's Estimate --		Planning Level		Construction Year	----	
Item No.	Description	Quantity	Unit	Unit Rate	Total	
1	Mobilization	1	LS	\$ 86,184	\$ 86,184	
2	Project Temporary Traffic Control	1	LS	\$ 65,290	\$ 65,290	
3	Removal of Structure and Obstruction	1	LS	\$ 3,500	\$ 3,500	
4	Clearing and Grubbing	1	LS	\$ 14,000	\$ 14,000	
5	Permanent Signing	1	LS	\$ 5,600	\$ 5,600	
6	Construction Surveying	1	LS	\$ 47,624	\$ 47,624	
7	Sawcutting	3870	LF	\$ 8	\$ 32,508	
8	SPCC	1	LS	\$ 1,500	\$ 1,500	
9	Roadway Excavation Incl. Haul	680.0	CY	\$ 42	\$ 28,560	
10	Erosion and Sediment Control	1.0	FA	\$ 10,000	\$ 10,000	
11	Curb and Gutter	20	LF	\$ 56	\$ 1,120	
12	Cement Concrete Sidewalk	930	SY	\$ 119	\$ 110,670	
13	Remove Cement Concrete Pavement	660.0	SY	\$ 28	\$ 18,480	
14	HMA Cl. xx PG. xx-xx	930.0	Ton	\$ 210	\$ 195,300	
15	Inlet protection	6.0	EA	\$ 112	\$ 672	
16	Curb Ramp	6.0	EA	\$ 5,600	\$ 33,600	
17	Driveway Approach	70.0	SY	\$ 140	\$ 9,800	
18	Landscape Restoration	1.0	LS	\$ 78,000	\$ 78,000	
19	"Crushed Surfacing Top Course	1000	Ton	\$ 56	\$ 56,000	
20	High-Density Polyethylene (HDPE) Storm"	850	LF	\$ 112	\$ 95,200	
21	Sewer Pipe 12" Diam	6	EA	\$ 3,500	\$ 21,000	
22	Catch Basin Type 1	2	EA	\$ 5,600	\$ 11,200	
23	Catch Basin Type 2	210	SY	\$ 42	\$ 8,820	
24	Truck Apron	1500	LF	\$ 42	\$ 63,000	
25	Vertical Curb and Gutter	1500	LF	\$ 35	\$ 52,500	
26	Mountable Traffic Curb	1	LS	\$ 70,000	\$ 70,000	
27	Illumination	370	SF	\$ 8	\$ 3,108	
28	Crosswalk	1330	LF	\$ 14	\$ 18,620	
29	Pavement Markings	3090	SY	\$ 7	\$ 21,630	
30	Planing Bituminous Pavement	1	LS	\$ 86,184	\$ 86,184	
SubTotal Cost					\$	1,163,487
Contingency					40%	\$ 465,395
Total Construction Cost with Contingency					% of Const. Const	\$ 1,628,881
Total Design			Consultant	15%	\$	244,332
ROW Acquisition					\$	25,000
City Staff				10%	\$	162,888
Const. Management			Consultant	10%	\$	162,888
Total Project Cost					\$	2,223,990

NE 192nd ST (73rd Av-75th Av) Sidewalks				CITY OF KENMORE		
Date Prepared		October 20, 2022		Construction Days:		60
Engineer's Estimate --		Planning Level		Construction Year	2025	
Item No.	Description	Quantity	Unit	Unit Rate	Total	
1	Mobilization	1	LS	\$ 30,550	\$	30,550
2	Project Temporary Traffic Control	1	LS	\$ 88,920	\$	88,920
3	Removal of Structure and Obstruction	1	LS	\$ 11,730	\$	11,730
4	Clearing and Grubbing	1	LS	\$ 2,000	\$	2,000
5	Permanent Signing	1	LS	\$ 11,000	\$	11,000
6	Construction Surveying	1	LS	\$ 10,070	\$	10,070
7	sawcutting	840	LF	\$ 5	\$	4,200
8	SPCC / SWPPP	1	LS	\$ 2,000	\$	2,000
9	Roadway excavation	48	CY	\$ 75	\$	3,600
10	Structure excavation incl haul	11	CY	\$ 52	\$	572
11	Private Property Restoration	1	LS	\$ 5,000	\$	5,000
12	CSBC	143	TON	\$ 50	\$	7,150
13	HMA	97	TON	\$ 180	\$	17,460
14	Curb and gutter	380	LF	\$ 46	\$	17,480
15	Driveway approach	75	SY	\$ 115	\$	8,625
16	Sidewalk transition	1	EA	\$ 2,300	\$	2,300
17	Sidewalk	360	SY	\$ 69	\$	24,840
18	Connection to existing sewer/structure	2	EA	\$ 920	\$	1,840
19	12 In pipe	330	LF	\$ 69	\$	22,770
20	CB Type 1	3	EA	\$ 2,875	\$	8,625
21	TESC	1	EST	\$ 5,750	\$	5,750
22	AC thickened edge curb	400	LF	\$ 15	\$	6,000
23	Seeding and Fertilizing	192	SY	\$ 6	\$	1,152
24	Curb Ramp	2	EA	\$ 2,875	\$	5,750
25	PSIPE	1	LS	\$ 31,575	\$	31,575
26	Adjust Catch Basin	3	EA	\$ 690	\$	2,070
27	Relocate Fire Hydrant	1	EA	\$ 3,000	\$	3,000
SubTotal Cost					\$	336,029
Contingency					40%	\$ 134,412
Construction Contract					% of Const. Const	\$ 470,441
Design					Consultant 30%	\$ 141,132
City Staff					20%	\$ 94,088
Const. Management					Consultant 20%	\$ 94,088
Total Project Cost					\$	799,749

Arrowhead Dr Sidewalks				CITY OF KENMORE			
Date Prepared		October 21, 2022		Construction Days:		90	
Engineer's Estimate --		Planning Level		Construction Year		2026	
Item No.	Description	Quantity	Unit		Unit Rate		Total
1	Mobilization	1	LS	\$	101,368	\$	101,368
2	Project Temporary Traffic Control	1	LS	\$	142,740	\$	142,740
3	Removal of Structure and Obstruction	1	LS	\$	12,538	\$	12,538
4	Clearing and Grubbing	1	LS	\$	10,000	\$	10,000
5	Permanent Signing	1	LS	\$	6,655	\$	6,655
6	Construction Surveying	1	LS	\$	12,100	\$	12,100
7	sawcutting	2500	LF	\$	5	\$	12,100
8	spcc	1	LS	\$	1,210	\$	1,210
9	roadway excavation	650	CY	\$	91	\$	58,988
10	structure excavation	100	CY	\$	42	\$	4,235
11	block wall	200	SF	\$	61	\$	12,100
12	Private Property Restoration	1	LS	\$	98,736	\$	98,736
13	gravel backfill for wall	50	CY	\$	73	\$	3,630
14	4 In pipe	50	LF	\$	30	\$	1,513
15	CSBC	230	TON	\$	54	\$	12,524
16	HMA	240	TON	\$	212	\$	50,820
17	Curb and gutter	2100	LF	\$	48	\$	101,640
18	Driveway approach	360	SY	\$	97	\$	34,848
19	Sidewalk transition	3	EA	\$	1,815	\$	5,445
20	Sidewalk	770	SY	\$	85	\$	65,219
21	Connection to existing sewer/structure	18	EA	\$	605	\$	10,890
22	12 In pipe	500	LF	\$	61	\$	30,250
23	CB Type 1	18	EA	\$	3,025	\$	54,450
24	TESC	1	LS	\$	24,200	\$	24,200
25	SWPPP	1	LS	\$	6,050	\$	6,050
26	Striping	1	LS	\$	6,050	\$	6,050
27	seeding and fertilizing	650	SY	\$	6	\$	3,933
28	Curb Ramp	5	EA	\$	3,630	\$	18,150
29	Cement Conc. Sidewalk with Integral Curb	738	LF	\$	36	\$	26,789
30	School Zone Flashers	3	EA	\$	18,150	\$	54,450
31	PSIPE	1	LS	\$	43,318	\$	43,318
32	RRFB	1	LS	\$	24,200	\$	24,200
33	Traffic Calming	1	LS	\$	50,000	\$	50,000
34	Adjust Catch Basin	15	EA	\$	605	\$	9,075
35	CB Type 2	1	EA	\$	4,840	\$	4,840
SubTotal Cost						\$	1,115,053
Contingency						40%	\$ 446,021
Construction Contract						% of Const. Const	\$ 1,561,074
Design		Consultant				18%	\$ 280,993
City Staff						10%	\$ 156,107
Right of Way						3%	46,832
Const. Management		Consultant				15%	\$ 234,161
Total Project Cost							\$ 2,279,167

84th Ave NE (NE 150th St-NE 155th St) Sidewalk and Bike Lanes		CITY OF KENMORE	
Date Prepared	May 5, 2022	Construction Days:	90
Engineer's Estimate --	Planning Level	Construction Year	2026

Item No.	Description	Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	\$ 109,222.08	\$ 109,222.08
2	Project Temporary Traffic Control	1	LS	\$ 120,380.00	\$ 120,380.00
3	Removal of Structure and Obstruction	1	LS	\$ 8,336.90	\$ 8,336.90
4	Clearing and Grubbing	1	LS	\$ 17,100.00	\$ 17,100.00
5	Permanent Signing	1	LS	\$ 3,250.00	\$ 3,250.00
6	Construction Surveying	1	LS	\$ 71,995.00	\$ 71,995.00
7	Sawcutting	1,600	LF	\$ 5.00	\$ 8,000.00
8	Cement Conc. Driveway Entrance Type 1	275	SY	\$ 90.75	\$ 24,956.25
9	Cement Conc. Curb Ramp Type x	3	EA	\$ 3,025.00	\$ 9,075.00
10	Paint Line	4,963	LF	\$ 1.82	\$ 9,007.85
11	Plastic Crosswalk Line	107	SF	\$ 6.05	\$ 647.35
12	Gravel Backfill	1,930.0	ton	\$ 54.45	\$ 105,088.50
13	HMA Cl. xx PG. xx-xx	132.0	Ton	\$ 211.75	\$ 27,951.00
14	Catch Basin Inserts	21.0	EA	\$ 121.00	\$ 2,541.00
15	Raised Pavement Marker Type 1	3.0	Hund	\$ 847.00	\$ 2,541.00
16	Pedestrian Lighting	3.0	EA	\$ 6,050.00	\$ 18,150.00
17	Cement Conc. Sidewalk	1,055.0	SY	\$ 90.75	\$ 95,741.25
18	Cement Conc. Curb Ramp Perpendicular	13	EA	\$ 4,114.00	\$ 53,482.00
19	Cement Conc. Traffic Curb and Gutter	1580	LF	\$ 48.40	\$ 76,472.00
20	psiPE	1	LS	\$ 71,995.00	\$ 71,995.00
21	Plastic Bicycle Lane Symbol	10	EA	\$ 605.00	\$ 6,050.00
22	Catch Basin Type 1	6	EA	\$ 3,025.00	\$ 18,150.00
23	Storm Sewer Pipe 12" In. Diam	755	LF	\$ 78.65	\$ 59,380.75
24	Plastic Green Bike Crossing	160	SF	\$ 24.20	\$ 3,872.00
25	RRFB	1	LS	\$ 24,200.00	\$ 24,200.00
26	Plastic Green Pavement marking	1500	SF	\$ 24.20	\$ 36,300.00
27	Gravity Block Wall	2490	SF	\$ 60.50	\$ 150,645.00
28	Connection to Drainage Structure	5	EA	\$ 605.00	\$ 3,025.00
29	Private Driveway Restoration	11	EA	\$ 5,808.00	\$ 63,888.00
30	Mobilization	1	LS	\$ 109,222.08	\$ 109,222.08
SubTotal Cost					\$ 1,201,442.93
Contingency					\$ 480,577.17
Construction Contract					\$ 1,682,020.10
Design					218,662.61
City Staff					168,202.01
Right of Way					50,460.60
Const. Management					252,303.02
Total Project Cost					\$ 2,371,648.34

80th Ave NE (SR 522-NE 185th St)
Sidewalk and Bike Lanes

CITY OF KENMORE

Date Prepared May 5, 2022
Engineer's Estimate -- Planning Level

Construction Days: 90

Construction Year 2026

Item No.	Description	Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	\$ 99,273.25	\$ 99,273.25
2	Project Temporary Traffic Control	1	LS	\$ 69,420.00	\$ 69,420.00
3	Removal of Structure and Obstruction	1	LS	\$ 7,586.70	\$ 7,586.70
4	Clearing and Grubbing	1	LS	\$ 14,840.00	\$ 14,840.00
5	Permanent Signing	1	LS	\$ 5,000.00	\$ 5,000.00
6	Construction Surveying	1	LS	\$ 109,347.70	\$ 109,347.70
7	Sawcutting	1773	LF	\$ 5.00	\$ 8,865.00
8	Cement Conc. Driveway Entrance Type 1	325	SY	\$ 121.00	\$ 39,325.00
9	Cement Conc. Curb Ramp Type x	2	EA	\$ 605.00	\$ 1,210.00
10	Paint Line	9640	LF	\$ 1.82	\$ 17,496.60
11	Plastic Crosswalk Line	56	SF	\$ 6.05	\$ 338.80
12	Gravel Backfill	1,140.0	ton	\$ 54.45	\$ 62,073.00
13	HMA Cl. xx PG. xx-xx	150.0	Ton	\$ 242.00	\$ 36,300.00
14	Catch Basin Inserts	50.0	EA	\$ 211.75	\$ 10,587.50
15	Raised Pavement Marker Type 1	14.0	Hund	\$ 847.00	\$ 11,858.00
16	Pedestrian Lighting	3.0	EA	\$ 6,050.00	\$ 18,150.00
17	Cement Conc. Sidewalk	1,182.0	SY	\$ 84.70	\$ 100,115.40
18	Cement Conc. Curb Ramp Perpendicular	20	EA	\$ 3,630.00	\$ 72,600.00
19	Cement Conc. Traffic Curb and Gutter	1773	LF	\$ 42.35	\$ 75,086.55
20	psiPE	1	LS	\$ 109,347.70	\$ 109,347.70
21	Plastic Bicycle Lane Symbol	15	EA	\$ 484.00	\$ 7,260.00
22	Catch Basin Type 1	5	EA	\$ 3,025.00	\$ 15,125.00
23	Schedule Storm Sewer Pipe 12" In. Diam	1,095.0	LF	\$ 78.65	\$ 86,121.75
24	Plastic Green Bike Crossing/Bike Box	1095	SF	\$ 24.20	\$ 26,499.00
25	RRFB	3	LS	\$ 24,200.00	\$ 72,600.00
26	Plastic Green Pavement marking	3750	SF	\$ 3.03	\$ 11,343.75
27	Connection to Drainage Structure	7	EA	\$ 605.00	\$ 4,235.00
SubTotal Cost					\$ 1,092,005.70
Contingency					\$ 436,802.28
Construction Cost					\$ 1,528,807.97
Total Design					\$ 382,201.99
ROW Acquisition					\$ 100,000.00
City Staff					\$ 183,456.96
Const. Management					\$ 275,185.44
Total Project Cost					\$ 2,469,652.36

BASIS OF ESTIMATE

Project Name	73rd Ave NE & NE 192nd St Intersection Improvements
Project Number	554-3744-004
Date Prepared	12/20/2022
Prepared by	Jenna Anderson, PE, and Edward Wang, EIT
Estimate Classification	Unclassified
Estimate Purpose	Long-term Planning for Transportation Element
Estimate ID (Version)	
Project Manager	McIntire, Alicia

Note that the accuracy of the associated cost estimate is dependent upon the various underlying assumptions, inclusions, and exclusions described herein. Actual project costs may differ and can be significantly affected by factors such as changes in the external environment, the manner in which the project is executed and controlled, and other factors that may impact the estimate basis or otherwise affect the project. Estimate accuracy ranges are only assessments based upon the cost estimating methods and data employed in preparing the estimate and are not a guarantee of actual project costs.

BASIS OF ESTIMATE

Project Name: *73rd Ave NE & NE 192nd St Intersection Improvements*

Project Number: *554-3744-004*

Date: 12/20/2022

1.0 Purpose

This project is located at the intersection of 73rd Avenue NE and NE 192nd Street in Kenmore. The project will replace the existing stop-controlled T intersection with a single-lane roundabout to improve safety and traffic flow for motorists, pedestrians, and cyclists.

This cost estimate is based on the attached conceptual design and is intended to provide planning guidance for the City.

2.0 Project Scope Definition

This project will include surveys, design, permitting, and construction of the roundabout and bicycle/pedestrian facilities as well as the removal of existing roadway facilities. The project scope includes the removal of existing stormwater facilities but does not include franchise utility relocations.

The scope includes realignment of existing driveway accesses as required.

Surveys will entail a review of existing data as well as collection of field data as necessary to complete design.

Design will entail advancing the conceptual design to a detailed final design, with reviews occurring at intermediate plan completion percentages.

3.0 Design Basis

The cross section for 73rd Avenue NE is in accordance with the City of Kenmore Engineering Department's *73rd Ave NE (181st St to 205th St) Cross Section* (Figure B-4) in the 2021 ROAD Standards document. The cross section for NE 192nd Street is in accordance with the City of Kenmore Engineering Department's *NE 192nd St Cross Section* (Figure B-8) specified in the 2021 ROAD Standards document. Both sections consist of a 6-foot sidewalk, 4-foot amenity strip, 6-inch curb, 5-foot bike lane, 2-foot bike lane buffer, and 10-foot travel lane on each side of the roadway.

The roundabout design adheres to the WSDOT Design Manual M 22-01, Chapter 1320 Roundabouts. The roundabout uses a 100-foot inscribed circle diameter (ICD) and provides a 17-foot wide circulating lane to allow 40-foot bus turning movements without use of a truck apron. A 10-foot wide truck apron is anticipated to accommodate larger truck movements. A 10-foot wide bicycle and pedestrian pathway is provided around the roundabout, with ramps to and from the bicycle lane on all approaches.

BASIS OF ESTIMATE

Project Name: *73rd Ave NE & NE 192nd St Intersection Improvements*

Project Number: *554-3744-004*

Date: 12/20/2022

Six existing driveways entrances within the project area are reconstructed to meet the new roadway alignment.

The conceptual roundabout design ties into the existing roadway section as shown in Attachment A.

4.0 Cost Basis

The unit costs are sourced from projects within the Puget Sound region that have been bid out between January 2021 and November 2022.

Escalation cost is assumed to be 4.4% per year from the current year, 2022, to the forecasted construction year of 2044.

The engineering design fees were increased to account for the complexities of roundabout design, assumed outreach to affected homeowners, and coordination with adjacent existing utilities, including the King County Brightwater lift station.

5.0 Allowances

The survey costs are calculated based on the length of the project, using an assumed hourly rate and productivity rate based on other projects estimated in 2021 and 2022. The estimate includes both field time and office time.

The estimated scope of proposed signage accounts for the following:

- W2-6 (circular intersection) and W16-17P (roundabout) signs, facing each approach
- R1-2 (yield) sign, facing each approach
- R6-1R (one way) and R6-4A (roundabout directional) signs, facing each approach
- W11-2 (pedestrian) and W16-7P (downward diagonal arrow right) signs, facing each roadway direction at each crosswalk
- D3-302 (roundabout street name) sign, at each roundabout exit

The proposed illumination system consists of six luminaires, two on each approach to the roundabout. This allows for a luminaire spacing of less than 200 feet on all approaches.

6.0 Exclusions

The scope of this estimate does not include franchise utility relocations, such as the King County Brightwater lift station. Franchise utilities within City right-of-way are to be relocated at the utility company's expense per city franchise agreements.

BASIS OF ESTIMATE

Project Name: *73rd Ave NE & NE 192nd St Intersection Improvements*

Project Number: *554-3744-004*

Date: 12/20/2022

7.0 Exclusions

The estimate makes the following construction assumptions:

- All crushed surfacing used beneath sidewalks and the roadway, as well as for trench backfill for the storm sewers, is assumed to be crushed surfacing base course (CSBC).
- Stormwater flow control and treatment are assumed to not be triggered by the project due to the amount of existing pollution generating impervious surface area.
- The existing retaining wall along the west side of 73rd Ave NE will be protected and maintained for continued use. The sidewalk will widen on the inside edge.

8.0 Risks (Threats and Opportunities)

This estimate was prepared without the use of detailed survey information, so utility locations, detailed topography, and other potential obstructions have not been precisely identified. There is potential for unforeseen survey details to add additional cost.

A King County Brightwater sewer lift station is located within the proposed roundabout footprint and may affect the design due to the difficulty of relocating or adjusting the lift station. Early coordination with King County will be critical when this project advances.

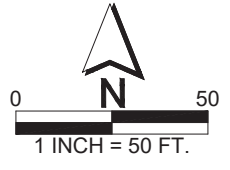
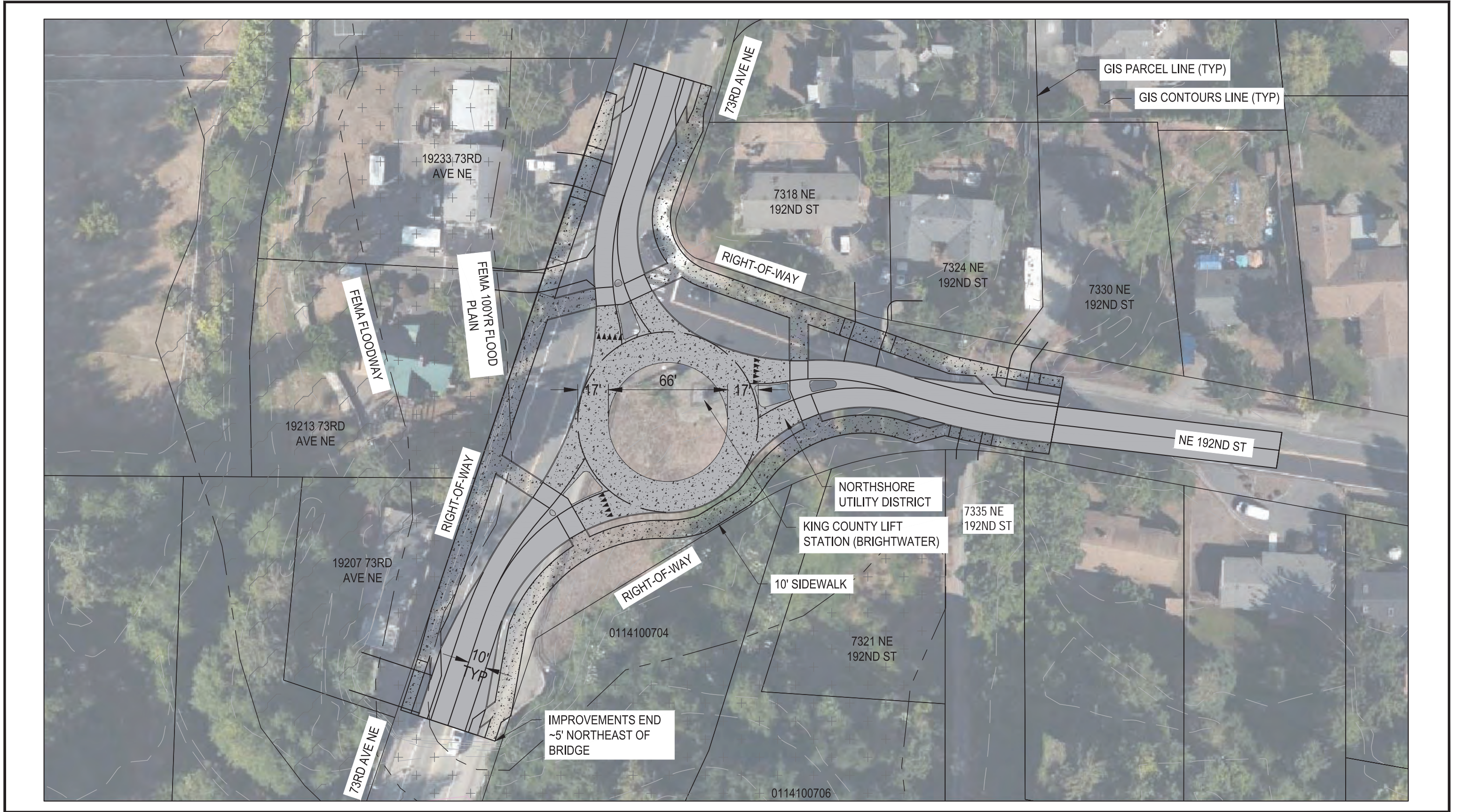
9.0 Contingency

The project includes a 30% allowance for indeterminates (AFI) based on the level of design applied to the subtotal of construction costs and a 30% project contingency applied to construction and non-construction costs. The AFI and contingency are intended to cover uncertainties and unforeseeable elements of cost within the defined project scope.

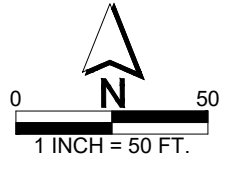
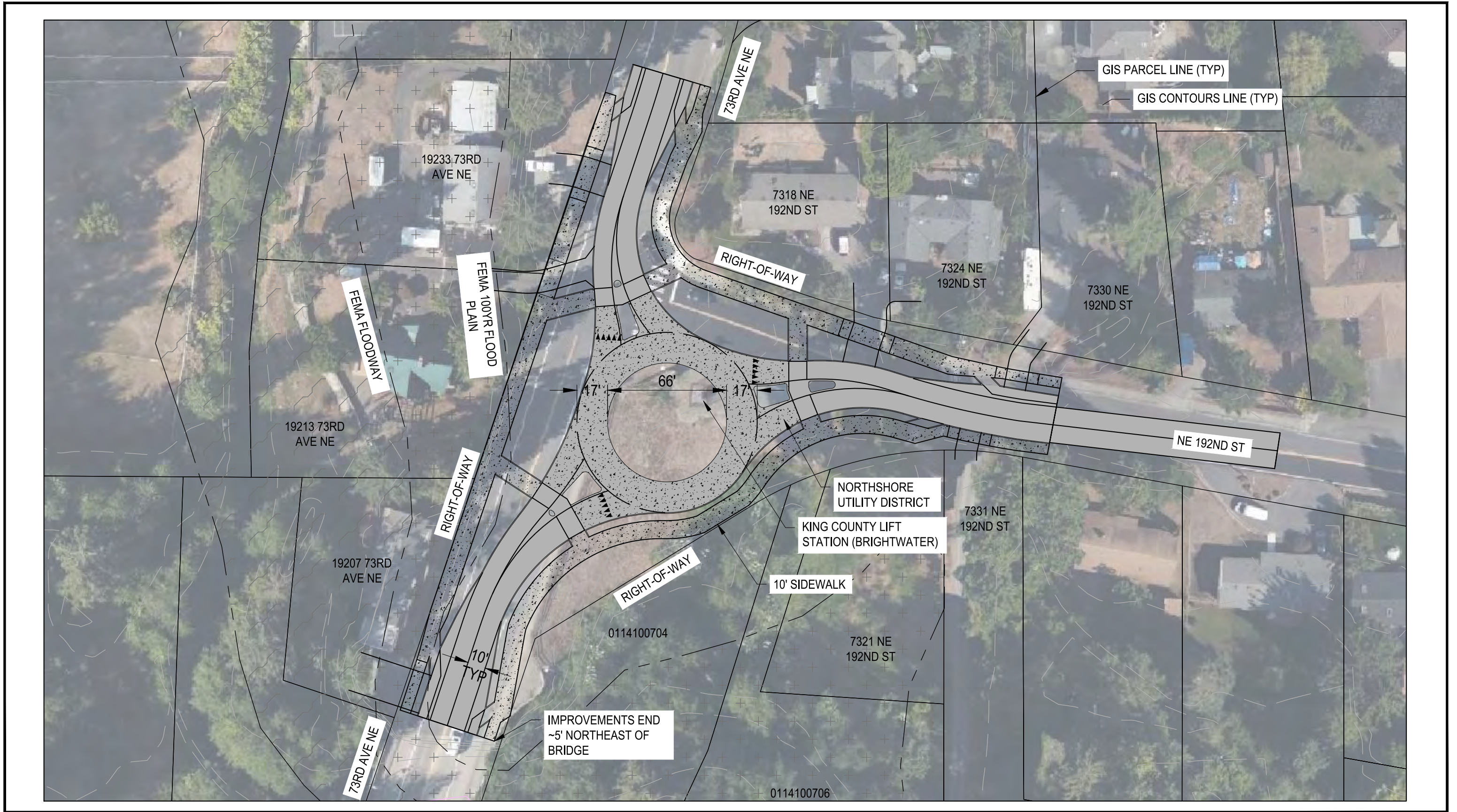
The 30% AFI was chosen in coordination with City of Kenmore staff due to the uncertainty of existing site conditions and the long-term nature of this estimate.

10.0 Attachments

Attachment A: Kenmore 73rd/192nd Draft Conceptual Layout (October 20, 2022)



Kenmore 73rd/192nd Draft Conceptual Layout



Kenmore 73rd/192nd Draft Conceptual Layout

**73rd Ave NE & NE 192nd St Intersection Improvements
CITY OF KENMORE**

ENGINEER'S ESTIMATE - PLANNING LEVEL

AACE International Unclassified Estimate

PREPARED BY: Jenna Anderson, PE and Edward Wang, EIT

DATE: 12/15/2022

CHECKED BY: Cindy Clark, PE

DATE: 12/19/2022

NO.	ITEM	QUANT.	UNIT	UNIT COST	AMOUNT
1	ROADWAY SURVEY	1	LS	\$ 15,000	\$ 15,000
2	CLEARING AND GRUBBING	0.4	ACRE	\$ 25,000	\$ 10,000
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	\$ 5,000	\$ 5,000
4	REMOVAL OF STORM PIPE	1000	LF	\$ 12	\$ 12,000
5	REMOVAL OF DRAINAGE STRUCTURE	7	EACH	\$ 600	\$ 5,000
6	REMOVAL OF CEMENT CONC. SIDEWALKS	620	SY	\$ 30	\$ 19,000
7	REMOVAL OF ASPHALT CONC. PAVEMENT	2700	SY	\$ 57	\$ 154,000
8	REMOVAL OF CEMENT CONC. CURB	1000	LF	\$ 15	\$ 15,000
9	ROADWAY EXCAVATION INCL. HAUL	1000	CY	\$ 40	\$ 40,000
10	CATCH BASIN TYPE 1	12	EACH	\$ 2,500	\$ 30,000
11	STORM SEWER PIPE, 12 IN. DIAM.	1300	LF	\$ 55	\$ 72,000
12	CRUSHED SURFACING BASE COURSE	1000	TON	\$ 50	\$ 50,000
13	CRUSHED SURFACING TOP COURSE	0	TON	\$ -	\$ -
14	HMA CL 1/2 IN. PG 58H-22	700	TON	\$ 160	\$ 112,000
15	TEXTURED CONCRETE FOR TRUCK APRON	200	SY	\$ 200	\$ 40,000
16	CEMENT CONC. TRAFFIC CURB AND GUTTER	1200	LF	\$ 50	\$ 60,000
17	ROUNDBOUT TRUCK APRON CURB	210	LF	\$ 45	\$ 10,000
18	CEMENT CONC. TRAFFIC CURB	400	LF	\$ 45	\$ 18,000
19	CEMENT CONC. SIDEWALK	1300	SY	\$ 100	\$ 130,000
20	CEMENT CONC. CURB RAMP	15	EACH	\$ 4,000	\$ 60,000
21	PAVEMENT MARKINGS	1400	LF	\$ 10	\$ 14,000
22	DRIVEWAY ENTRANCE	300	SY	\$ 100	\$ 30,000
23	PERMANENT SIGNING	1	LS	\$ 9,000	\$ 9,000
24	RECTANGULAR RAPID FLASHING BEACON SYSTEM	0	EACH	\$ -	\$ -
25	ILLUMINATION SYSTEM, COMPLETE	1	LS	\$ 120,000	\$ 120,000
26	TRAFFIC SIGNAL SYSTEMS MODIFICATIONS	0	LS	\$ -	\$ -
27	GRAVEL BACKFILL FOR PIPE ZONE	300	CY	\$ 50	\$ 15,000
28	SELECT BORROW INCL. HAUL	1200	CY	\$ 90	\$ 108,000
29	EMBANKMENT COMPACTION	1200	CY	\$ 20	\$ 24,000
30	STREET TREE	28	EACH	\$ 500	\$ 14,000
31	SEEDING AND FERTILIZING	1200	SY	\$ 36	\$ 44,000
	Subtotal				\$ 1,235,000
	Erosion Controls and Water Pollution	5%			\$ 61,750
	Prevention Temporary Traffic Controls	12%			\$ 155,610
	Mobilization	10%			\$ 145,236
	Allowance for Indeterminates	30%			\$ 479,279
	CONSTRUCTION SUBTOTAL (ROUNDED)				\$2,080,000
	Engineering Design Fees	15%			\$ 312,000
	Construction Administration Fees (\$50000 per month) Right of Way Cost	5 MOS		\$ 50,000	\$ 250,000
	City of Kenmore Staff Labor	8%			\$ 166,400
	NON-CONSTRUCTION SUBTOTAL				\$741,400
	Project Contingency	30%			\$ 846,420
	YEAR 2022 PROJECT TOTAL (ROUNDED)				\$ 3,700,000
	Year 2044 Escalation	4.4%			\$ 6,270,000
	YEAR 2044 PROJECT TOTAL (ROUNDED)				\$ 9,970,000

ESCALATION FORECAST ASSUMPTION

CURRENT DATE 11/1/2022

FORECAST DATE 12/31/2044

BASIS OF ESTIMATE

Project Name	NE 181st Street/SR 522 East Connection
Project Number	554-3744-004
Date Prepared	12/1/2022
Prepared by	Jenna Anderson, PE, and Edward Wang
Estimate Classification	Unclassified
Estimate Purpose	Long-term Planning for Transportation Element
Estimate ID (Version)	
Project Manager	McIntire, Alicia

Note that the accuracy of the associated cost estimate is dependent upon the various underlying assumptions, inclusions, and exclusions described herein. Actual project costs may differ and can be significantly affected by factors such as changes in the external environment, the manner in which the project is executed and controlled, and other factors that may impact the estimate basis or otherwise affect the project. Estimate accuracy ranges are only assessments based upon the cost estimating methods and data employed in preparing the estimate and are not a guarantee of actual project costs.

BASIS OF ESTIMATE

Project Name: *NE 181st Street/SR 522 East Connection*

Project Number: *554-3744-004*

Date: 12/1/2022

1.0 Purpose

This project improves the portion of NE 181st Street east of 73rd Avenue NE and extends it eastward and southward to intersect with SR 522/NE Bothell Way at the 7700 block. This project will create a local street connection to serve existing development and future transit-oriented development north of SR 522/NE Bothell Way and east of 73rd Avenue NE.

This cost estimate is based on the attached conceptual design and is intended to provide planning guidance for the City.

2.0 Project Scope Definition

The project includes the survey, design, right-of-way acquisition, permitting, and construction of a roadway corridor according to City of Kenmore's local street standard section. The project scope does not include utility relocations or building demolition.

Surveys will entail a review of existing data as well as the collection of field data as necessary to complete design.

Design will entail advancing the conceptual design to a detailed final design, with reviews occurring at intermediate plan completion percentages.

3.0 Design Basis

The cross section of this roadway uses a standard City of Kenmore local street section based on the City's Road Standards Table 6.1, with the following elements:

- 6-foot sidewalk on both sides of the street
- 4-foot amenity strip on both sides of the street
- Curb and gutter on both sides of the street
- 20-foot roadway width, measured from curb to curb
- 46-foot total right-of-way width

The 4-foot amenity strip is narrowed or removed at a few locations along the Heron Rookery to prevent encroachment into the wetland and rookery while also providing space for turning vehicle movements.

The standard design speed of the segment is 25mph. There are four reduced-speed curves: two 15mph curves and two 10mph curves. The design vehicle is SU-30, and the horizontal curves are widened to allow two SU-30 vehicles to pass within the curve. Eight traffic-calming speed

BASIS OF ESTIMATE

Project Name: *NE 181st Street/SR 522 East Connection*

Project Number: *554-3744-004*

Date: 12/1/2022

humps are included in the estimate. These humps will be located on the approaches to the reduced-speed curves to ensure vehicles approach these curves at safe speeds.

No channelization changes are made at the intersection with 73rd Avenue NE, which remains one lane westbound and one lane eastbound. The intersection at SR 522/NE Bothell Way also matches the existing configuration, with one southbound right-turn lane and one southbound left-turn lane.

From Station 100+00 to 104+00, the proposed roadway alignment follows an existing roadway. In this segment, a 2-inch grind and overlay is assumed. For the remainder of the roadway, a full-depth reconstruction is assumed. This includes a 6-inch depth of hot mix asphalt for all roadways and 2 inches of crushed surfacing under all paved and sidewalk areas, per City of Kenmore Road Standards.

A new proposed storm drainage system meets the catch basin spacing, pipe diameter, pipe zone backfill, and trench backfill specifications in the City of Kenmore Road Standards.

Street trees are assumed to be placed at a 40-foot interval, on average, for the entire length of the corridor and on both sides of the street. The remainder of amenity strip will be seeded and fertilized. In accordance with Downtown Improvements Standard 4 in the City of Kenmore Road Standards Figure 2.2, the street trees will be equipped with irrigation and electrical receptacles. Street and pedestrian lighting will also be provided in accordance with Downtown Improvements Standard 4.

No driveways or intersections are included in the conceptual design because these are expected to be configured and provided by development activity.

4.0 Cost Basis

Unit costs are sourced from projects within the Puget Sound region that have been bid out between January 2021 and November 2022.

Escalation cost is assumed to be 4.4% per year from the current year, 2022, to the forecasted construction year of 2044.

5.0 Allowances

Survey costs are calculated based on the length of the project, using an assumed hourly rate and productivity rate based on other projects estimated in 2021 and 2022. The estimate includes both field time and office time.

BASIS OF ESTIMATE

Project Name: *NE 181st Street/SR 522 East Connection*

Project Number: *554-3744-004*

Date: 12/1/2022

The estimated traffic signal modifications at 73rd Avenue NE include the relocation of one junction box, the relocation of two pedestrian push button poles, and the installation of four new accessible pedestrian signals at the east leg of the intersection.

The estimated traffic signal modifications at SR 522/NE Bothell Way include a new or relocated signal pole and mast arm to accommodate the new southbound approach, which has been realigned to meet SR 522 at a right angle. This also includes relocating one pedestrian push button pole, one pedestrian signal pole, and new accessible pedestrian signals on the north side of the intersection.

The estimated scope of proposed signage accounts for:

- R2-1 (speed limit) signs, two in each direction
- W1-1a (combination turn/advisory speed) and W1-6 (single direction large arrow) facing each direction at each reduced speed curve
- W17-1 (speed hump) facing each direction at each speed hump

The proposed illumination system adheres to Downtown Street Lighting (2.08.F) and Downtown Pedestrian Lighting (2.08.H) standards per the City of Kenmore Road Standards. Spacing of luminaries is assumed to match existing spacing of approximately 150 feet on other streets in Downtown Kenmore.

6.0 Exclusions

The estimate excludes the following costs. The scope of these items is expected to be borne by redevelopment activity:

- Utility relocations
- Removal of structures, including buildings, retaining walls, and other obstructions

7.0 Assumptions

The estimate makes the following construction assumptions:

- Roadway fill sections can be filled using material excavated from cut sections of the roadway. The feasibility of this assumption will need verification by a geotechnical engineer.
- All crushed surfacing used beneath sidewalks and the roadway, as well as for trench backfill for the storm sewers, is assumed to be crushed surfacing base course (CSBC).
- Continuous centerline striping is assumed for the full length of the corridor.

It is assumed that portions of the roadway conflicting with existing structures will only be built either concurrently with redevelopment or after redevelopment occurs. This allows the removal

BASIS OF ESTIMATE

Project Name: *NE 181st Street/SR 522 East Connection*

Project Number: *554-3744-004*

Date: 12/1/2022

of structures and obstructions to be borne by developers, as mentioned in the Exclusions section.

8.0 Risks (Threats and Opportunities)

This estimate was prepared without the use of detailed survey information, so utility locations, detailed topography, and other potential obstructions have not been precisely identified. There is potential for unforeseen survey details to add additional cost.

If the roadway excavation material is not suitable for fill, the borrowed material will need to be hauled in at additional cost.

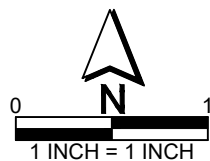
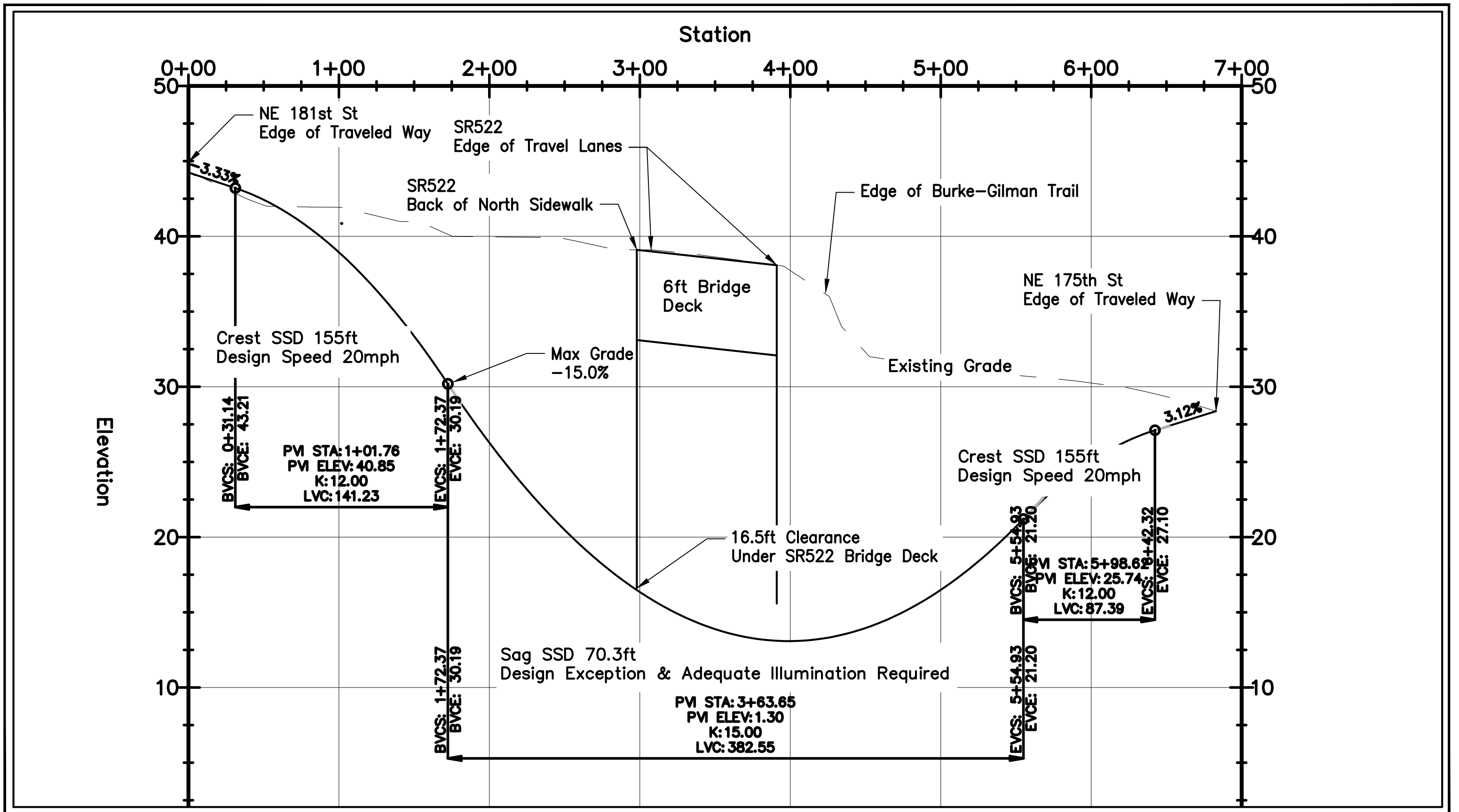
9.0 Contingency

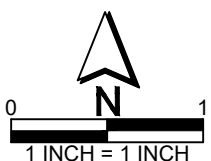
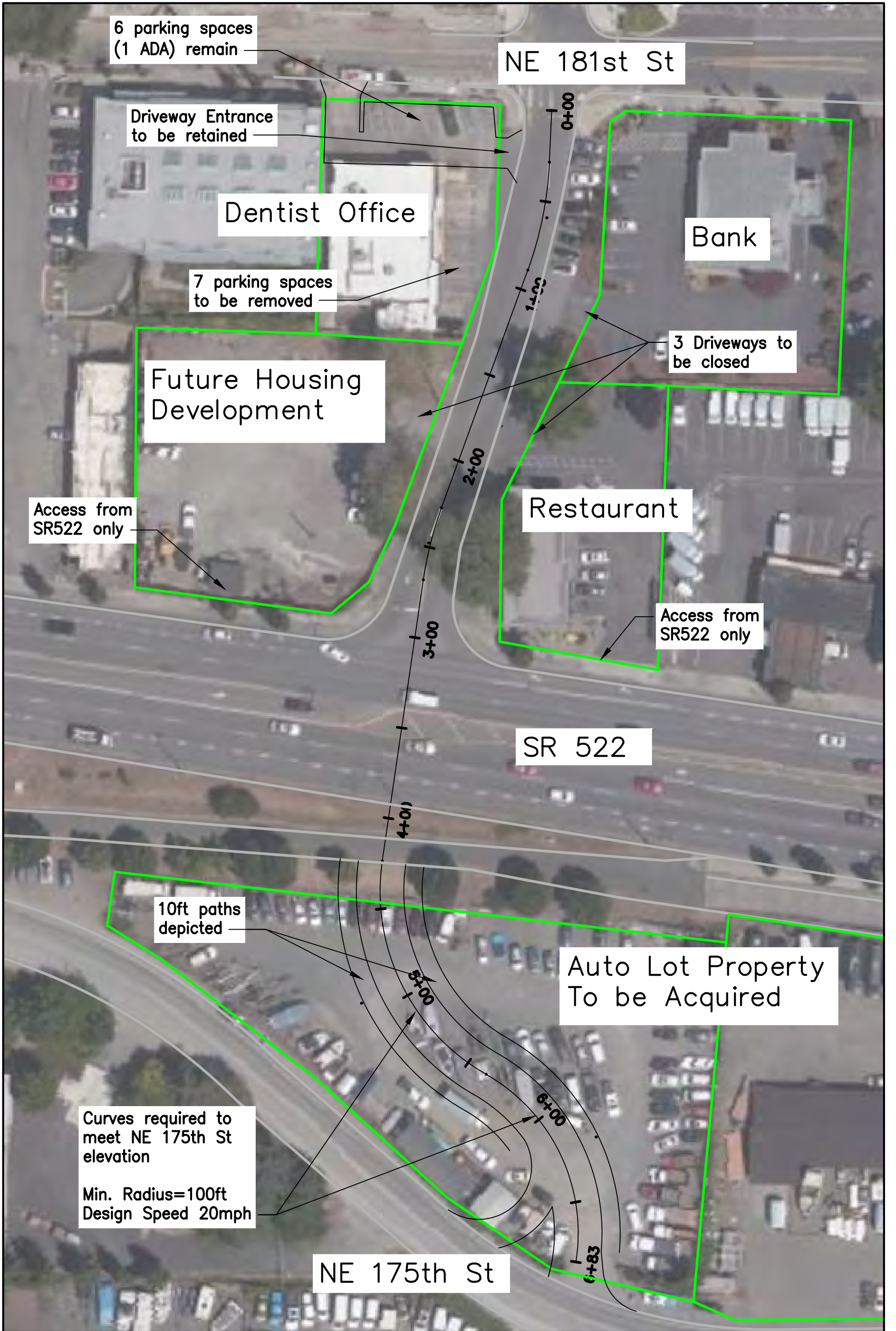
The project includes a 30% allowance for indeterminates (AFI) based on the level of design applied to the subtotal of construction costs and a 30% project contingency applied to construction and non-construction costs. The AFI and contingency are intended to cover uncertainties and unforeseeable elements of cost within the defined project scope.

The 30% AFI was chosen in coordination with City of Kenmore staff due to the uncertainty of existing site conditions and the long-term nature of this estimate.

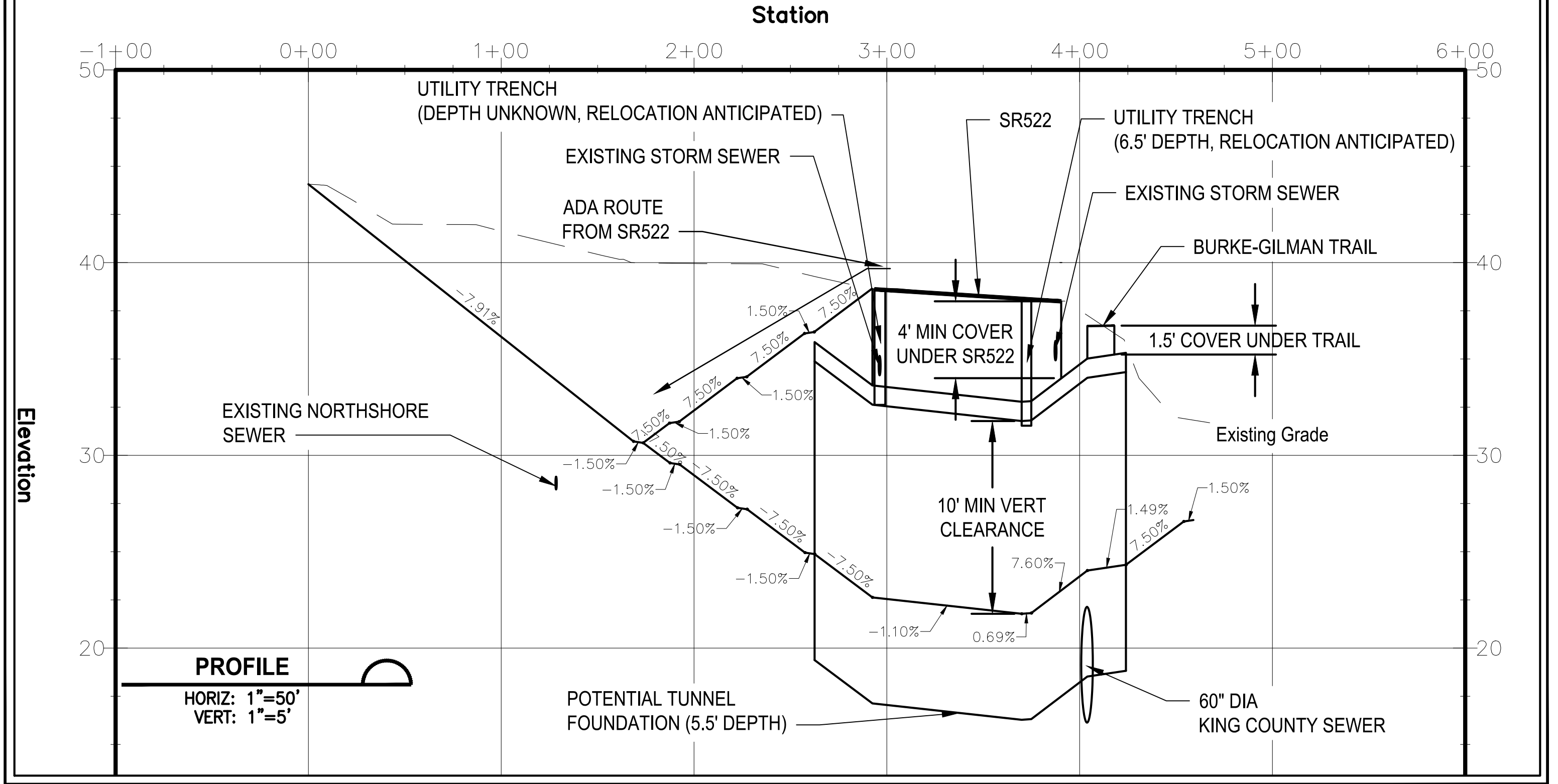
10.0 Attachments

Attachment A: Kenmore NE 181st Street/SR 522 East Connection Draft Concept Plan Sheets (October 19, 2022)

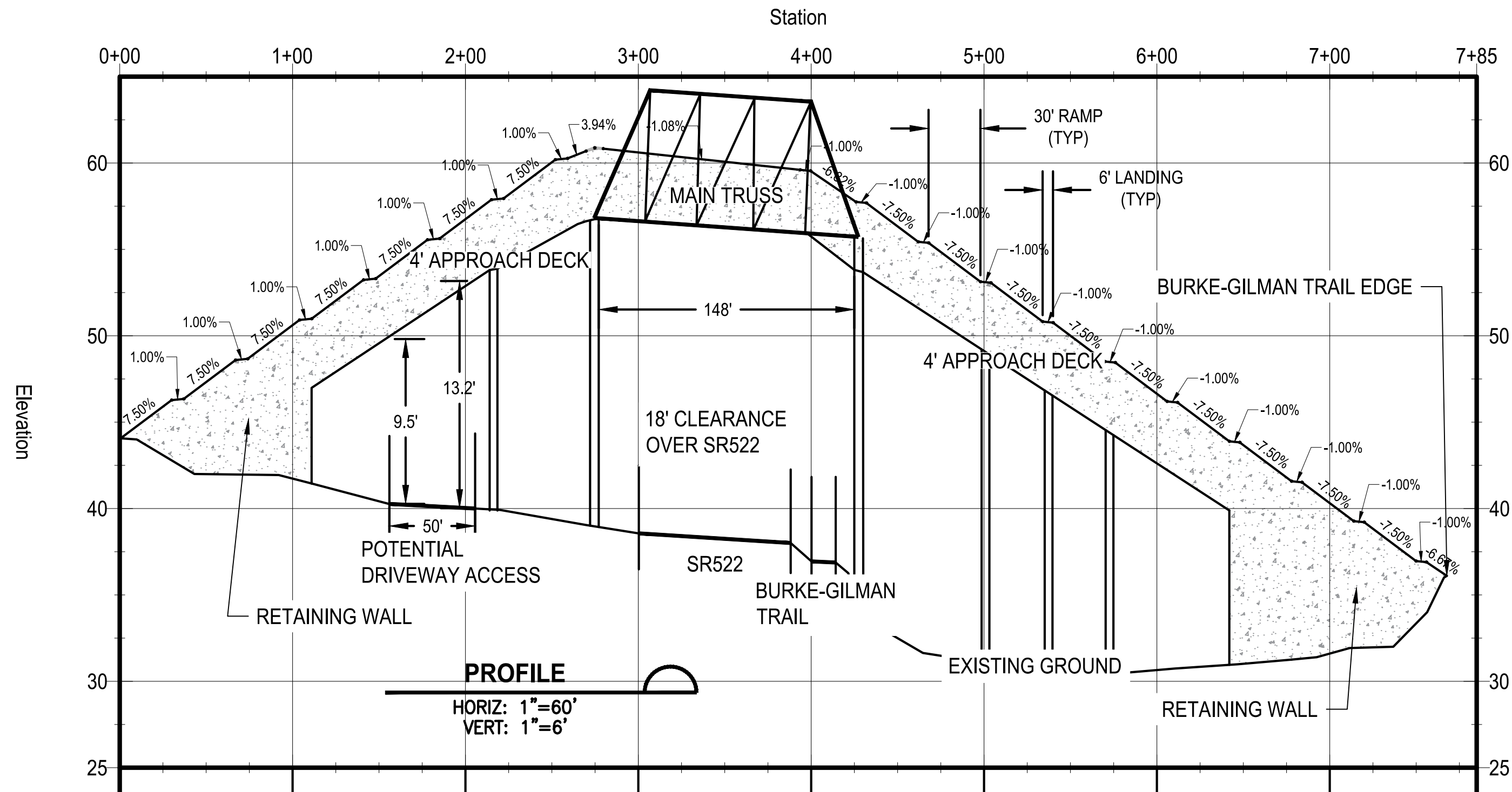




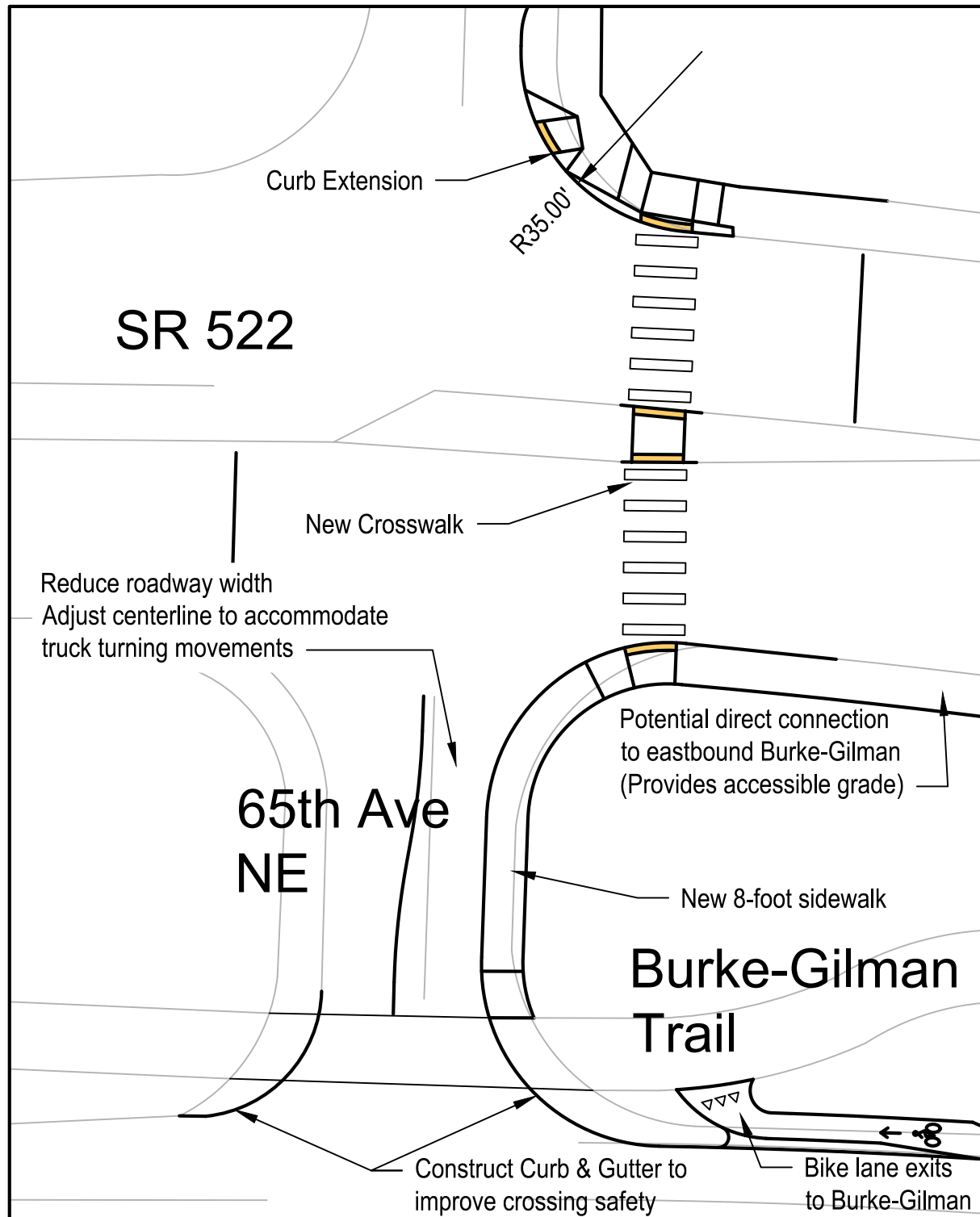
Ped&Bike Tunnel Alignment PROFILE



Potential Bridge Alignment PROFILE







SR 522 Crossing
At-Grade Crossing
DRAFT Concept

**NE 181st Street/SR 522 East Connection
CITY OF KENMORE**

ENGINEER'S ESTIMATE - PLANNING LEVEL

AACE International Unclassified Estimate

PREPARED BY: Jenna Anderson, PE and Edward Wang

DATE: 11/18/2022

DATE: 11/20/2022

CHECKED BY: Cindy Clark, PE

NO.	ITEM	QUANT.	UNIT	UNIT COST	AMOUNT
1	ROADWAY SURVEY	1	LS	\$ 27,000	\$ 27,000
2	CLEARING AND GRUBBING	1	ACRE	\$ 25,000	\$ 25,000
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	0	LS	\$ -	\$ -
4	REMOVAL OF CEMENT CONC. SIDEWALKS	40	SY	\$ 30	\$ 2,000
5	REMOVAL OF ASPHALT CONC. PAVEMENT	5800	SY	\$ 57	\$ 331,000
6	REMOVAL OF CEMENT CONC. CURB	3400	LF	\$ 15	\$ 51,000
7	ROADWAY EXCAVATION INCL. HAUL	2100	CY	\$ 40	\$ 84,000
8	CATCH BASIN TYPE 1	46	EACH	\$ 2,500	\$ 115,000
9	STORM SEWER PIPE, 12 IN. DIAM.	3000	LF	\$ 55	\$ 165,000
10	CRUSHED SURFACING BASE COURSE	2400	TON	\$ 50	\$ 120,000
11	CRUSHED SURFACING TOP COURSE	0	TON	\$ -	\$ -
12	HMA CL 1/2 IN. PG 58H-22	2100	TON	\$ 160	\$ 336,000
13	CEMENT CONC. TRAFFIC CURB AND GUTTER	4900	LF	\$ 50	\$ 245,000
14	CEMENT CONC. TRAFFIC CURB	0	LF	\$ -	\$ -
15	CEMENT CONC. SIDEWALK	3300	SY	\$ 100	\$ 330,000
16	CEMENT CONC. CURB RAMP	7	EACH	\$ 4,000	\$ 28,000
17	PAVEMENT MARKINGS	5400	LF	\$ 10	\$ 54,000
18	PERMANENT SIGNING	1	LS	\$ 8,000	\$ 8,000
19	RECTANGULAR RAPID FLASHING BEACON SYSTEM	0	EACH	\$ -	\$ -
20	ILLUMINATION SYSTEM, COMPLETE	1	LS	\$ 510,000	\$ 510,000
21	TRAFFIC SIGNAL SYSTEMS MODIFICATIONS	1	LS	\$ 130,000	\$ 130,000
22	PLANING BITUMINOUS PAVEMENT	1200	SY	\$ 5	\$ 6,000
23	GRAVEL BACKFILL FOR PIPE ZONE	700	CY	\$ 50	\$ 35,000
24	SPEED HUMP	8	EACH	\$ 2,000	\$ 16,000
25	EMBANKMENT COMPACTION	1400	CY	\$ 5	\$ 7,000
26	SEEDING AND FERTILIZING	2200	SY	\$ 36	\$ 80,000
27	STREET TREES WITH ELECTRICAL RECEPTACLE	120	EACH	\$ 1,500	\$ 180,000
28	STREET TREE IRRIGATION SYSTEM	1	LS	\$ 70,000	\$ 70,000
29	STORMWATER DETENTION & TREATMENT	1	LS	\$ 650,000	\$ 650,000
	Subtotal				\$ 3,605,000
	Erosion Controls and Water Pollution	5%			\$ 180,250
	Prevention Temporary Traffic Controls	12%			\$ 454,230
	Mobilization	10%			\$ 423,948
	Allowance for Indeterminates	30%			\$ 1,399,028
	CONSTRUCTION SUBTOTAL (ROUNDED)				\$6,060,000
	Engineering Design Fees	10%			\$ 606,000
	Construction Administration Fees (\$50000 per month)	12 MOS		\$ 50,000	\$ 600,000
	Right of Way Cost				\$ 3,000,000
	City of Kenmore Staff Labor	8%			\$ 484,800
	NON-CONSTRUCTION SUBTOTAL				\$4,690,800
	Project Contingency	30%			\$ 3,225,240
	YEAR 2022 PROJECT TOTAL (ROUNDED)				\$ 14,000,000
	Year 2044 Escalation	4.4%			\$ 23,700,000
	YEAR 2044 PROJECT TOTAL (ROUNDED)				\$ 37,700,000

ESCALATION FORECAST ASSUMPTION

CURRENT DATE 11/1/2022

FORECAST DATE 12/31/2044

BASIS OF ESTIMATE

Project Name	SR 522 Crossing
Project Number	554-3744-004
Date Prepared	12/1/2022
Prepared by	Jenna Anderson, PE, and Edward Wang
Estimate Classification	Unclassified
Estimate Purpose	Long-term Planning for Transportation Element
Estimate ID (Version)	
Project Manager	McIntire, Alicia

Note that the accuracy of the associated cost estimate is dependent upon the various underlying assumptions, inclusions, and exclusions described herein. Actual project costs may differ and can be significantly affected by factors such as changes in the external environment, the manner in which the project is executed and controlled, and other factors that may impact the estimate basis or otherwise affect the project. Estimate accuracy ranges are only assessments based upon the cost estimating methods and data employed in preparing the estimate and are not a guarantee of actual project costs.

BASIS OF ESTIMATE

Project Name: *SR 522 Crossing*

Project Number: *554-3744-004*

Date: 12/1/2022

1.0 Purpose

This project provides a protected bicycle and pedestrian crossing of SR 522 (NE Bothell Way) between 65th Avenue NE and 68th Avenue NE, with a preferred location at 67th Avenue NE. The crossing limits extend from the existing NE 181st Street to NE 175th Street. This project will improve connectivity between Downtown Kenmore and the future Lakepointe development and improve bicycle and pedestrian safety.

This cost estimate is based on the attached conceptual design of the preferred alternative and is intended to provide planning guidance for the City.

2.0 Project Scope Definition

This project includes survey, design, right-of-way acquisition, permitting, removal of structures, and construction of a pedestrian/bicycle facility with connections to the Burke-Gilman Trail and existing infrastructure. The project scope does not include utility relocations.

Surveys will entail a review of existing data as well as the collection of field data as necessary to complete design.

Design will entail advancing the conceptual design to a detailed final design, with reviews occurring at intermediate plan completion percentages.

3.0 Design Basis

The City requested four alternatives to be evaluated during the conceptual design development:

1. Vehicle/Pedestrian/Bicycle Tunnel
2. Pedestrian/Bicycle-Only Tunnel
3. Pedestrian/Bicycle Bridge
4. At-Grade Pedestrian/Bicycle Crossing

1. Vehicle/Pedestrian/Bicycle Tunnel

The vehicle tunnel option faces multiple issues, making this option infeasible. Due to the short distance from SR 522 to the adjacent streets, NE 181st Street and NE 175th Street, extreme grades (15%) and vertical curvature are required to tie into these streets at their existing elevations while providing sufficient clearance beneath SR 522. Additionally, the parcel at 6532 NE Bothell Way is currently being developed as an affordable housing development and is proposed to be accessed from 67th Avenue NE; a vehicle tunnel would not allow for driveway

BASIS OF ESTIMATE

Project Name: *SR 522 Crossing*

Project Number: *554-3744-004*

Date: 12/1/2022

access. Finally, there are numerous utility conflicts further detailed for the pedestrian and bicycle tunnel option below.

2. Pedestrian/Bicycle-Only Tunnel

The conceptual pedestrian and bicycle tunnel option is aligned with the east side of 67th Avenue NE, between NE 181st Street and NE 175th Street. The tunnel would require closure of the existing bank and restaurant driveway accesses on the east side of 67th Avenue NE. A vertical clearance of 10 feet within the tunnel is assumed above the trail ground surface.

The following potential utility conflicts have been identified along the alignment:

- Northshore Utility District 8-inch sewer line crossing 67th Avenue NE near the boundary between the restaurant and bank properties. The approximate depth of this sewer is 12 feet.
- Northshore Utility District 8-inch water main running along 67th Avenue NE at an unknown depth. Some portions of this pipe may need to be relocated to the west.
- City stormwater system along the east side of 67th Avenue NE will need to be relocated.
- A joint utility trench along the north side of SR 522, at an unknown depth, may require relocation. The trench is known to contain the following utilities:
 - Northshore Utility District 10-foot water main with a 16-inch casing
 - Puget Sound Energy gas line
 - Verizon conduit
 - City storm drain pipe with approximately 3 feet of cover
- A joint utility trench on the south side of SR 522, located approximately 15 feet north of the southern edge of the roadway. The depth of the trench is approximately 6.5 feet and relocation is anticipated. This trench is known to contain the following:
 - Puget Sound Energy conduit
 - Comcast conduit
- King County 60-inch diameter sewer line approximately aligned with the northern edge of the Burke-Gilman trail. The top of this pipe is approximately 15 feet under the Burke-Gilman trail. Relocation of the sewer would be necessary since it is anticipated to conflict with the potential tunnel foundation.

Another challenge associated with the pedestrian/bicycle tunnel option is a below-grade switchback on the north side of SR 522 to meet ADA grade requirements and anticipated clearance needs.

The pedestrian/bicycle tunnel option is technically feasible with the aforementioned driveway closures and utility relocations. However, the pedestrian/bicycle tunnel option was considered infeasible due to the difficulty of relocating the King County 60-inch diameter sewer line.

BASIS OF ESTIMATE

Project Name: *SR 522 Crossing*

Project Number: *554-3744-004*

Date: 12/1/2022

3. Pedestrian/Bicycle Bridge

The conceptual pedestrian and bicycle bridge is also aligned with the east side of 67th Avenue NE. This requires closure of the bank driveway. It may be feasible to provide driveway access to the existing parcel with a reduced vertical clearance of approximately 8 feet. However, as the design progresses, the City should consider risk and liability in determining whether vehicle access should be maintained at this location. After crossing SR 522, the bridge ramps down in a large arc within a portion of the auto lot property south of SR 522 and intersects with the Burke-Gilman Trail. A separate trail connection provides access to NE 175th Street.

4. At-Grade Pedestrian/Bicycle Crossing

An at-grade pedestrian and bicycle crossing, assumed to be located at 65th Avenue NE, is feasible but would impact traffic operations on SR 522. The at-grade crossing option provides a lower level of service for crossing users and vehicles when compared with the grade-separated options. However, the at-grade crossing would be less expensive than the grade separated options.

The City requested the most expensive and feasible option to be used for the 20-year project preferred alternative. Therefore, the pedestrian and bicycle bridge option was advanced for this conceptual cost estimate.

4.0 Cost Basis

Unit costs are sourced from WSDOT unit bid analysis in the Northwest region and other projects from within the Puget Sound region that have been bid out between January 2021 and November 2022.

Escalation cost is assumed to be 4.4% per year from the current year, 2022, to the forecasted construction year of 2044.

5.0 Allowances

Survey costs are calculated based on the length of the project, using an assumed hourly rate and productivity rate based on other projects estimated in 2021 and 2022. The estimate includes both field time and office time.

Property acquisition includes a portion of the auto lot parcel, as shown on the design plan. This purchase is estimated based on square footage and does not consider loss of business revenue or other impacts. A full acquisition of the restaurant property is included; the existing restaurant is approximately 3 to 4 feet from the proposed bridge structure, and demolition of the restaurant

BASIS OF ESTIMATE

Project Name: *SR 522 Crossing*

Project Number: *554-3744-004*

Date: 12/1/2022

may be required for construction of the bridge. The cost of closing the bank driveway is included and assumed at 5% of the total value of the property. Finally, a 10-foot wide temporary construction easement on non-acquired parcels is included, with an assumed cost of 5% of the purchase value of the square footage used.

Removal of structures includes the removal of fencing and other structures in the acquired portion of the auto lot parcel, as well as demolition and removal of the restaurant building.

Signage costs encompass crosswalk signage on NE 175th Street, directional signs and stop signs at all trail junctions, and warning signs for the bridge curves. The proposed illumination system consists of pedestrian luminaires spaced 150 feet apart along the full length of the bridge.

The estimate includes the trail connection from the Burke-Gilman trail to NE 175th Street as well as the crosswalk across NE 175th Street, including curb ramps and pavement markings.

6.0 Exclusions

The scope of this estimate does not include any improvements to the Burke-Gilman Trail or NE 175th Street beyond the intersections and crosswalk. Also, the scope does not include utility relocations. Franchised utilities within City right-of-way are to be relocated at the utility company's expense.

7.0 Assumptions

The bridge is assumed to provide 18 feet of clearance above SR 522, slightly more than the required 17.5 feet prescribed by WSDOT Design Manual 720.03(5)(b).

The proposed trail is a total of 16 feet wide, consisting of a 12-foot wide trail with 2 feet of clearance on both sides, in accordance with the desirable shared-use path width in WSDOT Design Manual Section 1515.02(2)(a). The bridge railing and structure is assumed to occupy an additional 1 foot on each side, for a total bridge cross section width of 18 feet.

Stormwater runoff is assumed to be routed to existing storm sewers on adjacent roadways. It is assumed that these storm sewers have the capacity to handle the runoff from the bridge and that additional detention infrastructure is not required.

The trail is supported on a retaining wall for the first 110 feet at the north landing of the bridge and the last 125 feet at the south landing. The bridge approach spans are assumed to have a 4-foot thick superstructure consisting of a concrete deck supported on steel girders. The main span crossing SR 522 and the Burke-Gilman Trail is supported by a prefabricated steel truss.

BASIS OF ESTIMATE

Project Name: *SR 522 Crossing*

Project Number: *554-3744-004*

Date: 12/1/2022

A higher construction administration fee of \$60,000 per month was assumed due to the additional complexities of working on and around a high-volume state highway.

8.0 Risks (Threats and Opportunities)

This estimate was prepared without the use of detailed survey information, so utility locations, detailed topography, and other potential obstructions have not been precisely identified. There is potential for unforeseen survey details to add additional cost.

A geotechnical assessment was not performed as part of this estimate, and shaft foundation depths are assumed comparable to other Puget Sound-area nonmotorized bridge projects. Actual ground and soil conditions may necessitate deeper foundations, which would increase project cost.

Stormwater detention will add additional cost if adjacent stormwater facilities do not have the capacity to accommodate runoff from the bridge.

9.0 Contingency

The project includes a 30% allowance for indeterminates (AFI) based on the level of design applied to the subtotal of construction costs and a 30% project contingency applied to construction and non-construction costs. The AFI and contingency are intended to cover uncertainties and unforeseeable elements of cost within the defined project scope.

The 30% AFI was chosen in coordination with City of Kenmore staff due to the uncertainty of existing site conditions and the long-term nature of this estimate.

10.0 Attachments

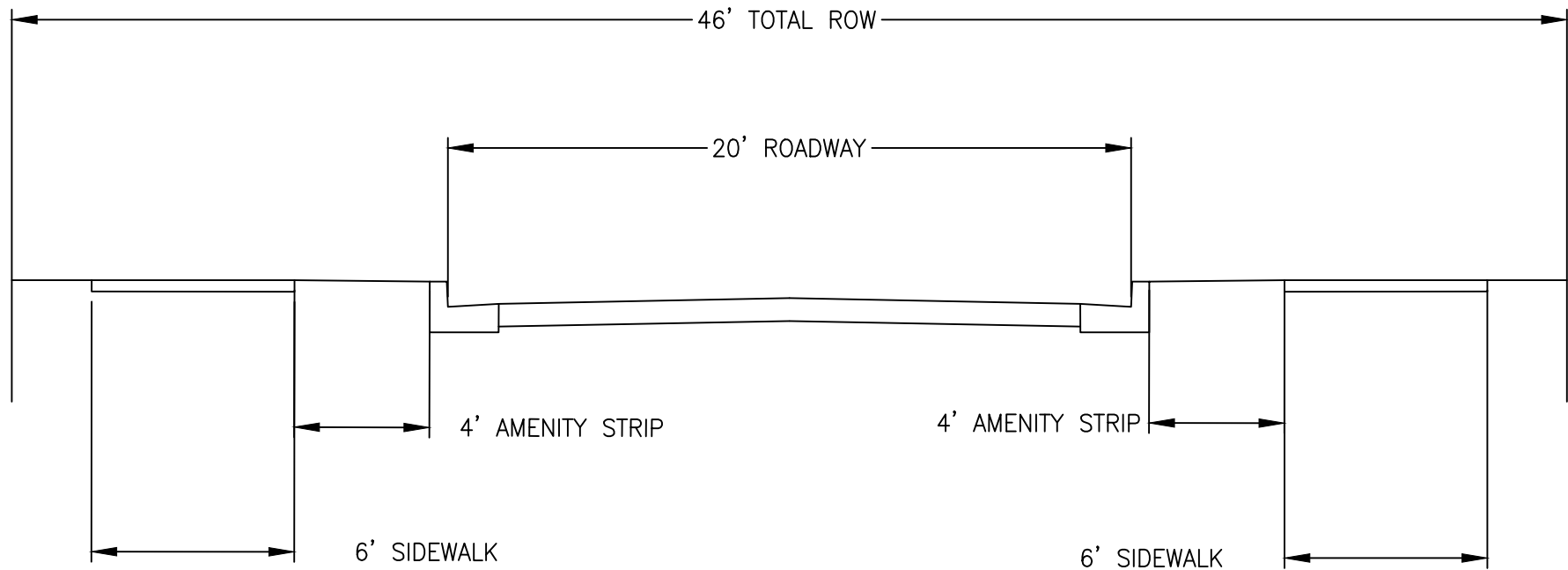
Attachment A: SR 522 Crossing Vehicle Tunnel Plan and Profile Sheets (September 26, 2022)

Attachment B: SR 522 Crossing Pedestrian/Bicycle Tunnel Profile Sheet (November 4, 2022)

Attachment C: SR 522 Crossing Pedestrian/Bicycle Bridge Plan and Profile Sheets (November 14, 2022)

Attachment D: SR 522 Crossing At-grade Plan Sheet (September 13, 2022)

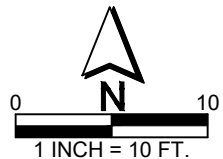
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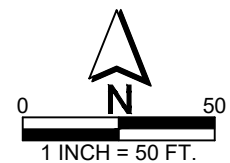
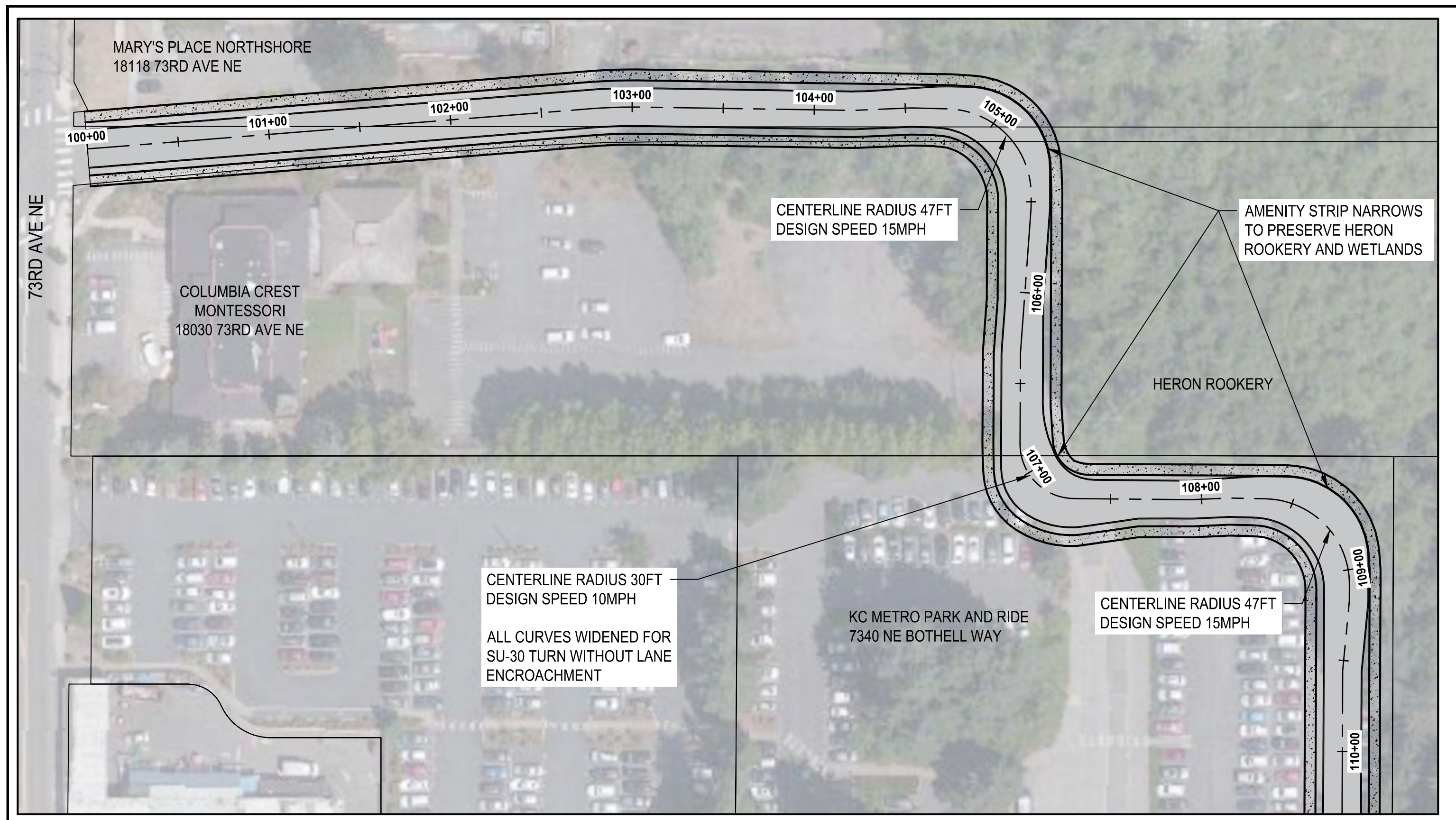
Parametrix

DATE: October 19, 2022

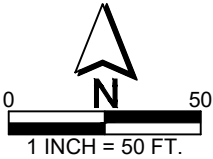
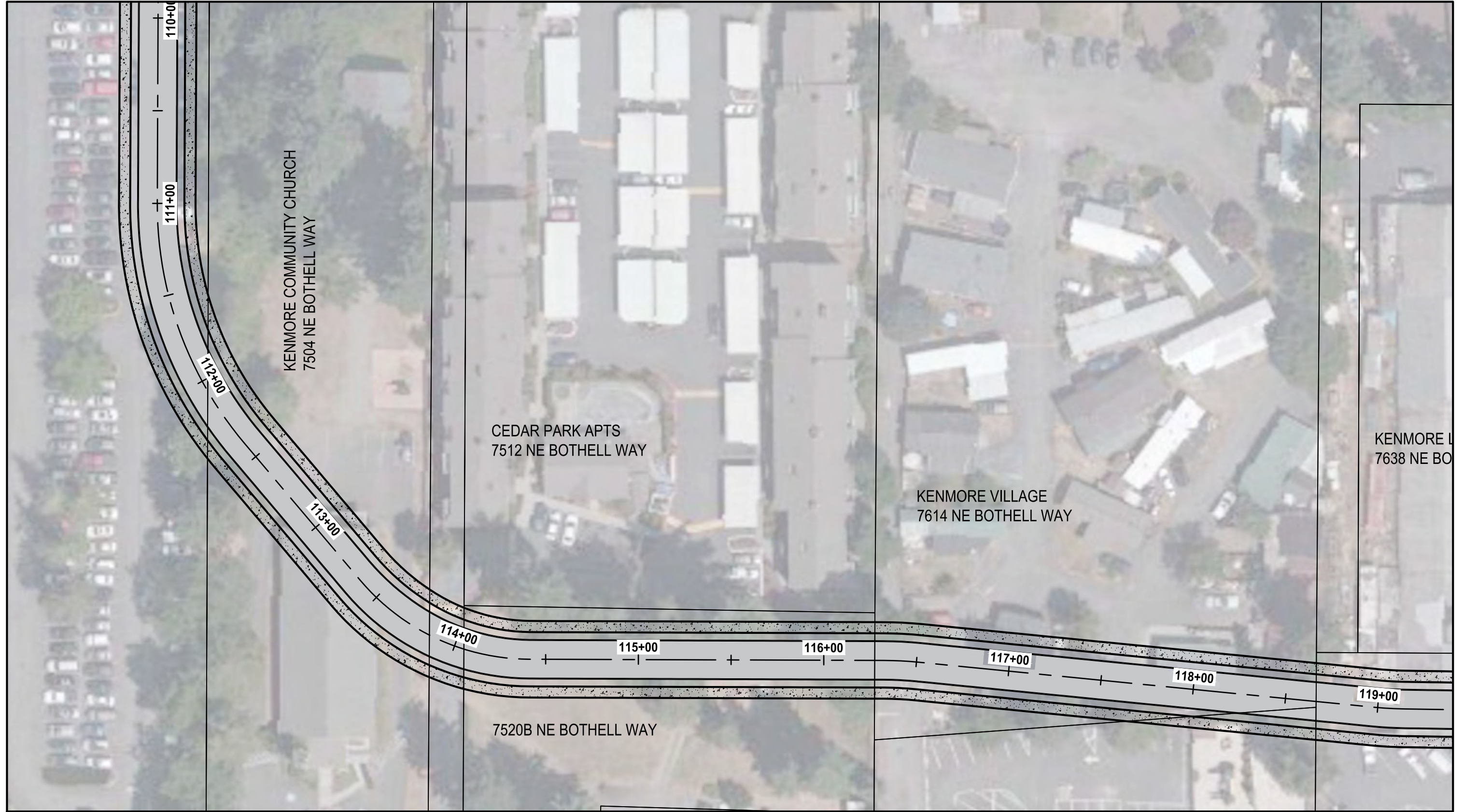
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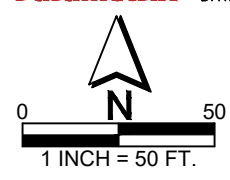
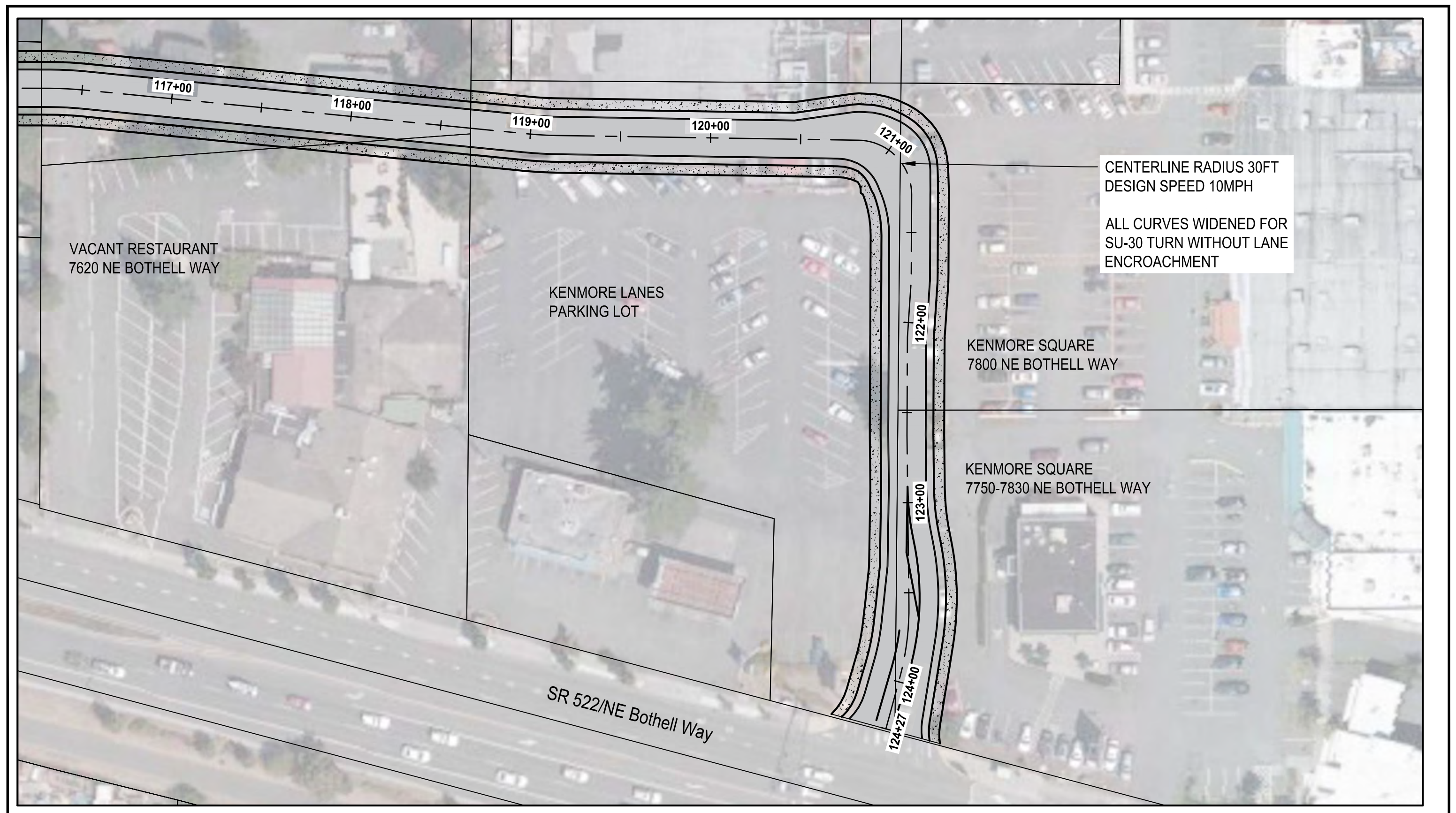
Kenmore NE 181st Street/SR 522 East Connection Draft Concept



Kenmore NE 181st Street/SR 522 East Connection Draft Concept

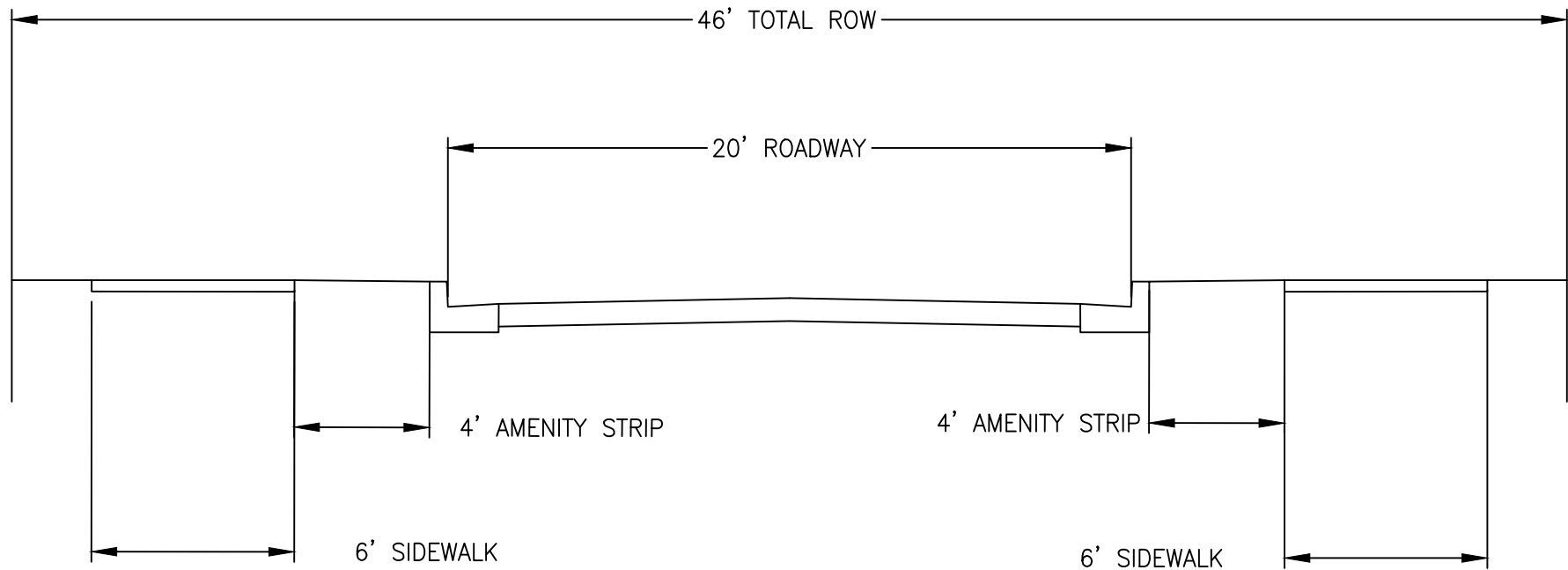


Kenmore NE 181st Street/SR 522 East Connection Draft Concept



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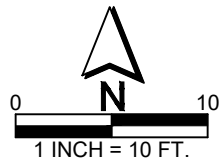
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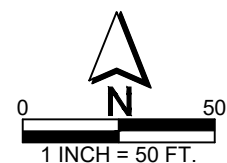
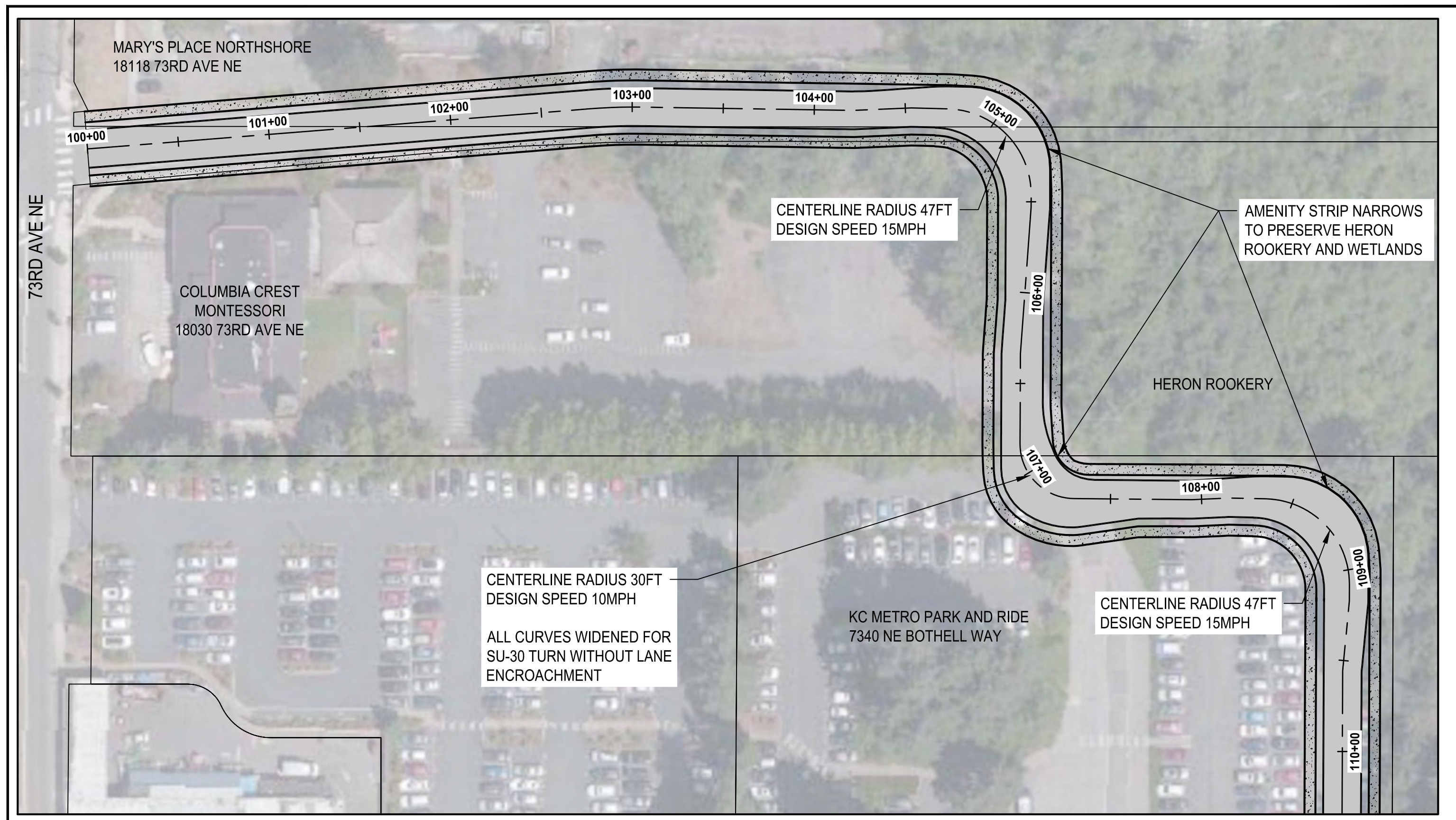
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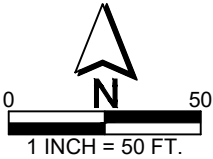
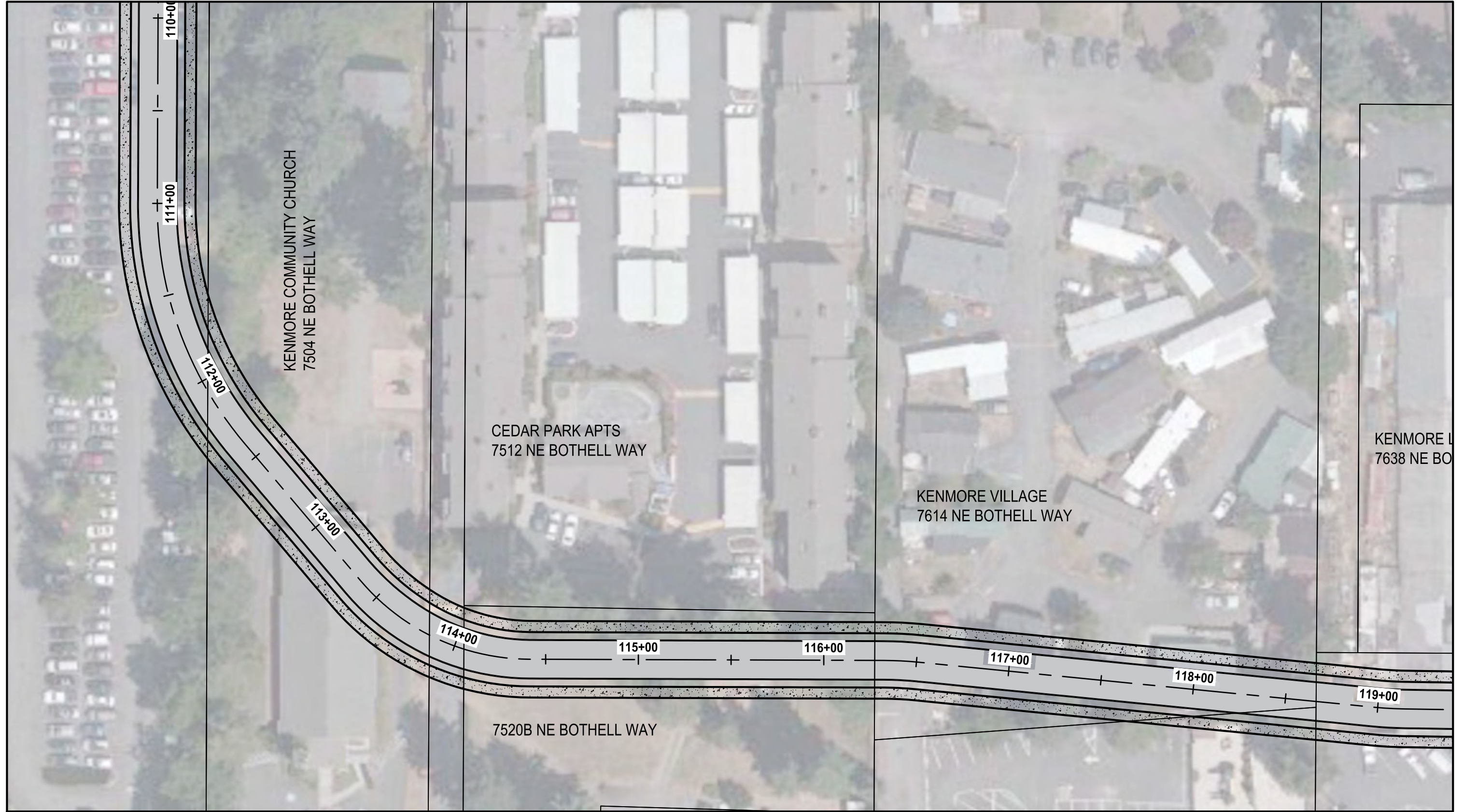
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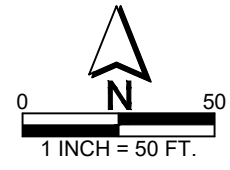
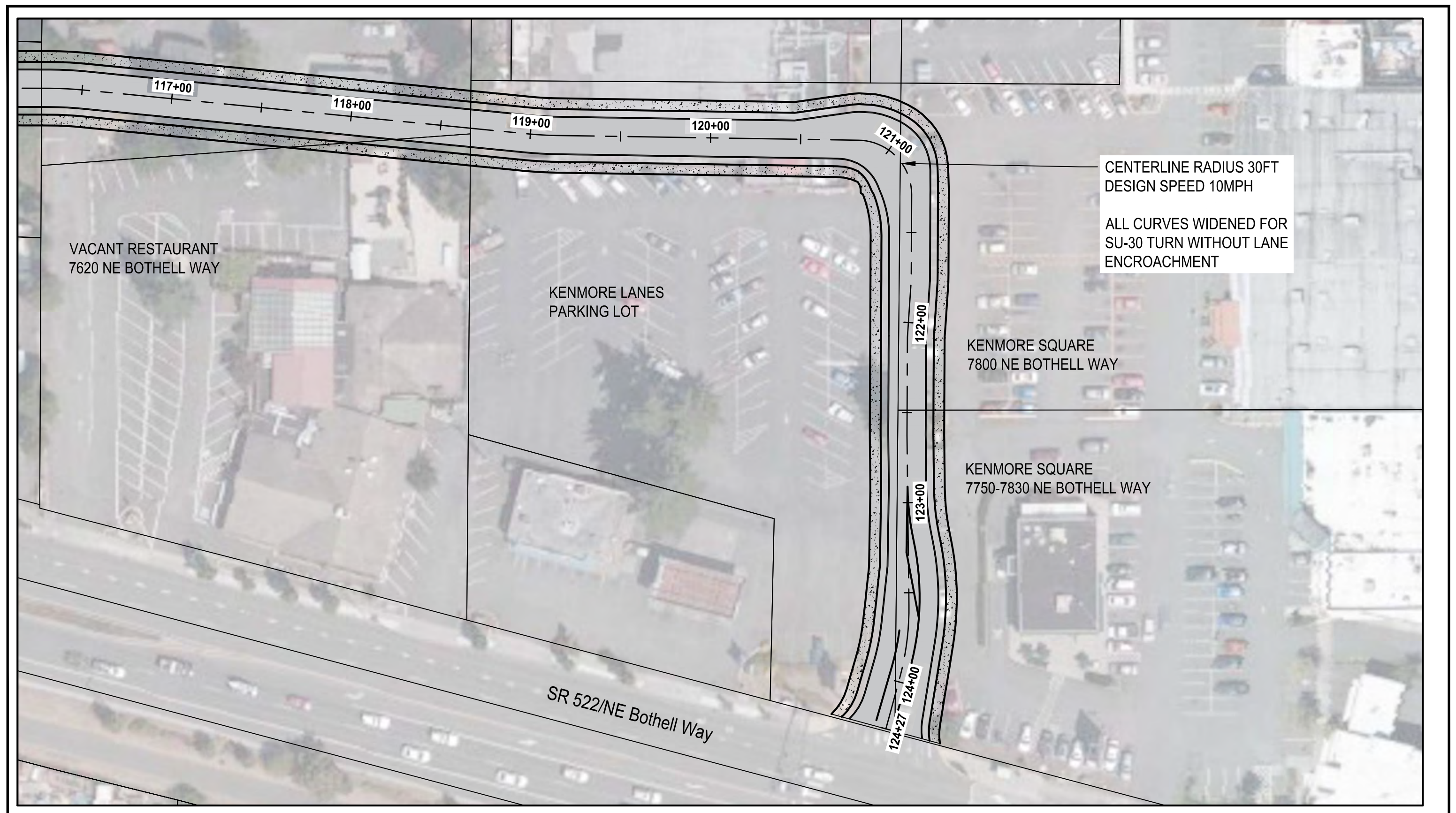
Kenmore NE 181st Street/SR 522 East Connection Draft Concept



Kenmore NE 181st Street/SR 522 East Connection Draft Concept



Kenmore NE 181st Street/SR 522 East Connection Draft Concept



Kenmore NE 181st Street/SR 522 East Connection Draft Concept

**SR 522 Pedestrian and Bicycle Bridge Crossing
CITY OF KENMORE**

ENGINEER'S ESTIMATE - PLANNING LEVEL

AACE International Unclassified Estimate

PREPARED BY: Jenna Anderson, PE and Edward Wang

DATE: 11/18/2022

CHECKED BY: Joe Merth, PE, and Cindy Clark, PE

DATE: 11/20/2022

NO.	ITEM	QUANT.	UNIT	UNIT COST	AMOUNT
1	ROADWAY SURVEY	1	LS	\$ 18,000	\$ 18,000
2	CLEARING AND GRUBBING	0.2	ACRE	\$ 25,000	\$ 5,000
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	\$ 70,000	\$ 70,000
4	REMOVAL OF CEMENT CONC. SIDEWALKS	10	SY	\$ 30	\$ 1,000
5	REMOVAL OF CEMENT CONC. PAVEMENT	0	SY	\$ 57	\$ -
6	REMOVAL OF CEMENT CONC. CURB	0	LF	\$ 15	\$ -
7	SELECT BORROW INCL. HAUL	2300	TON	\$ 26	\$ 60,000
8	CATCH BASIN TYPE 1	8	EACH	\$ 2,500	\$ 20,000
9	STORM SEWER PIPE, 12 IN. DIAM.	900	LF	\$ 55	\$ 50,000
10	CRUSHED SURFACING BASE COURSE	100	TON	\$ 50	\$ 5,000
11	HMA CL 1/2 IN. PG 58H-22	110	TON	\$ 160	\$ 18,000
12	LANDSCAPING/PLANTINGS	2300	SY	\$ 36	\$ 83,000
13	CEMENT CONC. SIDEWALK	10	SY	\$ 100	\$ 1,000
14	CEMENT CONC. CURB RAMP	2	EACH	\$ 4,000	\$ 8,000
15	PAVEMENT MARKINGS	1500	LF	\$ 10	\$ 15,000
16	PERMANENT SIGNING	1	LS	\$ 5,000	\$ 5,000
17	RECTANGULAR RAPID FLASHING BEACON SYSTEM	0	EACH	\$ -	\$ -
18	ILLUMINATION SYSTEM, COMPLETE	1	LS	\$ 120,000	\$ 120,000
19	MODULAR BLOCK WALL	5000	SF	\$ 96	\$ 480,000
STRUCTURAL - MAIN & APPROACH BRIDGE SPANS					
20	SHORING OR EXTRA EXCAVATION CL. A	1	LS	\$ 50,000	\$ 50,000
21	CONSTRUCTING 6 FT DIAMETER SHAFT	120	LF	\$ 2,500	\$ 300,000
22	CONSTRUCTING 8 FT DIAMETER SHAFT	360	LF	\$ 3,000	\$ 1,080,000
23	REMOVING SHAFT OBSTRUCTIONS	1	LS	\$ 145,000	\$ 145,000
24	STEEL REINFORCING BAR FOR BRIDGE	34000	LB	\$ 2.25	\$ 77,000
25	CONC. CLASS 4000 FOR BRIDGE	200	CY	\$ 1,200	\$ 240,000
26	SUPERSTRUCTURE - APPROACH SPANS	1	LS	\$ 600,000	\$ 600,000
27	SUPERSTRUCTURE - MAIN TRUSS	1	LS	\$ 600,000	\$ 600,000
28	STRUCTURAL CARBON STEEL	220000	LB	\$ 3.00	\$ 660,000
29	OPTIONAL SOUTH STAIRS	1	LS	\$ 400,000	\$ 400,000
Subtotal					\$ 5,111,000
Erosion Controls and Water Pollution		5%			\$ 255,550
Prevention Temporary Traffic Controls		12%			\$ 643,986
Mobilization		10%			\$ 601,054
Allowance for Indeterminates		30%			\$ 1,983,477
CONSTRUCTION SUBTOTAL (ROUNDED)					\$8,600,000
Engineering Design Fees		12%			\$ 1,032,000
Construction Administration Fees (\$60000 per		18 MOS		\$ 60,000	\$ 1,080,000
month) Right of Way Cost					\$ 1,800,000
City of Kenmore Staff Labor		8%			\$ 688,000
NON-CONSTRUCTION SUBTOTAL					\$4,600,000
Project Contingency		30%			\$ 3,960,000
YEAR 2022 PROJECT TOTAL (ROUNDED)					\$ 17,160,000
Year 2044 Escalation		4.4%			\$ 29,040,000
YEAR 2044 PROJECT TOTAL (ROUNDED)					\$ 46,200,000

ESCALATION FORECAST ASSUMPTION

CURRENT DATE 11/1/2022

FORECAST DATE 12/31/2044

APPENDIX D-5
POTENTIAL TRANSPORTATION PROJECT FUNDING SOURCES

Funding Sources	Funding Recipient	Focal Investment	Funding Description	Awarding Entity	Funding Type	Project Expenditure Type	Amount Available	Typical Award Amount	Local Match	Application Deadlines	Scoring Criteria	Application Process	Program Link/Contact
Highway Safety Improvement Program (HSIP)	Counties and Cities in Washington State are eligible to apply, other organizations may work with a county to propose/develop a project.	Roads, Transit	Provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The City Safety program provides funding for projects that reduce fatal and serious injury crashes on city/town streets and state highways using engineering improvements/countermeasures.	Federal	Grant	New Construction, Other Mass Transit, Maintenance, Engineering & Administration	\$35 million of federal HSIP funds, \$4 million of state Reducing Roadway Departures funds	Projects in Washington funded in 2021 ranged from \$50,000 to \$3,000,000 grants	Federal share is 90%	Closed March 2022. Allocated annually.	Selecting Emphasis Areas and Strategies, Strategic Data and Analysis Improvement, Program Management, Network Screening and Project Solicitation, Diagnosis and Countermeasure Selection, Economic Analysis and Eligibility Criteria, etc.	The BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs	https://wsdot.wa.gov/sites/default/files/2021-11/LP-County-Safety-Awards-2021.pdf https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/highway-safety-improvement-program https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/highway-safety-improvement-program/call-projects
STBG set-aside for Transportation Alternatives (TA)	Funding is apportioned to the States and MPOs, then subrecipients can apply for the funding	Roads, Trails	Provides funds for smaller-scale transportation projects such as pedestrians and bicycle facilities, historic preservation, safe routes to school and other transportation-related activities. BIL increases TAP funding to 10% of the STBG amount.	Federal	Grant	New Construction, Other Mass Transit, Engineering & Administration	\$15,000,000	2022 funded project grants ranged from >\$10,000 to \$4.6 million	Federal share is 80 percent, HSIP funds may be used to meet the non-Federal share requirements up to 100% Federal share	Next PSRC TAP competition TBD	Scoring criteria are dependent on the MPOs that receive the federal apportionments, and which are responsible for allocating the apportioned funds to relevant projects	A State or MPO are required to obligate TA funds to develop a competitive process to allow eligible entities to submit projects for funding that achieves program objectives	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm https://wsdot.wa.gov/sites/default/files/2022-04/LP-STBG-Set-Aside-Allocation-Distribution-Final-2022.pdf
Surface Transportation Block Grant (STBG) [formerly STP]	Funding is apportioned to the States and MPOs, then subrecipients can apply for the funding	Roads, Transit	The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Eligible projects include highway/bridge construction/repair; transit capital projects; bicycle, pedestrian and recreational trails, and construction of ferry boats and terminals. BIL adds several new eligibilities including wildlife crossings, EV charging infrastructure, and ITS technologies.	Federal	Grant	New Construction, Reconstruction, Other Mass Transit, Engineering & Administration	\$64,800,000,000	\$1 million to \$5 million are the recommended grant amounts for the recently approved projects in Washington	Federal share is 80 percent	PSRC 2022 FHWA funding competitions concluded; Next competition in 2024.	Scoring criteria are dependent on the MPOs that receive the federal apportionments, and which are responsible for allocating the apportioned funds to relevant projects	The BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs; 55% of a State's STBG apportionment is to be obligated to urbanized areas with population greater than 200,000, urbanized areas with population of at least 50,000 but no more than 200,000, urbanized areas with population of 5,000- 49,999, and areas with population less than 5,000	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm https://www.psrc.org/media/6965
Bridge Investment Program	States, MPOs serving an urbanized area with a population of over 200,000, a unit of local government, a political subdivision of a State or local government, a special purpose district or public authority with a transportation function, an FLMA, a Tribal government, some combination of any of the other eligiblerecipients	Bridges	Provide grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges	Federal	Grant	Reconstruction, New Construction, Maintenance, Engineering & Administration	\$12,200,000,000	Minimum grant of \$50 million for Large Bridge Projects, or \$2.5 million for other Bridge Projects	Up to 50% for "Large Bridge Projects", up to 80% for other BIP projects, up to 90% for off-system bridges	2022 funding has concluded, next NOFO is expected to start in 2023	DOT considers the Department's rating of the project, specified factors relating to bridge person and freight throughput, bridge condition in the State, geographic diversity and balance between the needs of rural and urban communities, the extent to which a bridge seeking BIP funding is in	Proposals will be submitted and then chosen off criteria	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bip_factsheet.cfm
Safe Streets and Roads for All	MPOs, counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State, federal recognized Tribal governments, and multijurisdictional groups comprised of the above entities	All	Support local initiatives to prevent death and serious injury on roads and streets	Federal	Grant	Engineering & Administration	\$5,000,000,000	For Action Plan Grants, minimum of \$200,000 to maximum of \$1,000,000 to \$5,000,000. For Implementation Plan Grants, minimum of \$5,000,000 to maximum of \$30,000,000 to \$50,000,000	Federal share is 80 percent	Closed 9/15/22 for this year, next NOFO will open up in 2023, funds will be distributed over the next 5 years	BIL requires DOT to consider the extent to which an eligible applicant: is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving road users, demonstrates engagement with a variety of public and private stakeholders, seeks to adopt innovative technologies/strategies to promote safety, employs low-cost, high-impact strategies that can improve safety, ensures equitable investment in the safety needs of underserved communities. Includes evidence-based projects/strategies and achieves other conditions the Secretary deems necessary	Funding is allocated on a competitive basis, from proposals submitted to FTA in response to NOFOs	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ss4a_fact_sheet.cfm
Wildlife Crossings Pilot Program	State highway agency, MPO, unit of local government, regional transportation authority, special purpose district or public authority with a transportation function, an Indian tribe, a Federal land management agency, any combination of the others	Trails	Established to reduce the number of wildlife-vehicle collisions while improving habitat connectivity for terrestrial and aquatic species	Federal	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$350,000,000	No information currently available about typical award amounts as this is a new fund	Federal share is 80 percent	Has not been decided at this time	Proposals will be judged on the primary goal of reducing wildlife-vehicle collisions while improving connectivity, and the secondary goals of leveraging the investment of Federal funds by encouraging non-Federal contributions, supporting local economies and improving local visitation opportunities, integration of innovative technologies, inclusion of educational and outreach opportunities, incorporation of evaluative monitoring and/or research opportunities	Competitive program which will award grants to eligible recipients	https://arc-solutions.org/wp-content/uploads/2021/11/Wildlife-CrossingsPilot-Program-Summary.pdf https://largelandscapes.org/wp-content/uploads/2021/12/Crossing-Toolkit_Final.pdf
Pedestrian and Bicycle Program	All public agencies in Washington, including tribal governments	Trails, Roads	Improve the transportation system to enhance safety and mobility for people who choose to walk or bike	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$56,700,000	Wide range from past projects (\$10,000 to \$1,750,000)	Match not required for requests of \$800,000 or less, review criteria for requests greater than \$800,000 will include a consideration of a match	Closed May 30, 2022 for this year, is a program that has been funding projects since 2005, and will continue to fund projects in the future. Funds are allocated on a 2-year basis.	The proposals will be judged on the following criteria: Safety (systemic safety approach or crash location improvement, up to 40% of consideration), Equity (up to 20% of consideration), Deliverability/other (up to 12% of consideration), Value (up to 10% of consideration), and Project Quality (up to 18% of consideration)	WSDOT staff will conduct a quantitative assessment of the applications using the applicant's responses, WSDOT 2017-2021 crash data, US Census data, and WSDOT local project search data	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/pedestrian-bicycle-program/pedestrian-bicycle-program-call-projects
Safe Routes to School Program	All public agencies in Washington, including tribal governments, and nonprofit entities responsible for the administration transportation safety education and encouragement programs	Trails, Roads	Enable and encourage children to walk, roll, and bicycle to school; make bicycling and walking to school a safer and more appealing form of transportation; facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, etc.	Federal and State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$59,000,000	Wide range from past projects (\$100,000 to \$2,000,000)	Match not required for requests of \$800,000 or less, review criteria for requests greater than \$800,000 will include a consideration of a match	Closed June 6, 2022 for this year, is a program that has been funding projects since 2005, and will continue to fund projects in the future. Funds are allocated on a 2-year basis.	The proposals will be judged on the following criteria: Safety (systemic safety approach or crash location improvement, up to 40% of consideration), Equity (up to 20% of consideration), Deliverability/other (up to 12% of consideration), Value (up to 10% of consideration), and Project Quality (up to 18% of consideration)	WSDOT staff will conduct a quantitative assessment of the applications using the applicant's responses, WSDOT 2017-2021 crash data, US Census data, and WSDOT local project search data	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/safe-routes-school-program/safe-routes-school-program-call-projects
Land and Water Conservation Fund	Local agencies, special purpose districts, Native American tribes, State agencies	Trails	Preserve and develop outdoor recreation resources, including parks, trails and wildlife lands	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$14,000,000	\$2,000,000 at max	50% match requirement	Application due May 3, 2022	A proposal plan must have the following elements: goals and objectives; an inventory of current facilities and/or properties; public involvement in the process; a demand and need analysis; a capital improvement program; adoption by the organization's board, council, etc.	Submit a long-range comprehensive plan along with documentation of the public outreach used to develop the plan, completed self-certification form checklist, and submit a copy of the ordinance or resolution that indicates plan adoption.	https://rc.wa.gov/grant/land-and-water-conservation-fund/
Arterial Preservation Program	Cities with a population greater than 5,000 and assessed valuation less than \$3 billion	Roads	Provides funding for overlay of federally classified arterial streets in cities	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$82,000,000	From previous projects: ~\$200,000 to \$600,000	Local match is based upon a city's assessed valuation	Applications due August 19, 2022, funding allocated on a yearly basis	Criteria scoring are based on the following criteria: agency rating and segment rating	Projects are selected annually on a competitive basis	http://www.tlb.wa.gov/grants/Grants.cfm http://www.tlb.wa.gov/grants/documents/2022%20APP%20criteria.pdf
Urban Arterial Program	Counties with urban unincorporated areas and cities with a population of 5,000 or greater	Roads	Improves unsafe conditions, prevents human injury and property damage	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$82,000,000	Maximum request of \$4.5M-\$5M	Local match requirement is determined by the city's valuation, with minimum local match ranging from 10 to 20 percent	Applications due August 19, 2022, funding allocated on a yearly basis	Criteria scoring are based on the following criteria: safety; commercial growth & development; physical conditions; mobility; sustainability; and constructability	Projects are selected annually on a competitive basis	http://www.tlb.wa.gov/grants/Grants.cfm http://www.tlb.wa.gov/grants/documents/2022%20UAP%20criteria.pdf
Active Transportation Program	Counties with urban unincorporated areas and cities with a population of 5,000 or greater	Roads	Provides funding to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$8,000,000	Minimum request for funds is \$250,000	Local match requirement is determined by the city's valuation, with minimum local match ranging from 10 to 20 percent	Applications due August 19, 2022, funding allocated on a yearly basis	Criteria scoring are based on the following criteria: safety; mobility; physical condition; nature of project; constructability; and sustainability	Projects are selected annually on a competitive basis	http://www.tlb.wa.gov/grants/Grants.cfm http://www.tlb.wa.gov/grants/documents/2022%20AT%20criteria.pdf
Complete Streets Award	Any city or county that has an adopted completed streets ordinance	Roads	Funds for planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorist of all ages and abilities	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	N/A	Offers between \$100,000 and \$1 million grants to local governments	N/A	Next awards will be in 2023 or 2024	TIB staff will evaluate all nominations. There will not be set criteria established, and TIB staff will evaluate base on policy quality, plan integration, community outreach and engagement, past project actions, and future project plans	Nominating agencies will fill out a form describing what motivates a nominator to nominate a city for an award	http://www.tlb.wa.gov/grants/Grants.cfm https://wacities.org/advocacy/news/advocacy-news/2021/07/12/complete-streets-grant-nominations-now-open

APPENDIX D-5

POTENTIAL TRANSPORTATION PROJECT FUNDING SOURCES

[illegible]



City of Kenmore Comprehensive Plan Update

Equity Analysis and Recommendations

Prepared June 20, 2023

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A. INTRODUCTION

The City of Kenmore is in the process of updating its Comprehensive Plan, the document that reflects the city the community wants to become and guides the City plan to accommodate and incorporate anticipated growth. As part of the 2024 Comprehensive Plan update, the City received a grant from the Washington State Department of Commerce to evaluate the authorization of middle housing types. The grant included funding for a Racial Equity Analysis to help the City establish anti-displacement policies for the plan's Housing and Land Use elements. The Racial Equity Analysis seeks to meet Commerce guidelines to identify policies and regulations that contribute to racially disparate impacts, displacement, and exclusion in housing and incorporate considerations related to existing land uses and design, zoning policies, and housing density. The goal of the Racial Equity Analysis is to provide information, context, and evaluation of the potential disparate impacts or displacement risks that might result from growth plans and provide recommendations that support the City's ability to avoid and mitigate policies that preserve past harms and work to eliminate practices that increase future displacement risks. Moreover, the report seeks to expand City leadership's awareness of the community-wide benefits of increasing access to opportunities for vulnerable populations. The City is committed to the 2024 update including:

- A plan for housing that is affordable to all income levels, including middle housing types
- Racial equity analysis and anti-displacement policies for City consideration

Why do a Racial Equity Analysis?

The City of Kenmore has made this a priority. A Racial Equity Analysis recognizes that all social identification and categorization is politically developed and *assigned* to populations. These identifications and categories were developed for political purposes, assigned to individuals and groups, and encoded into our legal and social contexts. While the contexts and applications of these politically assigned categories have changed over time and reflect the shifts in national beliefs and values across history, they have shaped the nature of law, politics, funding streams, and access

"We have come to a historic moment in time where we must take a deeper look inward and lead by example. By renewing our commitment to diversity, equity and inclusion, we can focus our work through a more equitable lens. With a thoughtful, innovative mindset - we can achieve greater harmony together; ensuring a safe, welcoming and affirming community for all, and future generations to come."

Councilmember Corina Pfeil

to opportunity. Today, many populations have embraced their assigned identities using them to create community, build public awareness, or enter political discussions and legal debates. This awareness is critical in understanding the historical, political, and legal applications of the demographics associated with displacement risks discussed in the following sections.

Without this understanding, the effects of legal and systematic exclusion throughout history will inaccurately be attributed to personal failure rather than intentional generational divestment of opportunity and economic underdevelopment. This analysis includes groups that are considered pushed to the margins of our society, including those who identify as Black, Indigenous, People of Color (BIPOC), people who are Lesbian, Gay, Bi-, Trans, and Queer (LGBTQ), women, people with disabilities, households with low incomes, and others who experience systemic inequity.

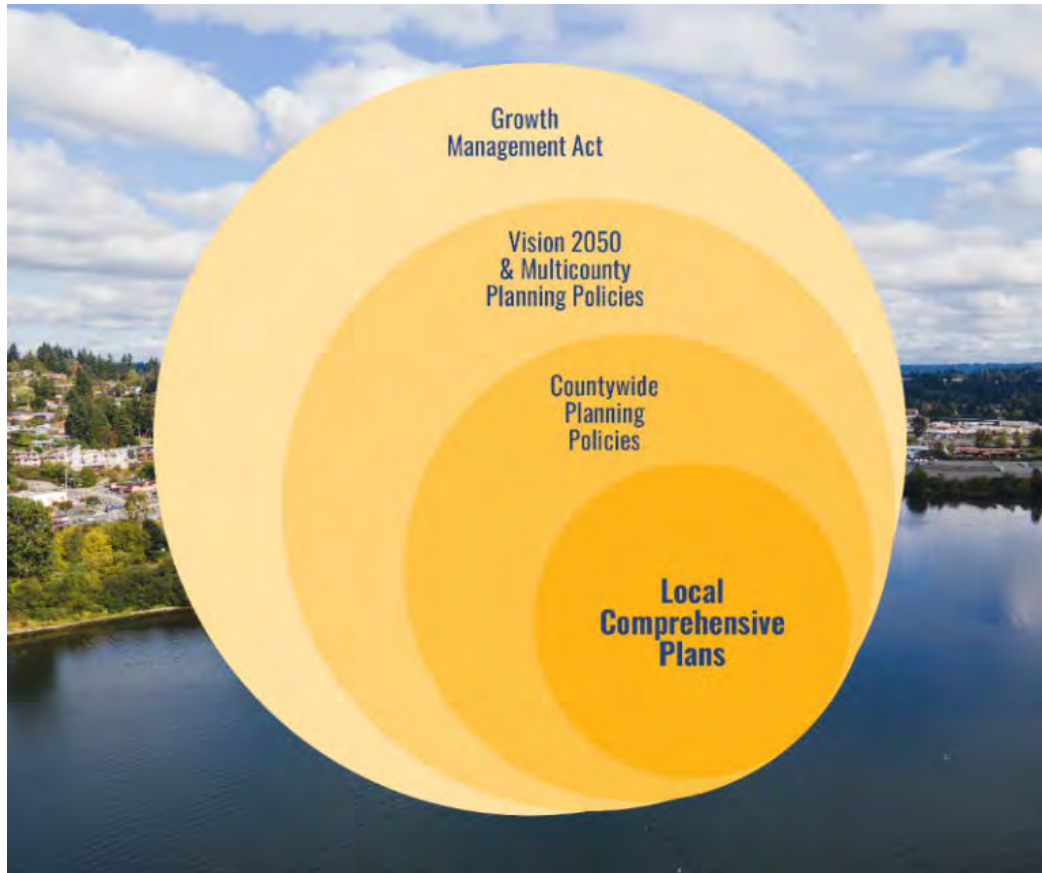
Consistent with the Commerce grant guidelines, this report focuses on “no net displacement of very low, low, or moderate-income households (as defined in [RCW 43.63A.510](#)) or individuals from racial, ethnic and religious communities which have been subject to discriminatory housing policies in the past.”

State and Regional Guidance: In addition to the Commerce guidance, the Washington State Legislature passed two bills, HB 1220 in 2021 and HB 1110, in 2023 that inform the comprehensive planning effort by requiring designated growth areas to provide sufficient land capacity for all housing needs across all income segments. According to the 2022 King County Countywide Planning Policies (CPP), over the next 20 years, the City of Kenmore will need to plan for 3,070 new housing units (and 587 beds of emergency housing) as well as 3,200 new jobs.

The Puget Sound Regional Council (PSRC) created VISION 2050, the approved multicounty planning policy guidelines for the region, identifying Kenmore as a High-Capacity Transit (HCT) community, with regional expectations for transit-supportive growth. “Targeting growth within these transit-rich communities helps to support mobility and reduces the number and length of vehicle trips. The Regional Growth Strategy calls for the 34 HCT communities to accommodate 24% of the region’s population growth and 13% of its employment growth by the year 2050.”

Community planning policies and guidelines

This Racial Equity Analysis supports Kenmore in framing its growth as part of the regional strategy that serves the future of Kenmore’s community. As Kenmore updates the Comprehensive Plan, this analysis will help integrate new requirements related to racially disparate impacts, displacement, exclusion, and displacement risks in housing into its Land Use and Housing element updates.



B. METHODOLOGY

This analysis is rooted in the interconnected relationship between people and place. This is fundamental to strategies that build and sustain healthy, engaged, and connected communities. These factors intertwine with the social and economic determinants of equity and are used to explore the built environment's role in developing and sustaining community health and well-being. Through this process, we have highlighted structural indicators that support equitable applications and layered them across Kenmore community characteristics.

This Racial Equity Analysis:

- Uses an intersectional, anti-racist equity approach
- Centers most vulnerable populations
- Leads from an asset-based strengths analysis that supports communities' ability to thrive in place
- Leverages existing City analyses of equity issues

This Racial Equity Analysis report incorporates:

- Review of previous analyses, supplemented, as needed, by additional analysis of disparities and impacts
- Opportunities and barriers at multiple levels: community, jurisdiction, and City program service and delivery
- Recommendations for the Comprehensive Plan update or middle housing regulations, especially focused on displacement possibilities

"We do not need to wait for a national or regional conversation or strategy - we can start right here at home. But any conversations we have and actions we take must not be superficial. It's not just about changing our attitudes - it's about dismantling systemic racism throughout the complex and entrenched social, political, and economic systems that bias in favor of white people."

Rob Karlinsey, Kenmore City Manager

The Analytical Framework combines a foundational framework, historical context, the Community Health and Thriving model, the Growth Management Act authority, and the additional tools illustrated below. Each tool explicitly addresses the impact of institutional and systemic biases, cultural norms, and power dynamics and disparities.



Integrating Frameworks as an Analytical Tool

Determinants of Equity	4 Levels of Oppression	The Opportunity Index	Social Determinants of Health
https://equity.wa.gov/us-plus/state/state-equity-us-and-wa-state	https://hub.youthpowercoalition.org/t/the-4-is-of-oppression-ideological-institutional-interpersonal-and-internal/304	https://opportunityindex.org/about/	https://health.gov/healthypeople/priority-areas/social-determinants-health
<ul style="list-style-type: none"> ○ Affordable, healthy, local food ○ Access to health and human services ○ Access to parks, recreation, and natural resources ○ Transportation and mobility ○ Housing and home ownership ○ Community and public safety ○ Early childhood development ○ Economic justice ○ Equity in state and local practices ○ Equity in justice systems and laws ○ Equity in jobs and job training ○ Healthy built and natural environments ○ Quality education ○ Strong, vibrant neighbor 	<p>Oppressions like racism, classism, ableism, and ageism occur at different levels: Ideological, Institutional, Interpersonal, and Internal.</p> <ul style="list-style-type: none"> ○ Internalized ○ Interpersonal ○ Institutional ○ Systemic (Ideological) 	<p>The multidimensional nature of the Opportunity Index provides a broad picture of opportunity that goes beyond economics alone. The 2019 Index includes indicators within four dimensions of community well-being:</p> <ul style="list-style-type: none"> ○ Economy ○ Education ○ Health ○ Community 	<p>The social determinants of health and demographic dashboards are divided into three geographic levels: County, Accountable Communities of Health (ACHs)* and Census Tracts**. The social determinants of health dashboards have the following measures:</p> <ul style="list-style-type: none"> ○ Poverty ○ Education ○ Limited English ○ Unemployment ○ Uninsured

Integrating the above frameworks provides an analytical tool as a lens through which we can review policies, interventions, and resources to address the identified disparities and inequities more effectively. It enables a more comprehensive and collaborative approach to addressing inequities and improving outcomes for marginalized populations. This tool helps uncover disparities that might otherwise be overlooked when using a single framework in isolation. Using this tool ensures that resources and efforts focus on the populations and communities **most in need**. It helps identify areas where disparities are **most pronounced**, allowing for interventions that address the intersecting determinants and root causes.

The Approach

Our approach incorporated analyzing previous and current Kenmore documentation, reviewing community feedback from previous engagements, identifying community values and priorities, engaging priority stakeholders, evaluating Kenmore's comprehensive plan and associated updates, applying health equity considerations, and then analyzing this information using equity and opportunity frameworks and PSRC displacement risk index. The following analysis reflects the results and learning gathered throughout this process.

Community and Stakeholder Engagement informs the Racial Equity Analysis

Between 2021-22, the City of Kenmore has offered multiple traditional engagement opportunities for the community to share their input on the middle housing conversation and decisions. The Kenmore Planning Commission began their discussion of middle housing types in January 2021 and conducted a city-wide survey in August 2021. Planning Commission meeting materials are sent to a broad mailing list, that is regularly updated. The City Council received comments by email, letters, public comment at a City Council meeting, chats during online presentations, and during the public hearing. Residents saw numerous articles in the City newsletter, and the Council had a large showing at the Missing Middle Housing public hearing. A petition was signed by 225 Kenmore residents, mostly from single-family housing developments that would not be affected by the proposed Missing Middle Housing policy changes. The petition included 40 from a R-1 or R-4 development that would not be affected by proposed Comprehensive Plan Policies and regulations considering duplexes and triplexes in the R-6 residential zone only. In November 2022, the Council adopted Comprehensive Plan policies that would allow medium density housing within ¼ mile of the City's two

Equitable Engagement Assessment Framework

Long-term, an outcome of the Racial Equity Assessment is an Equitable Engagement Assessment Framework the city can use to evaluate the equity components of an engagement process. This framework consists of two phases.

- In Phase I, teams document the project and engagement effort profile. Phase I supports individuals and teams to define the engagement landscape, consider the diversity of stakeholders affected and overlap of stakeholders' various needs and concerns, and identify types of engagement are possible with the available resources.
- Phase 2 introduces worksheets which encourage users to think critically about applying equity efforts in the engagement. Users are also encouraged to think critically about the profile information as it applies to the type of engagement completed and the populations that may have historically been marginalized or underserved.

main transit corridors. The Council did not adopt implementing regulations and deferred further discussion and public engagement for middle housing to 2023. The City decided to center those communities most affected by the missing middle housing when conducting the 2023 engagement activities to gather input.

In 2023, the City began this focused approach to community engagement for middle housing with three primary goals:

1. Engage specific audiences
2. Build and grow positive relationships with community members and community-based organizations
3. Bring the community along in preparing them for middle housing types

The re-framed community engagement approach used the tipping point framework that centers community input, allows for innovative thinking, and pushes the boundaries of the status quo. This approach enlisted engagement tools that promote inclusive, transparent, and meaningful engagement of all community stakeholders, while centering our most vulnerable populations, specifically those who are most often overlooked because of the barriers embedded throughout history.

The team started with five small group meetings with up to 15 participants. Each group had diverse representation including youth and/or students, People of Color, and seniors/older community members – all advertised in traditional and non-traditional methods (adding Spanish language, flyers on park bulletin boards, City Hall, the Hangar, Kenmore Library). The team also reached out to realtors, rental housing managers, local community-based organizations, and others by email and phone calls.

Spanish language engagement

Spanish language engagement specialist, Daniel Ruiz, reached out to community members who use Spanish to schedule one small group meeting in Spanish. The intention was to cover the same topics and questions, and to customize the conversation to be culturally responsive to communicate most effectively with the Spanish-speaking community. Daniel also led Spanish language engagement for earlier comprehensive planning, building on existing connections and using a relationship-focused approach. The team adapted the timeline of deliverables to allow more time for Spanish language engagement.

Despite our unique strategies and significant effort to collaborate with this community the team was not able to schedule and hold a small group meeting in Spanish. The City has not consistently engaged Kenmore's Spanish speaking community and therefore does not hold the meaningful and trusting relationship needed for further engagement. The City should continue efforts to engage priority audiences, like the Spanish speaking community, in a

way that is relationship focused. This means understanding the communication needs, adjusting to access requests such as longer timelines, relying additionally on word of mouth, meeting people in physical spaces that are established by the target community as welcoming and familiar, and utilizing influential trusted voices in the community.

Framing the Future of Housing event

The team held this in-person event on June 3, 2023, in the outdoor plaza of the Hangar community center. The team designed three unique and creative activities for this event, using the same values-based approach as was consistent with all engagement during this project. Staff for the event were multi-lingual, with capacity to engage community members in English, Spanish, and Tagalog.

Over 50 community members attended this event, expressing support and concerns regarding Missing Middle housing in Kenmore. While many people saw it as a step in the right direction, some raised concerns about parking, traffic impacts, and various forms of impact on existing neighborhoods such as character. Community members expressed excitement about the possibility of having more housing options and emphasized the importance of the City being responsive to community values.

Engaging Kenmore's Diversity, Equity, Inclusion, and Access (DEIA) Advisory Committee

PRR engaged the City of Kenmore's DEIA Advisory Committee as a community stakeholder invested in equitable housing opportunities. The intention of this effort was to engage the Committee in transparent communication and learn more about the intersections of the DEIA Task Force recommendations and the Racial Equity Report considerations for middle housing types. The goals included understanding the role of the Racial Equity Report in the City's Comprehensive Plan Update and identifying gaps in information and final report recommendations from the Advisory Committee.

The Advisory Committee asked questions about the report's potential to educate and build City staff and leadership's knowledge and awareness of the connections between historical practices and today's displacement concerns. The Advisory Committee provided additional context for community needs and identified areas in which the City can deepen its engagement efforts with marginalized communities. The Committee also identified connections between City planning and public health impacts as it relates to housing access. This information was added throughout the report and helped to make deeper connections to Kenmore's DEIA efforts.

What did we hear overall? Findings from the City's broad outreach and more recent focused community engagement have helped to inform Kenmore's Comprehensive Plan update and discussion of middle housing.

1. Create and preserve accessible green space near housing
2. Build infrastructure to support increased density and walkability
3. Create more variety in home offerings and affordability

Key Questions:

We focused this Racial Equity Analysis on three primary questions:

1. How can Kenmore's Comprehensive Plan Update advance racial equity?
2. What racial equity outcomes will define success?
3. What improvements could make the Comprehensive Plan more equitable?

C. COMPREHENSIVE PLAN ANALYSIS

Kenmore's 20-year vision:

The community conveys its future through the 2035 vision for Kenmore as a place that residents, businesses and visitors find welcoming, with courteous people, and offering a high quality of life to live, raise children, shop, work, recreate, and socialize. The fun, vibrant waterfront community of 2035 is grounded in the understanding of healthy, equitable communities.

The Comprehensive Plan update goals were established to ensure the plan can guide the City of Kenmore in achieving their 20-year vision for what the city aspires to be: a healthy, equitable and inclusive Kenmore.

The 20-year vision goals are listed below, separated into the outline of healthy, equitable, and inclusive communities.

Healthy people - strong people and populations (communities with access)

- *Supports recreation and health through well-maintained parks, trails, and open spaces*
- *Encourages volunteerism and public involvement and works as a good partner with citizens and governments throughout the region*
- *Supports the safety, health, and welfare of all its citizens*

Healthy places - Strong places (community stability and vitality)

- *Connects both visually and physically to its waterfront, recognizing it as a significant local and regional asset*
- *Protects natural and environmentally sensitive areas, significant open space, trees, and air and water quality*

- *Provides a safe, reliable and effective system of streets, sidewalks, bike ways, trails, and transit routes, linking significant local and regional destinations*
- *Has its own sense of place and an identifiable, walkable downtown offering commercial, civic, cultural and park spaces, integrated with multifamily housing*
- *Has clear design standards creating attractive, functional, and enduring buildings and places*
- *Supports the character of its single-family residential neighborhoods*
- *Offers a diversity of housing types to provide a choice of attractive living accommodations for all residents*
- *Is inclusive and family friendly, with a small-town feeling, fostering a sense of belonging and pride*

Equitable distribution and access (distribution of resources)

- *Has an economic base that provides a range of goods and services, offers quality employment opportunities, and supports local businesses*
- *Supports local arts, culture and history*
- *Supports and encourages education and quality schools*

The City of Kenmore seeks a future ensuring the City grows an engaged and connected public with strong, informed populations, cohesive and healthy neighborhoods, through appropriate land use priorities and accessible housing options. This Racial Equity Analysis focuses on the Land Use and Housing elements of Kenmore's Comprehensive Plan.

PUBLIC HEALTH and the Connection to Community Development – Urban planning grounds its beginnings in the purpose of public health – originally, the purpose of planning was to ensure that the built environment could protect the community from infectious disease, encourage connectivity, and support the overall health and well-being of individuals and families. During the early 1900s communities were plagued by overloaded housing needs, noxious industrial exhaustions, and human and animal waste that resulted in regular occurrences of sickness across communities.

Community planners and health professionals shared a common mission to provide safe and healthy environments. They worked together to address the health and safety of individuals and communities creating numerous policies related to sanitation, zoning, housing, and transportation. These policies became the foundational practices for how planning processes informed the development of built environments.

Over time, public health and planning roles began to diverge as planners' attention focused more on land use and transportation, while public health professionals focused on health and safety concerns. The planner's goal is to have residents feel connected through experiences that shape collective and shared spaces. Planning can take the larger city experience and scale it down to bite-sized experiences at the neighborhood and street level.

With the 2024 Comprehensive Plan update, Kenmore has an opportunity to reignite the connection between health and community planning while addressing historical inequities. The relationship between past practices and today's experiences are tied to resulting jurisdictional inefficiencies like eroding infrastructure, housing inadequacy, overcrowded facilities, siloed decisions-making, misaligned community priorities, limited economic tax base, public health failures, overburdened public safety and social services, and limited municipal reserves.

Unequal community access to resources and opportunities can exacerbate social divides and lead to social tensions, reduced social cohesion, and increased disparities. This can lead to lost economic potential and reduced overall economic competitiveness and result in disparities in quality of life and well-being for residents.

Because we continue to exercise government tools and practices that were entrenched in histories of inequity, today's city planning tools have the potential to perpetuate existing disparities within communities and among various populations. Discounting such connections leads to additional risks and unexpected displacement events leaving City leadership ill prepared to respond. City planning processes that do not consider the current impacts of historical inequities across the greater Seattle's regional landscape are likely to increase their own community experiences of social fragmentation and find that their localized efforts lack depth and therefore sustainability.

Planning that remains curious, is informed by history and regional contexts, examines large scale resolutions, and engages in interdependent problem solving produces cities that are more prepared to address the local influence of the region's increasingly complex and deep-seated concerns. This is a key connection for understanding the ways in which all western Washington communities are currently struggling with housing availability and affordability, transportation mobility, public health, and regional inequity.

LAND USE ELEMENT

Introduction: Throughout the development of U.S. history, land was the central focus of growth. Today, land continues to be the foundation of progress. From the first footprints of colonial settlement to the expansion of population growth, access to land as a sustainable resource endures, making the use and development of land a core element of Comprehensive Plans. The Land Use element of the City of Kenmore's Comprehensive Plan provides context for the land through review of the City's geographic features, exploration of the history that shaped the City and community, itemizing current land use patterns, and framing the future use of Kenmore's available and redeveloped land.

Overview: The City of Kenmore covers just over six square miles and is situated within the area referred to as "Northshore," the northern-most part of King County. Kenmore borders the City of Lake Forest Park on the northwest, Lake Washington to its southwest, the City of Bothell to the east and parts of the northeast, and the City of Kirkland to the south. Kenmore stretches north to meet the Snohomish County line, where it borders the City of Brier. The Sammamish River connects Lake Sammamish to Lake Washington, running east-west through Kenmore, dividing the City into northern and southern halves. The river drains into Lake Washington, Kenmore's waterfront, a land use unique to cities in the region providing Kenmore with ample commercial waterfront, beachfront activities, and a seaplane base, Kenmore Air Harbor. The City also boasts over 15 distinct neighborhoods, just as many public and private open spaces, a host of regionally connected trails, community gathering spaces, a centrally located downtown corridor with mixed-use features, a private university, and a park and ride.

Kenmore History: The Comprehensive Plan acknowledges that its beginnings and cultural features are the background contexts that shape the understanding of Kenmore. Today's Kenmore is regionally and locally interconnected, a perspective that should the City's history should reflect. Recommendations to update the history section of the Land Use element are based on the need to develop a historical analysis that also connects to a modern, regional future.

As Kenmore works to incorporate its indigenous roots into the landscape of the City, the existing history section takes a narrow lens of Kenmore history. It aligns with U.S. historical narratives that frame Native American First People experiences by language, location, and numerical value. In contrast, settler experience includes significant intimate details, describing a connection to each other, the land, and their generation's legacies. Imagine the City of Kenmore's entire existence viewed simply in demographic details.

The historical narrative continues with identifying the ownership of forest-covered hills with little acknowledgement that owning this land came with the forced migration of the Indigenous people who lived here first. This history skips over the purpose of early settlement - the expectation to take physical ownership of the entire area under the newly formed King County. Transferring huge swaths of unceded land to private ownership required strategic and coordinated partnerships with private agencies and larger governing bodies to spread social conformity, single narratives, opaque decision-making, English-only communication, undisclosed policy actions, and of course, force.

As the City notes, the Kenmore story is the story of the Coast Salish, who continue to show resilience through advocating for their homeland and lifeways despite generations of dehumanization and persecution. The City should consider this connection when working to increase interconnected governance with tribal communities. Engaging Tribes in the policy and planning of the land in which their ancestors were forcibly removed is incongruent with the City's values. Land use policies should not overlook what it means for Tribes to provide guidance on land that was once their own.

The history section goes on to highlight road development for personal travel. It glosses over the intentions of those roads, as a transportation system, to support extracting timber for capital gain. This makes it harder to connect conversations of tree top canopies to neighborhood and road development.

The history then details Kenmore's growth, attributing the City's growth to the selling of land to developers for residential use, however the growth and ability to purchase tracts are grounded in a much wider context. People moving to Kenmore connect to a much wider national and regional history including the 1918 Seattle housing shortage, the region-wide influenza outbreak, and the national prohibition on alcohol which was heavily policed within the Seattle city limits. Federal changes to housing loan policies came in the 1930s alongside the significant expansion of homelessness via Hoovervilles (homeless encampments during the Great Depression that testified to the housing crisis of the early 1930s), and the widescale manufacturing of low-cost Model-T Fords, all of which aided population spread to the outskirts of the region, leading to the wide-scale development of residential suburbs. Kenmore's reputation for dance halls and roadhouses developed as alternative entertainment for white residents away from the region's famed jazz halls, situated in Seattle's all Black, red-lined Central District.

Creating a wider historical context and incorporating the rich history of our region provides connectivity to Kenmore's future vision. Kenmore's Comprehensive Plan update is a chance

to incorporate an authentic historical analysis and communicate the inclusiveness of this welcoming community.

Land Use Patterns: Kenmore's current Comprehensive Plan notes the City's priority to protect single-family neighborhoods and nuclear family experiences, as noted in its use of land zoning and goals for future development. Changes in the City's Land Use and Housing element goals and policies adopted in 2022 include policies that speak to diversity, inclusiveness and choice – including the expansion of housing choice. The City's updated vision statement also reflects those values. In March 2023, the City adopted new transit-oriented development (TOD) goals to support the HCT designation, consistent with 2022 Comprehensive Plan policies.

New goals and policies address existing inequities: Today, Kenmore's single-family parcels take up a little more than 55% of the land while, on the other hand, Kenmore's multi-family dwellings take up a little more than 5% of the land (with the idea that future development would simply add more density to this 5 percent). Multi-family housing is designated about the same amount of land as industrial, schools, golf course, and vacant land. Kenmore's parks and commercial areas include more land than multi-family dwellings.

"Development capacity" includes vacant, underdeveloped, and redeveloped property and land where one home might be located on larger, considered partially vacant, land. Current zoning of any remaining vacant property and assumed redevelopment of any partially vacant land will center single-family residential development with protections for the aesthetics of and connections to single-family zoning.

However, the Comprehensive Plan notes that the development of a downtown corridor intends to center *multi-family units* with increased density within walking distance to transit, cultural spaces, amenities, and services – all aligning with Commerce guidelines to increase density near transit locations. The Comprehensive Plan notes that redevelopment of developed properties can be difficult to achieve in areas that require higher density like the downtown corridor. These parcels tend to be smaller and under multiple ownership. To achieve the desired density in the downtown corridor, Kenmore recognizes that viability for redevelopment may require parcel or property consolidation.

HOUSING ELEMENT

Overview: Several recent market industry pressures have influenced regional housing trends that impact Kenmore's housing situation. First, the significant population growth across the region has increased faster than new housing development could keep pace with, causing home prices to rise, forcing many out of the real estate market into the rental market, further squeezing out housing affordability. Second is that King County's population growth was uneven across income bands. To meet the needs of housing demands of the highest income-earners, housing developers built most new projects in service of the upper end of the housing market. What was once affordable housing has increased in price, further pushing out middle- and low-income working populations.

In 2023, House Bill 1110 amended the Washington State Growth Management Act (GMA) to require local governments and developers to increase middle housing types in areas that have been historically dedicated to single-family detached housing. These changes require local jurisdictions to examine racially disparate impacts, displacement, exclusion, and displacement risk in housing policies and regulations and adopt policies to begin to mitigate and undo such impacts.

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

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

Existing Conditions

Demographics: Kenmore has a high percentage of non-Hispanic white residents (73.4%). Often the narrative for demographics are grounded in the belief that there are little to no racial considerations that need to be addressed given the dominant white population and the limited size of other racialized populations. Even with a majority white population, the City of Kenmore, like the region, is still grappling with housing supply and the disparities associated with housing opportunity that cross income levels, education levels, language access, and housing cost burdened populations. All these disparities show up in our communities because historical practices of exclusion were not limited to a singular population or the isolated location for which it was designed. The original historical laws

that created exclusion for racialized populations never accounted for the future generations that would cross racial boundaries, leaving today's governments to address geographical divestment, displacement, unemployment, poverty, and the multitude of housing concerns experienced by all populations crossing a multitude of racial boundaries.

Today a wider variety of people experience the outcomes of historical practices that created generational poverty, lack of educational attainment, lack of wealth building experiences, and geographic locations that reflect economic and social divestment (failing infrastructure, housing, education, public service amenities like water lines and roads). Today's impacts and concerns span a wider range of needs that cross economic and racialized boundaries. The lack of foresight in our forefather's imagination for how populations may shift and grow, place all populations in economic danger and potential threat of displacement.

The Comprehensive Plan refers to the "displacement risk maps" developed by Puget Sound Regional Council (PSRC) to map areas in the region where current residents and businesses are at risk of displacement as growth occurs. The plan references an area of Kenmore east of 68th Ave NE identified on the map as an area with moderate displacement risk.

The City of Kenmore should note that each of the 15 displacement risk indicators have individual implications that increase significantly when layered. Kenmore would benefit from understanding the individual and multi-layered impacts of the risks that currently exist in individual neighborhoods and collective communities.

Race-, Place-, Ability-, and Income-Base Housing Disparities: To understand displacement risks, we must recognize the interconnectedness of various determinants and their collective impact on marginalized communities. The overlap and interconnectedness of the frameworks lies in the collective focus on addressing social and economic disparities. The integrated framework analysis approach enables us to identify disparities and inequities across multiple domains simultaneously, allowing for a deeper analysis of how factors like race, income, education, homeownership, and connection to place interact to shape displacement outcomes and contribute to disparities that place populations at risk.

As Kenmore considers the impact of the region's history, the City must adequately address the region's long-standing inequities through its future planning. Currently the region is experiencing significant concerns related to housing shortages, lack of affordable housing, and unmet transportation needs. Regional cities that do not adequately address historical inequities when planning for their growth may experience long-term challenges.

Failure to address historical inequities in city planning can perpetuate existing disparities and inequities. Marginalized communities, such as communities of color, low-income

communities, and communities with high concentrations of other vulnerable populations, may continue to face unequal access to transportation, healthcare, housing, and environmental resources, resulting in persistent disparities in quality of life, economic opportunities, and well-being.

- Ignoring historical inequities in city planning can result in economic inefficiencies and ineffectiveness. Limited access to transportation, healthcare, housing, and environmental resources for certain populations can hinder economic productivity and growth, limit workforce participation, and increase public health costs. This can lead to lost economic potential and reduced overall economic competitiveness.
- Communities facing environmental hazards, such as pollution or climate-related impacts, may experience increased environmental health risks and reduced resilience to environmental challenges. This can result in long-term negative impacts on the environment, public health, and overall sustainability of the city.

Cities that do not address historical inequities in their planning processes may face increased costs and challenges in the future. For example, as our region continues to address disparities and inequities retroactively, it has become clear that it is more costly and challenging than if they had been addressed proactively during the planning stage. Inadequate planning for growth can result in inefficient land use, increased infrastructure costs, and increased demands for public services, leading to long-term financial burdens for the city and its residents.

MISSING MIDDLE HOUSING refers to a shortage in the market for housing options that are more attainable by middle-income households. These households often earn too much to qualify for subsidized or low-income housing programs but struggle to afford market-rate housing in expensive areas.

To increase access to affordable housing across incomes through middle housing types, strategies can include zoning changes to allow for more housing choice, incentivizing the construction of affordable units within market-rate developments, providing subsidies or tax incentives to developers, and implementing inclusionary zoning policies that require a percentage of new developments to be affordable to middle-income households. Additionally, public-private partnerships and community land trusts can help facilitate the creation and preservation of middle housing types.

Increasing the availability of middle housing types can have several benefits for access to affordable housing across income bands:

- Housing Range: Increasing the availability of middle housing types helps create a more comprehensive housing continuum, covering a range of income levels. This continuum includes affordable housing options for low-income households, middle housing types for middle-income households, and higher-end housing for those with higher incomes. By addressing the middle housing gap, the housing market becomes more inclusive and responsive to the diverse needs of households across different income brackets.
- Displacement Prevention: Middle-income households are often at risk of being priced out of rapidly gentrifying areas. If the market lacks housing options that cater to their income level, they may be forced to move to areas with lower housing costs or face housing cost burdens. Increasing the availability of middle housing types helps retain middle-income households in desirable neighborhoods, preventing their displacement and maintaining neighborhood diversity.
- Pricing Stabilization: By increasing the supply of housing units that target a larger variety of incomes, the market becomes more balanced, which can help stabilize housing prices. When there is a shortage of housing options across a variety of income-earners, households may be forced to compete for limited units, driving up prices. Increasing the supply of middle housing types helps mitigate this competition and can lead to more affordable options for across multiple incomes.
- Income Diversification: Promoting a mix of incomes within neighborhoods contributes to the economic and social vibrancy of a community. When affordable housing options are only available to low-income households or when middle-income households are priced out, it can result in homogenous neighborhoods with limited socioeconomic diversity. By providing middle housing types, cities have a better opportunity for a diverse range of incomes to coexist, fostering more inclusive communities.
- Workforce Proximity: Affordable housing options that cater to middle-income households can enhance resident proximity to core services, civic structures, and transit. When housing options are more affordable and accessible to various income earners, they can live closer to employment centers, schools, and transit reducing commuting times and expenses. This can have positive impacts on both the individuals and the local economy, as it promotes productivity, reduces traffic congestion, and supports local businesses.

Missing Middle Housing is any housing development that falls between single-family homes and large apartment buildings. Types of Middle Missing housing include townhouses, duplex/triplex/ fourplex houses, cottage homes, and courtyard apartments and are typically more affordable to own or rent than single-family homes. These types of dwelling are more readily used to infill parcels within a neighborhood and size makes them less expensive to build for developers.

D. RECOMMENDATIONS FOR KENMORE COMPREHENSIVE PLAN

1. Develop a wider historical context.

- a. Center a variety of experiences, not just the founders. We tend to center a frame of reference from those who were able to document their early Kenmore experiences. Those who were not part of this documentation get expressed by the documenter's viewpoint. Kenmore's historic and current narrative would be bolstered by including a variety of perspectives such that all see themselves in the history, especially as Kenmore continues to develop their tribal relations (i.e.: giving a community space its original Lushootseed name).
- b. Incorporate an understanding of historical zoning practices on today's housing affordability.

2. Understand the combinations of risks associated with displacement: The Puget Sound Regional Council (PSRC) has developed a displacement index based on 15 indicators that lead to displacement. While factors such as population size, demographics, employment sectors, education levels, and local policies shape the characteristics and dynamics of a city, combinations of the following factors in a single area can contribute to risks associated with displacement.

a. Housing Displacement Risks

- i. *Housing Tenancy*: Renters are at higher risk of displacement because they have less control of their housing situations given the nature of renting situations such as shorter leases, potential for increase rent, less options available for late payments, and inconsistencies or fluctuations of rental prices. The number of renters within an area is an important factor to consider when itemizing investment opportunities, as these households are vulnerable to displacement if rental prices become unaffordable.
- ii. *Median Rent*: When we compare the region's median rent to a city's median rent, we see the potential for displacement to happen. If Kenmore's median rent is higher than the region, then the middle-income residents are pushed out, which creates a displacement risk.
- iii. *Household Income*: Examining income levels can help identify disparities and income inequality within a city. Income alone does not capture all aspects of quality of life, but understanding income distribution patterns can inform policymakers about areas that require targeted interventions to address inequity.
- iv. *Income Proximity and Distribution*: Cities with significant income disparities may experience social challenges, including limited social mobility, unequal access to

resources, and disparities in education and healthcare outcomes. High-income levels are often associated with cities where the cost of housing, goods, and services tends to be higher. Areas with lower incomes (80% AMI) that abut neighborhoods with higher incomes (120% AMI) can highlight areas for examination.

- v. *Housing Cost Burdened*: As living costs increase around the region, the financial impact placed on cost-burdened households increases the pressures forcing households to move to more affordable locations.
- Households are burdened by housing costs if they spend more than 30% of their income on housing costs.
 - Households are *severely* burdened by housing costs if they spend more than 50% of their income on housing costs.

Housing costs include mortgage payments and property taxes (for homeowners), rent (for renters), utilities. Households with incomes under 80% AMI with housing costs 30% or greater are at even greater risks for displacement. The number of cost-burdened households and number of severely cost-burdened households affects displacement as households have less money to cover living costs or recover from financial events.

b. Land Use Displacement Risks

- i. *Development Capacity*: Policy makers should account for the Kenmore's distribution of development capacity to plan for the necessary infrastructure, services, and amenities to support new residential development. When this distribution is limited or zoned, capacity cannot be realized, City leaders should consider the distribution equity of investment, allocation, and distribution of infrastructure, services and open spaces among new development in response.
- ii. *Resident Proximity*: Residential proximity to goods, services, and transit mitigate displacement risks.
- iii. *Proximity to Core Business*: Proximity to core businesses that affect residents' lives fosters a sense of convenience, community, and investment as their network and support experience. This proximity provides residents with familiarity, established routines, and relationship to their community. The more space between residents and community connections, the less invested residents feel to the places in which they live, and the less likelihood businesses and community become rooted.
- iv. *Proximity to transit*: Residential proximity to transit provides access to reliable and efficient transportation allowing residents to move throughout the City and beyond without owning a private vehicle. This provides better options for commuting to work, and access to education, healthcare, groceries, and other

essential services. Continue to partner with transit agencies to ensure funding of continued and new funding routes near current and residential developments.

- c. Demographic Displacement Risks Demographic risks are only one aspect of a neighborhood's displacement risks overall profile. Many other factors about a household or neighborhood must be incorporated to obtain any analysis of displacement.
 - i. *Income*: While residential income level provides valuable insights, alone, it provides little information about the possibility of displacement.
 - ii. *Education Level*: Areas with higher concentrations of individuals without a bachelor's degree may be more vulnerable to economic changes and shifts in neighborhood dynamics. If industries or businesses experience decline or restructuring, it can lead to job losses or reduced employment opportunities, potentially resulting in housing displacement as residents struggle to maintain stable incomes and afford housing.
 - iii. *Race – Black, Indigenous, People of Color (BIPOC)*: The presence of BIPOC alone is not an indication of displacement risk. It is important to recognize that the associations between displacement risk and race developed alongside other indicators such as education level, income, and socioeconomic status because of generations of exclusion from the systems that create opportunity and success. While these barriers may not exist the same way now, the presence of exclusion in one of these systems works to perpetuate displacement. People have not failed – rather history has failed people by historically blocking access to land ownership and therefore opportunities that build wealth. BIPOC people have not yet recovered from a history in which displacement is a looming risk.
 - iv. *Linguistic Isolation*: People want to be together. When there's a community made up of 5% or more people who speak languages other than English, they usually want to plant roots in a community where there are others who speak the same language or look like them. Once they are rooted, the next step is integrating across multiple languages and cultural differences. If people cannot afford to establish these roots, it can lead to displacement.

3. Develop an investment strategy that prioritizes investing in people and places that need stabilizing first, rather than centering distribution by population.

- a. Focus on population and people, followed by stability of place. Investment is applied to community infrastructure, but rarely applied to the populations within those communities.
- b. Focus on City-funded housing in areas with high displacement risk to prioritize prospective tenants who have longstanding links to the neighborhood
 - i. Kenmore should continue to support these efforts through current strategies such as:
 - Property Tax Relief for Seniors and People with Disabilities - Programs which provide property tax limits, relief, and assistance for those who qualify.
 - City of Kenmore's Planning Initiatives, including the Housing Strategy Plan and Manufactured Housing Communities.
 - Kenmore has adopted tenant protection regulations. However, as the State does not permit rent control, there is no ability to control the amount of rent increase which is a continuing issue all jurisdictions face. Community has indicated that pricing stabilization is a city priority. Rent stabilization in Kenmore will require an investment in the *people potential* as well as the *place potential*.

4. Establish an equitable approach to population growth. Incorporate considerations for historical impacts on today and how that has shaped marginal populations' access to opportunities.

- a. Understand that all marginalized populations can have opportunities to improve their quality of life resulting in thriving populations.
- b. View all policy, programs, and investments through a racial equity and social justice lens. Growth strategies would view current neighborhood and community levels as indicators of potential displacement. View these communities through the historic lens of practices resulting in economic divestment to create stronger communities and increase equitable access to opportunity for everyone.
- c. Focus on those *most impacted* to learn about specific barriers and challenges. Jurisdictions often believe that focusing on one segment of the population is an inequitable practice. Yet across history, jurisdictions have always done just that, centering the dominant populations within communities. While these populations may in fact have the most (and louder) voices, their lived experience is ineffective for Kenmore to understand the greatest community needs and challenges.

- d. Apply Targeted Universalism within growth approaches – meaning set universal goals and use targeted processes to achieve those goals. Within a targeted universalism framework, Kenmore would set universal goals for all groups concerned. Then the strategies developed to achieve those goals would be targeted to different groups—based on how different groups are situated within structures, culture, and across geographies—to obtain the universal goal.
- e. Center Health as a determinant of equitable sustainability.
 - i. Focus on building density that supports health equity.
- f. Recommendations for multimodal transportation reporting:
 - i. Build a transportation system that is equitably distributed and brings all multimodal travelers through areas of density and connectivity, and transit spaces that correspond to cultural, business, civic, and community associations (such as the downtown corridor).

5. Take a regional approach to population growth and housing.

- a. Recognize Kenmore's collective responsibility in mitigating the outcomes of an inequitable history. The indicators of social, physical, and economic well-being are inequitably distributed within our region. Without government intervention, these inequities will continue to persist and eventually permeate Kenmore neighborhoods and housing.
- b. Recognize that if the City of Kenmore could get to equitable outcomes through current practices, it would have done so already. Kenmore will need to acknowledge that the large-scale impact of history and public systems has shaped regional inequities. The City's approach will demonstrate the region's historical and current impacts that currently impact Kenmore communities.
 - i. Kenmore should continue working with regional networks such as:
 - *A Regional Coalition for Housing (ARCH)* - Created by cities in East King County, this organization assists member cities (like Kenmore) with developing and administering local affordable housing programs.
 - *National Fair Housing Alliance* - NFHA works to eliminate housing discrimination, ensuring equal housing opportunity for all people.
 - *Plymouth Housing Group* - Plymouth Housing's mission is to eliminate homelessness and address its causes by preserving, developing, and operating safe, quality, supportive housing and by providing adults experiencing homelessness with opportunities to stabilize and improve their lives.

- c. Support community-led organizations that are combating displacement and helping small BIPOC businesses respond to economic disruptions such as the COVID-19 pandemic.
- d. Address and reform zoning laws and practices to promote equity, inclusion, and sustainability to advance more just and equitable urban environments. This may involve revising zoning regulations to promote affordable housing, reducing exclusionary practices, promoting environmental justice, and ensuring equitable access to amenities and resources across different Kenmore neighborhoods.

6. Consider public health equity with displacement risks.

- a. Apply neighborhood level public health practices, including spreading out community resources across neighborhoods.
- b. Continue to Develop Transit-Oriented Housing Opportunities: Kenmore's established TOD aligns with commerce guidelines to build denser residential near transit. TOD is a housing development within a short distance (one-quarter mile) to a transit center and is a popular development approach in King County due to the increase in light rail train station development and bus rapid transit. TOD can reduce household costs significantly allowing residents to be closer to opportunities without needing access to a vehicle.

7. Deepen equity considerations within community engagement. Employ the Equitable Engagement Assessment Framework.

E. APPENDIX: REFERENCES

F. APPENDIX: CITY OF KENMORE COMPREHENSIVE PLAN: LAND USE GOALS

G. APPENDIX: CITY OF KENMORE COMPREHENSIVE PLAN: HOUSING GOALS

H. APPENDIX: PSRC REGIONAL HOUSING STRATEGY GLOSSARY OF TERMS

I. APPENDIX: EQUITABLE ENGAGEMENT ASSESSMENT FRAMEWORK

APPENDIX E. REFERENCES

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City of Kenmore Comprehensive Plan: Land Use Goals

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

- OBJECTIVE 1.1 Provide a community atmosphere that is friendly and inclusive, supporting diversity and fostering a sense of belonging and pride in all residents.
- OBJECTIVE 1.2 Promote the mental and physical health of all community members.
- 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.
- OBJECTIVE 1.4 Encourage the availability of healthy, affordable, culturally acceptable food for all community residents
- OBJECTIVE 1.5 Maintain and enhance all residential neighborhoods by improving infrastructure and walkability, and establishing appropriate site development standards.
- OBJECTIVE 1.6 Create a climate that fosters business creation and retention that positively contributes to the City's quality of life.
- OBJECTIVE 1.7 Identify and prioritize properties for public acquisition and use.

GOAL 2. PROVIDE FOR ORDERLY DEVELOPMENT.

- OBJECTIVE 2.1 Implement the Comprehensive Plan Land Use Map.
- OBJECTIVE 2.2 Prepare clear development regulations consistent with the Comprehensive Plan.
- OBJECTIVE 2.3 Establish a system of densities and development standards that allows for efficient infrastructure and service delivery while protecting environmental resources and ensuring compatibility between different building types.
- OBJECTIVE 2.4 Coordinate land use, road, and utility planning
- OBJECTIVE 2.5 Encourage development on properties with existing or planned public services and utilities.
- OBJECTIVE 2.6 Require adequate transitions between land uses of differing intensities and between development and environmentally sensitive areas.
- OBJECTIVE 2.7 Participate in joint planning of services and utilities with special districts, private service providers, neighboring municipalities, King County and Snohomish County, and the State of Washington.

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

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

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

- OBJECTIVE 4.1 Promote and support visual, literary, and cultural arts and activities in the community.
- OBJECTIVE 4.2 Promote the preservation of significant historic and archaeological sites and structures.
- OBJECTIVE 4.3 Encourage local activities which promote the community's history.





KENMORE 2044



KENMORE 2044

Regional Affordable Housing Task Force Action Plan for King County – Goals

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

City of Kenmore Comprehensive Plan: Housing Goals

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

- OBJECTIVE 1.1 Encourage repair and maintenance of existing housing.
- OBJECTIVE 1.2 Support housing stability through tenant protections for renters.
- OBJECTIVE 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.
- OBJECTIVE 1.4 Promote safe, physically accessible, well maintained, and well-designed residential environments with associated open spaces.

GOAL 2. PROVIDE HOUSING OPPORTUNITIES IN KENMORE FOR PEOPLE WITH SPECIAL NEEDS.

- OBJECTIVE 2.1 Provide opportunities for the development of short-term and permanent housing for people with special needs.
- OBJECTIVE 2.2 Support and promote community facilities and programs that are important to the safety, health, and social needs of residents.

GOAL 3. PLAN APPROPRIATE LAND USE DESIGNATIONS AND ZONING CATEGORIES TO ACCOMMODATE PROJECTED HOUSEHOLD GROWTH.

- OBJECTIVE 3.1 Plan for an adequate supply of land to accommodate projected household growth.
- OBJECTIVE 3.2 Identify and support Kenmore's Downtown as a center for commercial, civic, cultural, park, and higher density housing uses and activities consistent with its designation as a Countywide Growth Center.

GOAL 4. MAKE ADEQUATE PROVISIONS FOR A PROPORTIONATE AMOUNT OF THE EXISTING AND PROJECTED COUNTYWIDE NEED FOR HOUSING AT ALL INCOME LEVELS.

- OBJECTIVE 4.1 Encourage retention of the existing housing stock in Kenmore as a source of affordable housing.
- OBJECTIVE 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 4.3 Provide zoning and development standards that integrate affordable housing compatibly into the community.



KENMORE 2044



KENMORE 2044

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

- OBJECTIVE 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.

REGIONAL HOUSING STRATEGY



Housing Glossary

Housing is a complex topic riddled with jargon. The following glossary provides definitions for commonly used terms. The glossary is divided between general key terms, and tools and incentives commonly used to promote housing development and/or affordability.

Key Terms

Accessory dwelling units (ADUs): An ADU is a small, self-contained residential unit built on the same lot as an existing single family home. ADUs may be built within a primary residence or detached from the primary residence.

Affordable housing: Commonly defined in terms of housing costs as a percentage of household income. Housing is considered unaffordable when a household's monthly housing costs exceed a certain threshold – most commonly 30% of gross income – thereby reducing the budget available for basic necessities and other household expenses.

Area Median Income: The household income for the median, or middle, household in a city, county or region. The U.S. Department of Housing and Urban Development calculates median income for each metropolitan region. These are used to determine income limits for government affordable housing programs.

Low-income household means a single person, family, or unrelated persons living together whose adjusted income is at or below eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Very low-income household means a single person, family, or unrelated persons living together whose adjusted income is at or below fifty percent of the median household income adjusted for household size, for the county where the household is located, by the United States department of housing and urban development.

Extremely low-income household means a single person, family, or unrelated persons living together whose adjusted income is at or below thirty percent of the median household income

adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Below market-rate: Below market-rate housing units are subject to rental price limits imposed by state or local affordable housing programs or incentives. For example, the US Department of Housing and Urban Development publishes rent limits for its affordable housing programs based on the household income that the units serve.

Cost burden: A household is considered cost burdened if it pays more than 30% of its income on housing. This includes rent or mortgage payments, and utilities. A household is considered severely cost burdened if it pays more than 50% of its income on housing.

Displacement: The involuntary relocation of current residents or businesses from their current residence. This is a different phenomenon than when property owners voluntarily sell their interests to capture an increase in value. Physical displacement is the result of eviction, acquisition, rehabilitation, or demolition of property, or the expiration of covenants on rent- or income-restricted housing. Economic displacement occurs when residents and businesses can no longer afford escalating housing costs. Cultural displacement occurs when people choose to move because their neighbors and culturally related businesses have left the area.

Equitable Development/Equitable Growth: Public and private investments, programs, and policies in neighborhoods to meet the needs of marginalized populations and to reduce disparities, providing access to quality education, living wage employment, healthy environment, affordable housing and transportation.

Housing affordability: Refers to the balance (or imbalance) between incomes and housing costs within a community or region. A common measurement compares the number of households in certain income categories to the number of units in the market that are affordable at 30% of gross income.

Housing need: The amount of housing needed to ensure there are affordable, accessible, healthy, and safe housing choices for all residents. Need is often expressed as the number of units needed a various income thresholds.

Jobs-Housing balance: A planning concept which advocates that housing and employment be located closer together, with an emphasis on matching housing options with nearby jobs, so workers have shorter commutes or can eliminate vehicle trips altogether.

Mobile homes: The supply of mobile home park housing has declined in some jurisdictions as a result of redevelopment pressures. Jurisdictions may protect mobile home housing by zoning classifications or standards, enacting mobile home park conversion ordinances, or exempting mobile homes relocated due to park closures from having to comply with new building regulations. Jurisdictions can also allow for individual manufactured homes on single family lots along with appropriate design standards.

Market-rate: Market-rate housing units are those whose price is determined by market factors like supply and demand, as opposed to price limits imposed by state or local affordable housing programs.

Middle density (“missing middle”) housing: A range of housing types – from duplexes to townhomes to lowrise multifamily developments – that bridge a gap between single-family housing and more intense multifamily and commercial areas. The relatively small share of these housing types is sometimes called the “missing middle.”

Mixed-use: Mixed-use development is an example of flexible zoning where various land uses are combined within a single building, development or district. For example, residential dwellings may be located vertically above retail stores, or located horizontally on the same site as commercial uses.

Special needs housing: Housing arrangements for populations with special physical or other needs. These populations include: the elderly, disabled persons, people with medical conditions, homeless individuals and families, and displaced people.

Tools & Incentives

Cluster developments: Cluster subdivisions or developments confine development to the most suitable portion of a building site in compact layouts, e.g. smaller lots. This can lead to greater land efficiency, lower infrastructure development and maintenance costs, lower site grading and drainage costs, and greater preservation of open space and natural features.

Cottage housing: This refers to a grouping of small, single family dwelling units clustered around a common area and developed with a coherent plan for the entire site.

Density bonuses or incentive zoning: These are voluntary incentives that allow developers to build at higher than allowed densities if a specified number or percentage of affordable units is included in the development. Such a program may be designed to allow developers to contribute to an affordable housing fund in lieu of building the affordable units.

Fee Reduction: Since impact, mitigation or other permitting fees can have a negative effect on the construction of affordable housing, some jurisdictions have enacted measures to reduce or waive such fees for projects that include affordable housing units.

Inclusionary zoning: Ordinances may require developers to set aside a percentage of the units in housing developments for low- and moderate-income residents. Most inclusionary housing programs offer density bonuses or other incentives to offset the developer’s project costs and compensate for providing affordable units, which may otherwise yield reduced profits. This approach enlists private sector help in contributing to the affordable housing supply, and reduces segregation of affordable and market-rate housing.

Micro units: Micro units or apodments are small housing units that typically feature a sleeping rooms (usually under 300 square feet) with a private bathroom. The units grouped together in arrangements of up to 8, with a shared kitchen or common area.

Multifamily tax exemption (MFTE): RCW 84.14 provides for special valuations in residentially deficient urban centers for eligible improvements associated with multifamily housing, which includes affordable housing. When a city defines residential target areas within an urban center, and allows for applications

for the exemption, approved project sites are exempt from ad valorem property taxation for a period of eight to 12 years. A greater number of exempt years is possible where a certain percentage of low-income housing is provided.

Permitting priority: Priority processing of land use and construction permits is most effective when used selectively, such as an inducement to develop a particular type of housing the market is not currently producing. If priority processing is offered as an incentive to develop low-cost housing, the jurisdiction should establish a means of ensuring the housing is actually occupied by persons in need of low-cost housing and the housing remains affordable for an extended period of time.

Planned unit/residential development (PUD/PRD): PUD/PRD regulations allow for flexibility in design of residential communities in exchange for public benefits. PUDs/PRDs may offer a mix of dwelling types (detached, duplex, or multifamily), mix of land uses (residential and neighborhood commercial), and density bonuses to help underwrite the cost of low-income housing.

Planned Action EIS: The goal of a programmatic environmental review is to simplify and expedite review of individual projects. By doing an environmental review for an entire neighborhood, individual projects consistent with the neighborhood plan would not need separate environmental review. Planned Action EIS's are typically more detailed and seek to streamline environmental review for development consistent with a Planned Action Ordinance and EIS. Planned actions would not require additional SEPA review, nor be subject to SEPA appeal procedures.

Preservation of existing affordable units: Preserving and enhancing existing dwellings allows a community to retain its most affordable housing. Preservation programs can address housing repair needs and weatherization, among others.

Public land for affordable housing: This strategy encourages public land grants or sale of parcels at below market value to developers of affordable projects. Parcels may include surplus or underutilized public properties, as well as vacant, abandoned and tax-delinquent private properties acquired through purchase or tax foreclosure.

Pursue funding for housing: This includes applying for grants and other funds from the US Department of Housing and Urban Development, the US Department of Agriculture, the State of Washington Department of Community, Trade, and Economic Development, and other public sources, private funding from nonprofits and foundations.

Reduced parking requirements: Jurisdictions can minimize the cost of parking requirements by adjusting stall sizes, by allowing tandem parking, by tying parking requirements by the number of bedrooms per unit, and by reducing requirements for housing types with less need for parking, such as lower income and elderly households or housing complexes which have transportation demand management programs (e.g., bus passes, shuttle bus service, etc.).

Relocation assistance: This is a displacement mitigation strategy that provides resources for households that are being displaced to enable them to find a new place of residence. Relocation assistance often includes financial compensation paid by the property owner and/or the city.

Renter protections: This is a displacement mitigation strategy provides greater protections to tenants. This could include increasing the requirements for notice of eviction or rent increases, requiring that the property owner provide a cause for evictions, or providing legal assistance to tenants being evicted.

Transfer of development rights (TDR): A TDR program relocates development potential from one property to another. Buying these rights generally allows the owner of the receiving site to build at a higher density or height than ordinarily permitted by the base zoning. These transactions can be used to help preserve affordable housing on the sending site.

Zero lot line: Zero lot line houses are sited on one side lot line and sometimes on the rear or front lot line to maximize the available yard space. Placing the house on one of the side lot lines doubles the amount of useable space on the other side.

Staying in place assistance: This displacement mitigation strategy provides resources to help vulnerable households remain in their home. This could include emergency financial assistance or home repair programs.

Glossary Sources: The following agencies and their various reports were consulted for the glossary: A Regional Coalition for Housing; Municipal Research and Services Center of Washington; PSRC, Regional Housing Strategy Working Group; Snohomish County Tomorrow; VISION 2050; and U.S. Department of Housing and Urban Development.



KENMORE 2044



KENMORE 2044

Equitable Engagement Assessment Framework

City of Kenmore – Missing Middle Housing

June 9, 2023

FRAMEWORK OVERVIEW

General engagement tools are designed to ensure that a wide range of stakeholder knowledge and experience are shared and incorporated into the services that affect them. Community engagement is an essential element of good governance, providing better understanding of the unique challenges faced by and experiences of different groups in the community. Through community engagement, we can understand the needs of different populations and are able to implement more effective, supportive, sustainable, and targeted solutions.

This framework and tool provide a structure to assist in evaluating the equity components of an engagement process. Engagement tools that lead with an equity lens promote inclusive, transparent, and meaningful engagement of all community stakeholders, while centering our most vulnerable populations, specifically those who are most often overlooked because of current barriers resulting from a history of systematic exclusion.

This tool provides ways to approach engagement equitably and considerations and tips for adapting it to different contexts and situations. Interdependent and iterative steps explore the equity needs of a specific engagement process, at a particular point in time. The framework has been developed to support increasing connection between activities during the same phase and are linked across phases. The process builds from one activity to the next, providing practice for reflection, awareness building, and knowledge development. The reflection step allows for adjustments throughout the process. The steps can be used for multiple purposes, individually or in a nonlinear sequence; however, following them in order allows earlier steps to build on each other and provides the foundation for evaluating equitable engagement.

This guide is a resource for all City of Kenmore staff seeking to increase the equity of engagement, from public-facing employees and engagement teams to planners, practitioners, and decision-makers. Effectively evaluating the equity of community engagement processes increases the likelihood that

resulting policies, programs, and investments will increase marginalized members' political voice and support their full opportunity to live and thrive in the Kenmore community.

This framework, used as a toolkit, begins with preparing a full picture of the project, followed by defining the multiple stakeholders and their competing needs, and then completed by debriefing the multiple phases and tactics of your engagement. This framework is designed for large or small teams and projects. It is intended to be adaptable to multiple situations and flexible enough to support course correction given new or emerging awareness throughout the engagement process. Regardless of the level of formality in engagement approach, this evaluation tool can support teams in defining:

- The key stakeholder (people who are directly impacted) voices which must be engaged for a credible process.
- The main stakeholder needs, concerns, issues, and interests.
- The decision-making process and milestones.
- The level of input from stakeholders, and who can help shape the decisions.
- Issues or constraints that may affect engagement participation.

APPLYING THIS FRAMEWORK

Assessing engagement is about gathering facts and insights about the engagement tactics which will help to drive equitable change. **It is not about right or wrong.** At its core, evaluation centers dialogue, reflection, learning, and improving. Underlying these concepts is a way of thinking about expected results, how results can be achieved, and what data or evidence are needed to inform future actions to improve results.

This framework consists of two phases. In Phase I, teams document the project and engagement effort profile. Phase I supports individuals and teams to define the engagement landscape, consider the diversity of stakeholders affected and overlap of stakeholders' various needs and concerns, and identify types of engagement are possible with the available resources.

Phase I in this tool is important to build a cohesive group understanding. The key components to creating this understanding comes from answering the six questions below:

- How does the City of Kenmore define the problem or decision?
- Who, which group or individuals, has final decision authority?
- Who makes up the full landscape of stakeholders who are affected by the decision and the associated issues and concerns?
- What are the constraints? (e.g., regulations, resources, timelines).
- What are the available resources, including staff capacity, to conduct public participation?
- What level of public participation is the agency expecting or hoping for?

Phase 2 introduces worksheets which encourage users to think critically about applying equity efforts in the engagement. Users are also encouraged to think critically about the profile information as it applies to the type of engagement completed and the populations that may have historically been marginalized or underserved.

There is often confusion and misuse regarding the meaning behind the terms “marginalized” and “underserved.” It is important for the City to be clear on its meaning when discussing these populations and aware of the implications and history behind each term. Below are definitions and other terms which should be used carefully and thoughtfully when describing these populations.

Disproportionately impacted: Disproportionately impacted people are affected more, and more often, than others by harmful government action. Systemic inequity is embedded in multiple systems resulting in large-scale structural harms that are compounded and cause multilayered barriers across generations and geography.

Marginalized: Marginalization devalues the needs of overlooked, underserved, seldom heard, and underrepresented populations to an extent that their needs are secondary or disregarded in comparison to those of socially dominant populations.

Overlooked: Overlooked populations include people in communities that decision-makers have historically devalued and still do not consider in decision-making today.

Seldom heard: Seldom heard populations include people whose voices are historically misunderstood or disregarded and therefore do not often speak up, and when they do, their input does not meaningfully impact systems, resulting in a disengagement of the populations because of repeated failed efforts and experiences of broken trust.

Underserved: People who are underserved do not have their needs addressed adequately. Decision-makers repeatedly fail to resource these communities while a corresponding counterpart population may be overserved.

PHASE I: SETTING PROJECT PROFILE

PROFILE BASELINE 1: PROJECT SCOPE AND GOALS

PURPOSE: Set the baseline for the project you intend to evaluate.

OVERVIEW: Completing this project profile and baseline provides situational awareness of project efforts. The information assists teams in responding to the needs and interests of both the decision makers and external stakeholders. It also contributes to a shared understanding of the issues addressed by the project and the role of engagement in the decision process.

DIRECTIONS: Begin setting the project profile by answering the questions below about key elements of the project scope and goals. This includes framing both the known and unknown project expectations, limitations, and purpose.

Set the Profile Baseline for the Project:

1. About the project:
 - a. What is the name of the project?
 - b. Define the project.
 - c. Why is the City of Kenmore moving this project forward?
 - d. What hopes does the City have for this project's outcome?
 - e. What teams, divisions, and departments are connected to the project?
 - f. Who are the decision-makers? Are they internal or external or a combination of both?
 - g. Who will inform the project?
 - h. Who will be doing the work?
 - i. What issues may block or prevent the project from moving forward?
2. What is the overall timeline?
 - a. What is the timeline allotted for community engagement?
 - b. What internal or external needs drive the timeline schedule?
 - c. How flexible is the timeline schedule?
 - d. What are key milestones for decision?
3. What is the budget for community engagement?
 - a. How is the budget allocated to fund the project? How is the project budget being broken down between the different project elements?

- b. What level of engagement was planned for compared to what was provided?
 - c. How much will the engagement cost, including any compensation for participants?
- 4. What are the project impacts on the community?
 - a. In which communities do you anticipate the project impacts may be burdensome?
 - b. In which communities do you anticipate the project will increase opportunity?
- 5. Frame the overall guidance that the City of Kenmore is seeking from the community.
 - a. Which communities' feedback was crucial to project implementation?
 - b. How was this information used and in what way is it reflected in the decision-making?
- 6. What are the details the City of Kenmore asked the community to focus on?
 - a. Which aspects of those details are the community able to influence?
 - b. Which decision-making points are the community able to influence?

PROFILE BASELINE 2: DEFINE COMMUNITIES IMPACTED

PURPOSE: This section helps you to better understand the interlocking and overlapping social and political environments in which you engage stakeholders, as well as their competing priorities, interests, and influence on your program.

OVERVIEW: All organizations are affected by the larger environment in which they operate. Understanding how that ecosystem functions and where the City of Kenmore is situated within that system are critical questions for leadership and staff to answer. Spheres of Accountability, Influence and Action¹ is a framework that separates partners and stakeholders into an accountability matrix that provides the City of Kenmore with an understanding of how to prioritize to implement equity approaches. Changes to community structures, shifts in funding sources, and the considerations within the public policy environment affect — either positively or negatively — Kenmore’s ability to carry out and sustain its equitable approaches. It is important that City of Kenmore understand the multiple roles and avenues that offer potential support, even within conflicting priorities and contradicting associations.

The illustration to the right represents a network model that could support how the City of Kenmore frames and categorizes stakeholders, partners, and community relationships for action, influence, and accountability. These spheres can be arranged in different ways but need to clearly identify expectations for how the City will address competing internal interests, inter-governmental interests, business and funding priorities, partner priorities, the interest of communities historically and socially excluded, and community advocate interests.



DIRECTIONS: Below are descriptions of each sphere. As a team, take a few minutes to think about the public facing work of the City of Kenmore. To the best of your ability, imagine the places, faces, events, and experiences you have had as it relates to your work. Recall those who you build, partner, and contract with. Think about your projects, staff, clients, communities, neighborhoods, and networks. Think about the relationships, alliances,

¹ This model was created by the author during her time with the City of Seattle.

associations, referral agencies, and volunteers. The partnerships, governments, commissions, community donors, funders, clients, and associations.

1. Begin to identify the individuals, groups, people, networks, agencies, populations, communities, and associations that you think fit within each of the spheres. Expect overlap. Connect with your team or a group of colleagues and discuss your views, thoughts, and perceptions. Additionally consider how your positionality, institutional authority, and social identity shape your reflections and viewpoints. If you find that it does not shape your views, discuss this experience with your team also.

Authority and Compliance Sphere

The Authority and Compliance Sphere considers accountability to internal requirements such as strategic plans, contracts, funding requirements, legal compliance, organizational values and expectations, legislation that defines, documentation and transparency, channels of communication, assignment, decision-makers, legal budgets, etc.

Name the multiple groups in this sphere.

Partner and Policy Sphere

The Partner and Policy Sphere considers the multiple relationships between the City of Kenmore and other governments, policy makers, and policy environments. The information shared between these partnerships often implicitly undergird engagement activities or impact the transparency of information and communication.

Name the multiple groups in this sphere.

Contracted and Funded Sphere

This sphere considers the accountability City of Kenmore has to businesses and entities where money is contracted or exchanged. Generally financial exchanges and agreements include pre-existing and documented requirements that each party is responsible for carrying out.

Name the multiple groups in this sphere.

General and Community Sphere

While many communities are defined according to their shared identities, interests, needs, or circumstances, the “General” Community Sphere is largely defined by geography. This indicates that the shared identity and values center neighborhood boundaries or neighborhood shared spaces. The general community most often does not hold an understanding or awareness of institutional inequity or systemic injustice and should not be considered under identity populations.

Name the multiple groups in this sphere.

Equity Advocacy Sphere

The various types of partnerships that advocate for and support the communities most impacted. These networks can be formal or informal groups or organizations that advocate for individuals and populations that have historically been excluded, underserved, and under resourced.

Name the multiple groups in this sphere.

Most Impacted Sphere

Communities most impacted by structural inequity include BIPOC, low-income populations that intersect with additionally marginalized communities including gender, disability, immigrant and refugee populations, LGBTQ communities, homeless or insufficiently housed populations, and other historically and socially alienated or sidelined communities. This sphere is not often considered as part of the larger discussion regarding stakeholders, yet groups and communities within this sphere are specifically the most important stakeholders as they are the sphere that will experience the greatest impacts and outcomes of City processes.

Name the multiple groups in this sphere.

Formal and Informal Support Sphere

Family and social support services that aid structurally overburdened and disadvantaged populations by providing a range of housing, homeless, food, childcare, health care, employment, and income support services. These systems help fill the gaps for people who can't access or afford basic needs — or who may even be excluded from or harmed by community activities and interests that are taking place around them.

Name the multiple groups in this sphere.

2. Consider what community information the project team already has access to. Because resources are finite, it is important that your engagement team does not replicate efforts to gather data that may already be available to you through other means. Multiple communities in Kenmore have already shared much of feedback and data needed for your project in other spaces such as in survey responses, public comments, listening sessions, engagement forums, council testimony, interviews, report outs, and toolkits.

Using the spheres and lists of stakeholders you developed, identify the information you may already have regarding the interests, values, goals, needs, and claims of groups in each sphere that have already been relayed to the City of Kenmore. Begin to gather and identify the issues, values, goals, and considerations within the multiple spheres.

For each sphere, provide details about what you already know from previously shared stakeholder information, concerns, considerations, values, goals, needs, gaps, and issues.

Authority and Compliance Sphere

Name the multiple priorities held by those in this sphere.

Share details regarding this sphere's level of access and authority to decision-making spaces.

**Partner
and Policy
Sphere**

Name the multiple priorities held by those in this sphere.

Share details regarding this sphere's level of access and authority to decision-making spaces.

**Contracted
and
Funded
Sphere**

Name the multiple priorities held by those in this sphere.

Share details regarding this sphere's level of access and authority to decision-making spaces.

**General
Community
Sphere**

Name the multiple priorities held by those in this sphere.

Share details regarding this sphere's level of access and authority to decision-making spaces.

**Equity
Advocacy
Sphere**

Name the multiple priorities held by those in this sphere.

Share details regarding this sphere's level of access and authority to decision-making spaces.

**Most
Impacted
Sphere**

Name the multiple priorities held by those in this sphere.

Share details regarding this sphere's level of access and authority to decision-making spaces.

**Formal and
Informal
Support
Sphere**

Name the multiple priorities held by those in this sphere.

Share details regarding this sphere's level of access and authority to decision-making spaces.

PHASE II: EQUITY EVALUATION

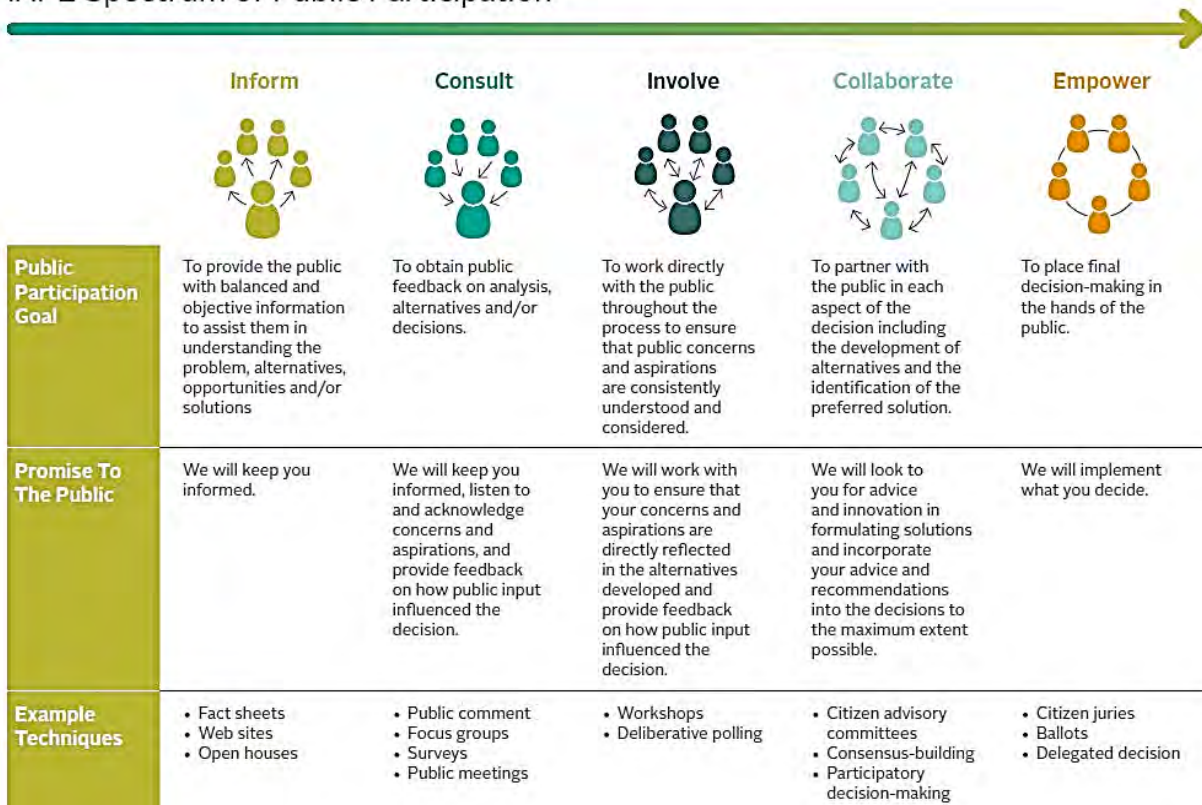
EQUITY EVALUATION: APPLYING ENGAGEMENT SPECTRUM

PURPOSE: Resourcing the most appropriate efforts – Identify how various populations should be engaged in the project.

OVERVIEW: *The Spectrum of Engagement* is a widely recognized tool used to categorize different levels of public participation. It provides an overview of the different levels of engagement on the spectrum, from inform to empower. The appropriate level of engagement for each population is based on the information required, desired level of influence in decision-making, the timeline for engagement, and the resources available.

DIRECTIONS: Use the Spectrum of Public Participation tool below to support the team in answering the questions that follow. More about this tool is found at <https://patientvoicesbc.ca/resources/iap2-spectrum-public-participation/>

IAP2 Spectrum of Public Participation



1. The type of community engagement depends on the context, resources, timing, and needs of a particular request. What type of engagement was used for each sphere? Use the table below to describe the engagement efforts taken with each group.

Sphere	Inform	Consult	Involve	Collaborate	Empower
Authority & Compliance Sphere					
Government Partners & Policy Sphere					
Contracted & Funded Sphere					
General Community Sphere					
Equity & Advocacy Sphere					
Those Most Impacted Sphere					
Formal & Informal Support Sphere					

2. Aligning engagement efforts with community and organizational shared values. This worksheet addresses the complexity of community needs and interests that may intersect and compete. It prompts participants to consider the different perspectives, values, and priorities that may exist within the community.

Values Based

Community stakeholders form opinions, concerns, fears, hopes and dreams based on their values. Effective community engagement acknowledges that all stakeholders bring their values to the process and is designed to shift discussions away from people's positions, towards their shared values.

What shared values did the project team use to define engagement efforts? Provide examples.

Goal Driven

Community engagement should be focused around specific, planned, and purposeful outcomes. Effective community engagement will clearly outline what information is needed, how stakeholders may participate in the process and follow up with participants when the project goals have been reached.

What were the specific, planned, and purposeful outcomes of the engagement?

Decision Oriented

Community stakeholders participate in engagement activities because they believe that their opinions will help shape the decision being made. Effective community engagement clearly states what decision is being made, and how stakeholder participation has shaped the decision.

How has stakeholder participation shaped the decision-making?

3. The appropriate level of engagement for each population is based on the information required, desired level of influence in decision-making, the timeline for engagement, and the resources available. Different levels of engagement are appropriate in different contexts. For instance, underserved communities often face barriers to meaningful participation in decision-making processes, making it necessary to consider their unique needs and circumstances when determining the appropriate level of engagement.

Accessibility

Accessibility is a foundational component of community participation. Community members that are limited in their access to facilities, information, or processes are constrained in their ability to engage in conversations about the issues that most directly affect them. It is important to mitigate any barriers to participation.

Consider the following accessibility expectations:

- Plain Language
- Plan for language access
- Multiple learning styles
- Accessible location

Power Balancing

Engagement events can often reinforce community or neighborhood power dynamics. It is important to recognize when involvement or participation is hindered by an underlying imbalance between groups. Understanding this means that teams may need to use different tactics for different groups.

Which strategies worked best to involve different populations and groups?

Did stakeholder involvement improve the work, effectiveness, and/or political and community support of the effort?

Inclusion and Belonging

Participants invest time, energy, and support where they feel connection and value. Increasing experiences of connection and building trust with community can support belonging experiences.

How are you valuing people's time, effort, and expertise?

In what ways are you working to build trust within impacted communities?

How successful were you in keeping people involved?

Missing Middle Housing: Tell Your City

Engagement Report for A Regional Coalition for Housing and East King County Partner Cities

June 2023



Partner Cities:
Bellevue
Bothell
Kenmore
Newcastle
Redmond

“Affordable housing feels impossible to find, especially when you are a single-income household. Whatever is affordable is far away from work or family and friends and is simply not where I want to live. I want to be able to have the option to stay in East King County but the price of living is too high for what I earn.”

-18-25-year-old Redmond worker who lives in another city in King County (English speaker)

Community Voices: About this Report

Community members and city leaders alike recognize that King County, like many urban, suburban, and rural counties throughout the United States, faces a major crisis in affordable housing. Too many residents struggle with housing security, cost burden, and displacement from the communities in which they work, shop, and send their kids to school. The five East King County cities that commissioned this report – Bellevue, Bothell, Kenmore, Newcastle, and Redmond – know that the historical approach to housing must change. Driven by market forces and with a heavy focus on single-family housing, this approach tends to exclude BIPOC and low-income community members. Cities must invest in new housing options to retain their residents and workers and to thrive.

This report summarizes a concerted effort to engage people in the five Partner Cities who have historically been excluded from decision-making about housing policies. People from a wide range of ethnic and social communities came together to learn about *middle housing* (housing options more dense than single-family homes, but less dense than multi-story apartments) in meetings convened by trusted community organizations. Individuals from 651 households shared their personal experiences, responding to questions and providing detailed comments in English and five other languages.

Many of these participants were homeowners (40%) and/or business owners (15%). And many were struggling to afford to keep their housing within the East King County communities they preferred.

Some of the participants in this process could imagine themselves in middle housing. And some might have been unable to look past the urgent need for housing help right now, to the construction of moderate-income units perhaps many years in the future.

Almost half (46%) of participants had already been displaced at least once due to the high costs of housing. The voices of others previously displaced from the Partner Cities, and perhaps the region as a whole, are absent from this report, but deserve the consideration of its readers.

As the Partner Cities continue their planning and partnership with community members, they must listen for answers to questions both asked and unasked, and facilitate a balanced landscape of housing welcoming to all.

“Esta es la primer vez que se me pregunta sobre esto. En mi comunidad no conozco a nadie que haya hablado con ningún representante de la ciudad. Estos procesos son muy importantes y deberíamos de tener mejores formas de comunicación, especialmente si se trata de asuntos relacionados al futuro de nuestras familias y comunidades emigrantes.

This is the first time I have been asked about this. I don't know anyone in my community who has spoken to any city representative. These processes are very important, and we should have better ways of communication, especially when it comes to issues related to the future of our immigrant families and communities.”

- 46-55-year-old employed Newcastle renter (Spanish speaker)

Background

A Regional Coalition for Housing (ARCH) is a partnership of King County government and East King County Cities working to preserve and increase the supply of housing for low- and moderate-income households in the region. In 2022, five of ARCH's member cities (Bellevue, Bothell, Kenmore, Newcastle, and Redmond, collectively the "Partner Cities") initiated a series of planning processes to explore expanding the types of housing (collectively known as "middle housing") that may be built in neighborhoods that currently allow only single-family or low-density residential housing types. At the same time, each city is conducting a racial equity analysis to address displacement of very low-, low- or moderate-income households, and/or individuals from racial, ethnic, and religious communities that have been subject to discriminatory housing policies in the past.

The Partner Cities were interested in hearing about displacement and affordability concerns, preferred housing types/locations, and other input to inform planning and policy decisions.

As part of these planning processes, the Partner Cities provided funding through ARCH to contract with Eastside For All to assist with engaging underrepresented populations whose voices and perspectives have not historically been part of public planning processes in East King County.

Such populations may include, but are not limited to:

- Renters
- BIPOC (Black, Indigenous, and other people of color) individuals, families and communities
- Immigrant and non-English-speaking communities, including cultural communities from the top-spoken languages in East King County
- Low-, very low- and moderate-income persons, including people who work in East King County but live elsewhere
- People with disabilities
- Religious minority communities
- People experiencing housing instability and homelessness

A detailed methodology of this engagement is provided in Appendix A: Methodology.



Middle Housing

Middle housing refers to a range of housing types that are compatible in scale, form, and character with single-family houses but offer more *housing density* (see right) than single-family homes. The term “missing middle” describes the relative lack of this type of housing in many American communities. Common types of middle housing include:

- **Duplexes, triplexes, fourplexes, fiveplexes, or sixplexes.** These buildings contain between two and six separate living units. On the outside, they sometimes look like single-family homes and sometimes look like small apartment buildings.
- **Townhouses.** These buildings are at least two stories tall and include three or more separate living units that share at least one wall.
- **Accessory Dwelling Unit (ADU or DADU) or backyard cottage.** This is a living unit that is added to the same lot as a single-family home. These can be either attached to a single-family home (such as an addition that shares walls or a developed second story with a separate entrance) or detached (i.e., a separate structure).
- **Garden style apartments, courtyard apartments, or cottage housing.** These living units may or may not share common walls and are arranged around a shared garden or courtyard.
- **Stacked flats.** These living units each span a single story of a multifamily building of up to three stories, with each unit having windows on all sides of the building and its own front door.

Exhibit 1 illustrates some examples of middle housing.

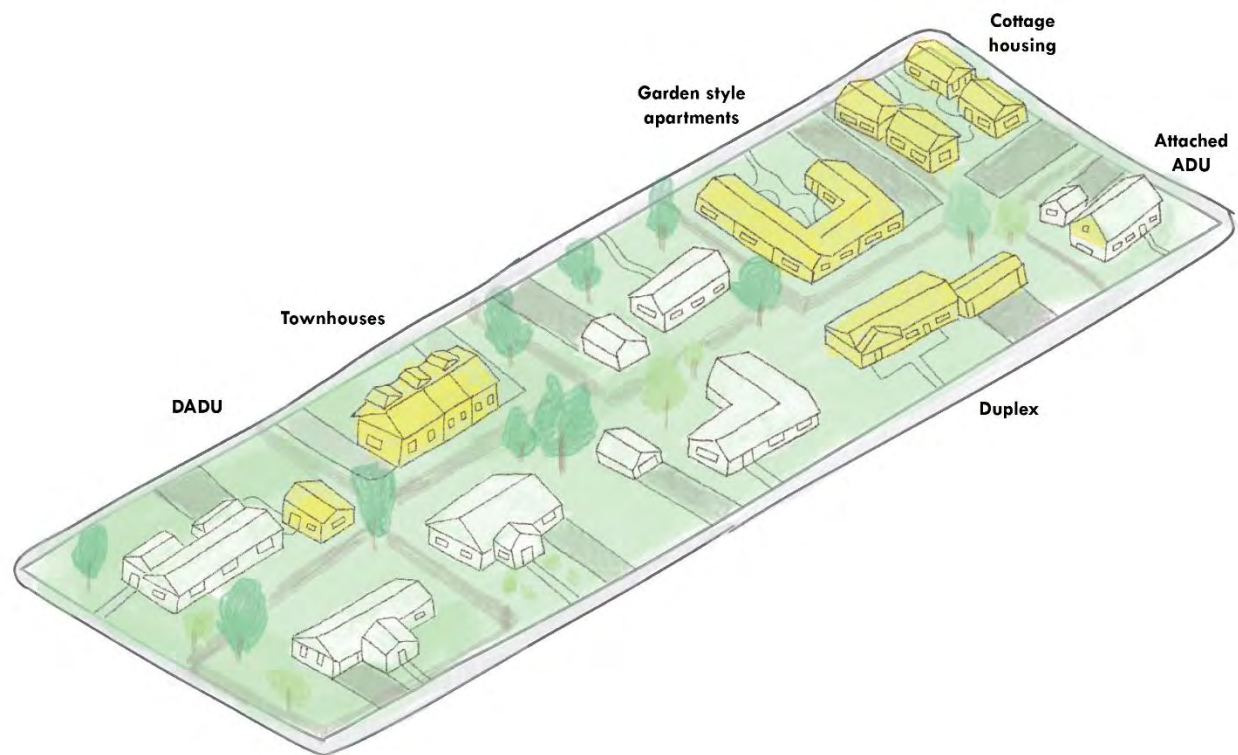
In 2023, [a new law](#) passed in Washington state that will allow many types of missing middle housing throughout many cities in the state, including in neighborhoods that have historically only allowed single-family homes, making the public engagement and review conducted by the Partner Cities especially timely and relevant. The law also removes off-street parking requirements for development of middle housing within a ½-mile walk of a major transit stop. The law comes into effect on July 23, 2023 and offers different types of zoning by city size.

- **Cities with at least 75,000 residents.** All residential lots will be zoned to allow two or more units. Residential lots that are within a ¼-mile walk of a major transit stop or that include at least two affordable housing units will be zoned to allow six or more units.
- **Cities with between 25,000 and 74,999 residents.** All residential lots will be zoned to allow two or more units. Residential lots that are within a ¼-mile walk of a major transit stop or that include at least one affordable housing unit will be zoned to allow four or more units.
- **Cities with fewer than 25,000 residents.** If the city is within a continuous urban growth area with another city that is the largest in a county of at least 275,000 residents, then all residential lots will be zoned to allow two or more units.

This law defines “affordable housing” as affordable to households with incomes at 60% of area median income (AMI) for rental units and 80% of AMI for ownership. Cities can alternatively comply by ensuring that three-quarters of lots allow the densities described above, with the remaining one-quarter of lots including environmentally critical areas that have not previously had any exclusionary covenants.

Housing density describes the number of individual housing units within a given amount of space: a higher housing density means that there are more housing units in an area. Large apartment buildings are examples of high housing density, while single-family homes, which often have space-consuming features like yards, driveways, and/or garages, are typically examples of low housing density.

Exhibit 1. Examples of Middle Housing



Source: BERK, 2023.

About Eastside For All

[Eastside For All](#) (EFA) is a nonprofit organization founded in 2019 to advance racial equity and social justice in East King County. EFA organizes and mobilizes within communities of color and immigrant communities who are most impacted by racial disparities and inequities.

EFA provides training and consultation to city partners, school districts, King County departments, and other large institutions on co-creation frameworks for public participation and decision-making. One of EFA's core priorities is housing justice.



Outreach Approach and Planning

Together with trusted partners, EFA connected with impacted community members and leaders in Bellevue, Bothell, Kenmore, Newcastle, and Redmond. This work was designed and implemented using racial and cultural equity approaches to ensure broad participation among the populations prioritized by ARCH for the outreach project.

In collaboration with ARCH and Partner Cities, EFA coordinated drafting the format, process, and materials needed for community engagement activities, the translation of materials, and the development of data/input collection tools. A subset of community-based organizations were essential advisors in the co-development of background materials, survey questions, review of translations, and other engagement design aspects. Preparation and onboarding with community-based organizations took place throughout the month of March and into early April 2023.

Engagement via community events, small group conversations, and individual meetings took place from April to May 2023. Each organization was encouraged to conduct outreach in ways that best suited their communities. Although people were able to fill out the survey without other engagement, the focus was on gathering input as part of individual and group conversations where people could ask questions, share their experiences more fully, and be supported when housing issues were raised.

The final report was prepared by [BERK Consulting](#), a public sector consulting firm in Seattle, summarizing data collected by community-based partners and compiled by EFA.

An important aspect of this work will be following up with all the communities who participated. In addition to sending the summary report to participants and partners, EFA will work with ARCH and the Partner Cities to provide updates on how the communities' input was applied, next steps, and other ways for community members to be involved. These community gatherings will launch in the summer and are intended to support bridge-building and ongoing relationships between cities and communities.

Community-Based Partners

The community-based organizations that engaged with Eastside For All (EFA) as partners include the following:

- [Africans on the Eastside](#)
- [BizDiversity](#)
- [Brazilian Community Services](#)
- [Hopelink](#)
- [Immigrant Women's Community Center](#)
- [Indian American Community Services](#)
- [Islamic Center of Bothell](#)
- [King County Promotores Network](#)
- [Larissa Chuprina](#)
- [Pride Across the Bridge](#)
- [Team TEAD](#)
- [United Hub](#)
- [YES, Latine Youth & Family Services, Community-Based Programs](#)

Information and invitations to participate were also sent by the Partner Cities, posted on EFA's website, and shared with additional groups, organizations, and at events.

It is important to acknowledge the organizations and leaders who contributed their time, energy, and expertise to this initiative. It is also important to acknowledge that there are many more community-based organizations and groups that were invited but could not participate or did not respond. Many of our community members are struggling to meet basic needs, cope with mental health issues, and navigate other stressors. Local organizations are lifelines are helping community members address a range of critical needs. Although they have a strong interest in housing justice, and often advocate in other ways, they do not have the time to add an outreach project like this to the many priorities they are focused on.

Community Participants

This section provides an overview of the characteristics of attendees of community meetings and other survey respondents (broadly called participants throughout the report).

About three-quarters of all participants lived in the five Partner Cities, with just a small percentage (4%) outside of King County. Exhibit 2 shows the detailed distribution, with the highest number of participants (228) in Bellevue, and the smallest number among the Partner Cities in Newcastle (26, or 4%). While this project identified participants by their current city of residence (and also asked about work location, discussed in the Employment subsection of the section Our Experiences, Our Stories), some of the people most impacted by housing cost burden may already have been displaced from the Partner Cities, and may have been unavailable to participate due to this impact.

Exhibit 2. Geographic Distribution by City of Residence

Q: What city do you live in?

City / Geography	Number of Participants	Percentage
Bellevue	228	35%
Bothell	99	15%
Kenmore	40	6%
Newcastle	26	4%
Redmond	101	16%
Seattle	21	3%
Other in King County	109	17%
Outside of King County	27	4%
Grand Total	651	100%

Source: Eastside For All, 2023.

Through the community-based partners, this project sought to engage a broad range of people of color who live or work in the Partner Cities. Exhibit 3 shows the distribution of racial categories with which participants identified. The largest number of responses (198, or 30% of responses) identified the participant as Latino/Hispanic, followed by East Asian (127 responses) and White/Non-Hispanic (113 responses). However, these categories may be overlapping, given the choices provided (“mix race” as well as other categories which are non-exclusive).

Exhibit 3. Self-Identified Race(s)/Ethnicit(ies) of Participants

Q: (Optional) Race/Ethnicity (check all that apply for mixed race/ethnicity)

Race/Ethnicity	Number of Participants Self-Identifying in Category
African	54
Arab or North African	21
Black/African-American (U.S. born)	28
East Asian	127
Eastern European	12
Indigenous, Native Alaskan	8
Latino/Hispanic	198
Mix Race	34
Native Hawaiian or Pacific Islander	1
South Asian	41
Southeast Asian	24
Western European	7
White, non-Hispanic	113
Grand Total	668

Note: There were 551 individual respondents to this question. Respondents could select all answers that apply, so the total number of responses is higher (668) than the number of respondents.

Source: Eastside For All, 2023.

“Надо помочь старшему поколению оставаться в своих домах и их делить с другими семьями.

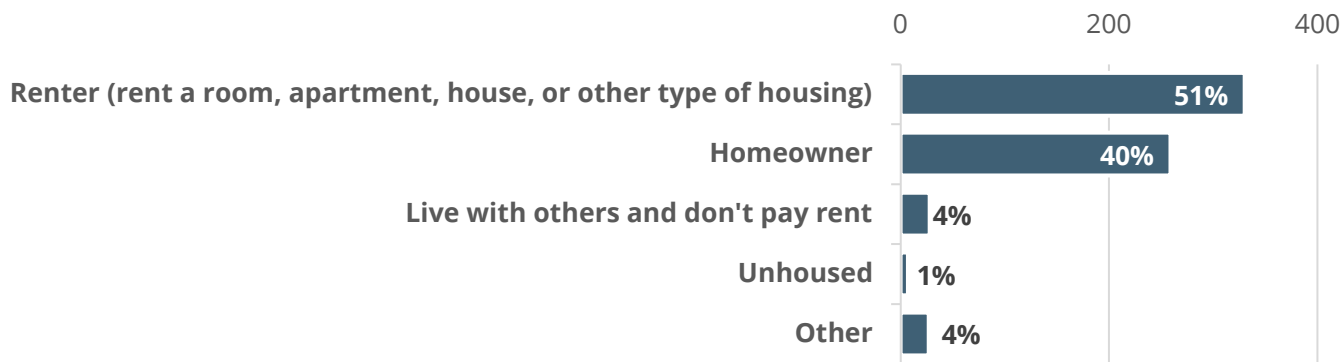
There is a need to help the older generation to stay in their homes and share them with other families.”

- Self-employed homeowner who commutes to Bellevue, Bothell, and Redmond (Russian speaker)

Exhibit 4 shows the situation in which respondents currently live (sometimes known as “housing tenure”). Slightly more than half of respondents (51%) currently rent their housing and 40% are homeowners. The remaining respondents live with others without paying rent or live in other housing types including manufactured homes (commonly called mobile homes) and transitional housing. One percent of respondents (seven people) are unhoused.

Exhibit 4. Housing Situation

Q: “Are you currently...” [with response options as noted]

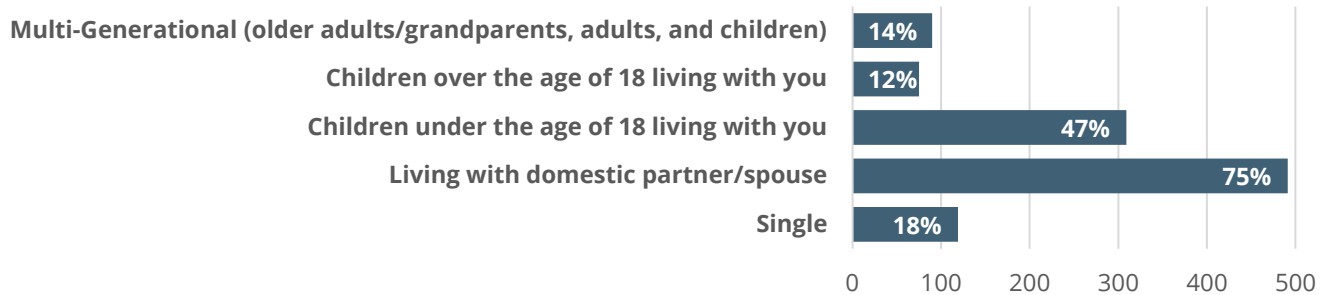


Note: 651 respondents.
Source: Eastside For All, 2023.

Exhibit 5 shows that three-quarters of participants lived with spouses or partners, and almost half (47%) had children under 18 living in their households. However, nearly one in five (18%) lived alone. The question did not include an option for living with roommates or “other,” so this percentage is unknown.

Exhibit 5. Household Composition

Q: "Please describe your household. Check all that apply."



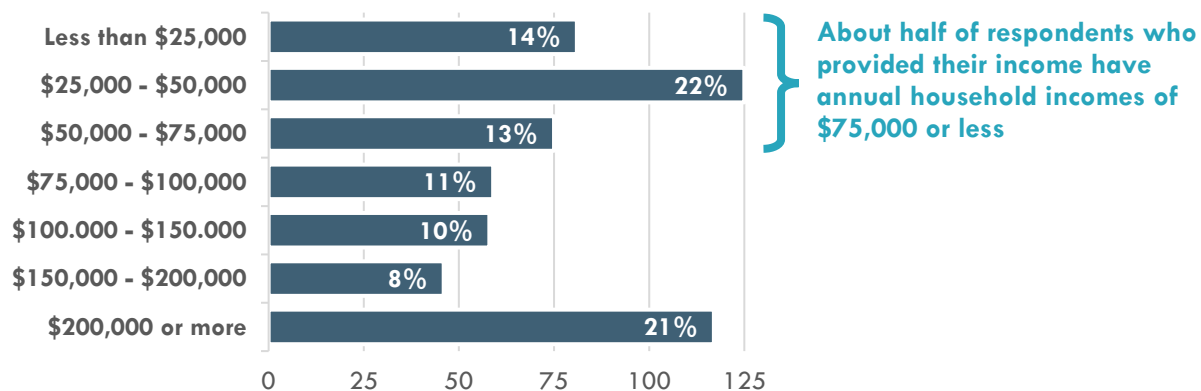
Note: 651 respondents.

Source: Eastside For All, 2023.

When asked about household income, as shown in Exhibit 6, 1 in 7 (14%) of participants said they were not sure or preferred not to answer. Of the 561 participants who did provide a household income, half (281 people) said that their income was \$75,000 or less. One in five said that their household income was higher than \$200,000.

Exhibit 6. Household Income

Q: "What is your annual household income level? (Counting all those who work)"



Note: 561 respondents provided household income. 90 respondents selected "Not sure or prefer not to answer."

Source: Eastside For All, 2023.

"Tired of you ... tearing down historical things in cities, to build homes that people that have helped the community and have lived there for years can't afford. You are taking away [the] culture of cities to put [in] insanely high priced houses."

-18-25 year old employed renter who commutes to Bellevue, Bothell, Redmond, and Kenmore (English speaker)

Our Experiences, Our Stories

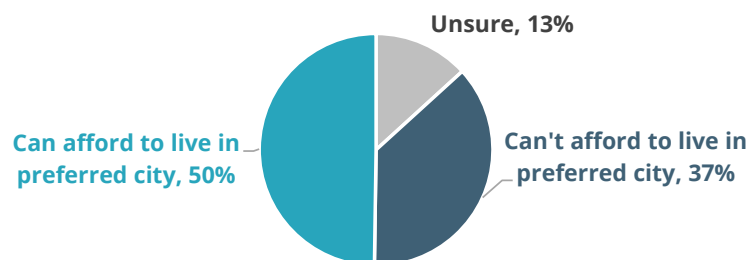


Current and Preferred Housing

Exhibit 7 shows how participants felt about whether they can afford to live in their preferred city. Half of respondents (50%) reported that they can afford to live in their preferred city, while over one-third (37%) reported that they cannot. The rest (one in eight respondents) were unsure of whether they can afford to live in their preferred city. Notably, the survey and community meetings primarily engaged residents and workers in Partner Cities, rather than people who may have already been displaced to locations outside of those cities.

Exhibit 7. Perceived Ability to Afford to Live in Preferred City

Q: "Are you able to afford to live in the city you want to live in?"

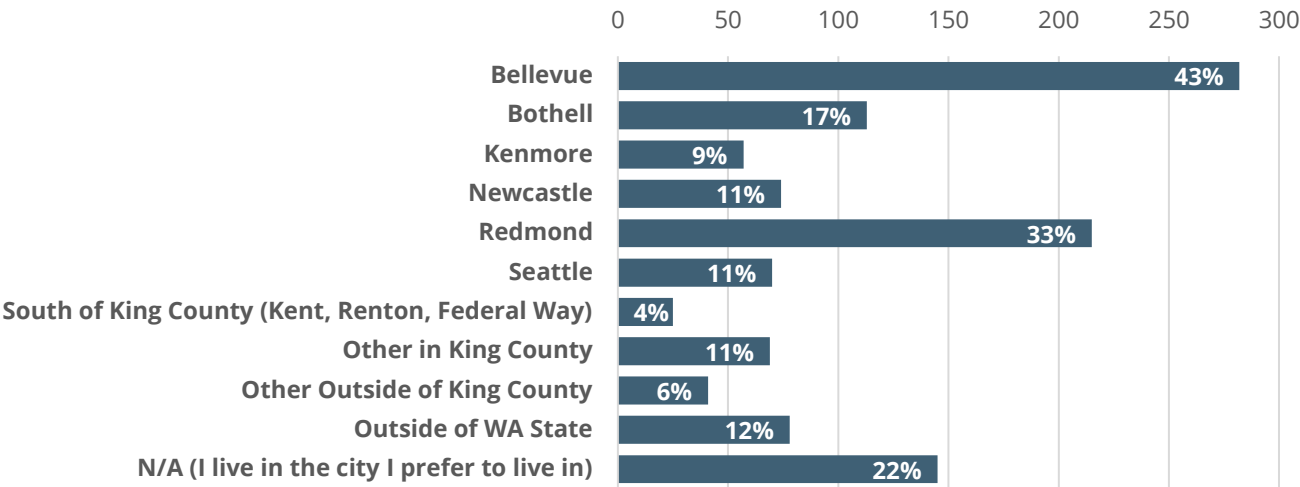


*Note: 651 respondents.
Source: Eastside For All, 2023.*

Exhibit 8 shows the cities in which participants would like to live if they could afford to do so. The largest proportions of respondents would want to live in Bellevue (43%) and/or Redmond (33%). One in five respondents (22%) reported that they currently live in their preferred city.

Exhibit 8. Preferred Cities to Live In

Q: “If you could afford to live in a different city, where would you like to live? Check as many cities/regions as you want.”



*Note: 651 respondents. Percentages do not sum to 100% because respondents could select multiple options.
Source: Eastside For All, 2023.*

“Eu trabalho todos os dias na região de Kirkland mais os altos preços me fazer ter que dirigir muito todos os dias, diminuindo assim o meu tempo de qualidade com minha família.

I work every day in the Kirkland area but the high prices make me have to drive a lot every day, decreasing my quality time with my family.”

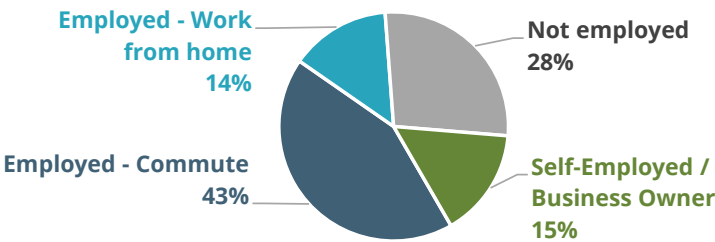
- Self-employed 26-35 year old who would like to live in Redmond (currently commutes to multiple Eastside cities, Portuguese speaker)

Employment

Exhibit 9 shows participants’ employment status. Nearly three-quarters (72%) of respondents are employed, including in a location other than their home (43%), working from home (14%), or with self-employment or business ownership (15%). Slightly more than one-quarter (28%) of respondents are not employed.

Exhibit 9. Employment Status

Q: “Employment”

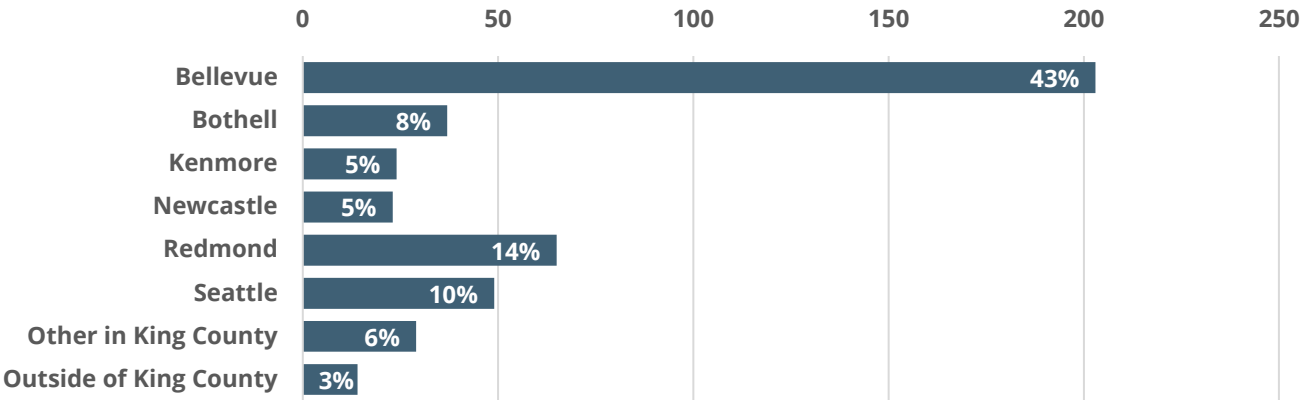


Note: 651 respondents.
Source: Eastside For All, 2023.

Exhibit 10 shows the locations to which participants who work in a location outside of their home commute to work. The largest proportion of respondents (43%) commute to Bellevue, and the next highest proportion of respondents (14%) commute to Redmond. This aligns with participants’ preferred cities of residence as shown in Exhibit 8.

Exhibit 10. Locations of Employment

Q: “If you are employed and you commute to work, what city do you work in? Check all that apply.”



Note: 467 respondents. Percentages do not sum to 100% because respondents could select multiple options.
Source: Eastside For All, 2023.

“We are [a] hardworking family and it pains me to say that we still can't afford to buy a house in the place we want to live in because of the outrageously high housing markets.”

- 26-35 year old, employed Bothell renter (English speaker)

Middle Housing: Aspirations and Preferences

The survey presented respondents with sample price ranges from Zillow to rent and own middle housing versus a single-family home, as shown in Exhibit 11. The survey then then asked participants if they thought they would be able to afford middle housing, given these price ranges, shown in Exhibit 12.

Exhibit 11. Zillow Cost Estimates for Rental and Ownership of Single-Family Homes and Middle Housing

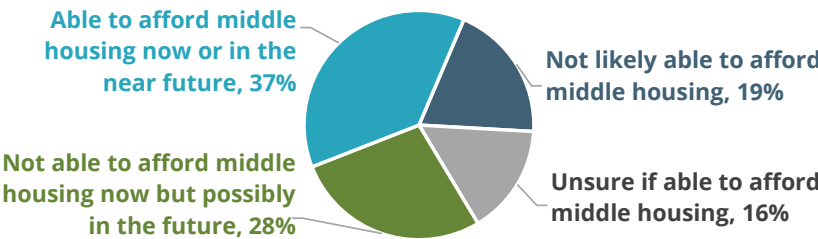
	Estimated Rent Range			Estimated Cost to Own Range		
	Minimum	Maximum	Median	Minimum	Maximum	Median
Single-family Home	\$1,995	\$9,800	\$4,725	\$824,000	\$9,850,000	\$2,662,500
Middle Housing	\$2,200	\$4,600	\$3,593	\$510,000	\$980,000	\$732,000

Source: Zillow, April 2023.

Exhibit 12 shows that more than one-third (37%) of respondents thought that they could afford to rent or own middle housing now or in the near future and more than one-quarter (28%) reported that they could not afford middle housing now but that they possibly could in the future. One in five respondents (19%) reported that it is not likely that they could afford to rent or own middle housing and one in six (16%) were unsure.

Exhibit 12. Perceived Likelihood of Being Able to Afford Middle Housing for Themselves

Q: “Considering the above price ranges to rent or own middle housing, would middle housing be affordable for you?”



Note: 651 respondents.
Source: Eastside For All, 2023.

“No middle housing please in our Newcastle neighborhoods.”

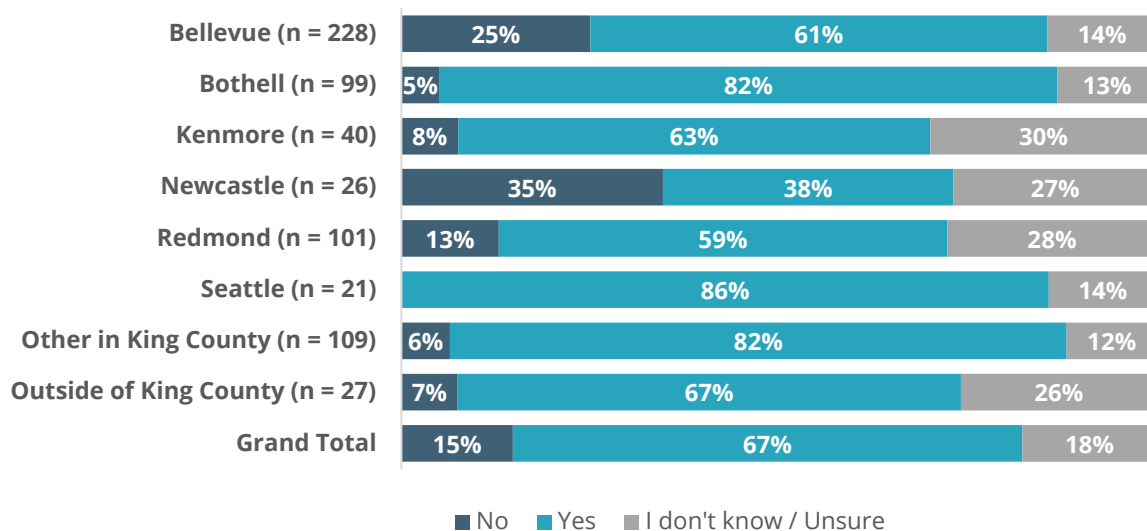
- 45–54-year-old employed Newcastle home owner (English speaker)

Across all participants, two-thirds (67%) expressed support for having middle housing options in their city; 15% did not support middle housing options, while the rest (18%) were unsure.

Exhibit 13 shows the support by city of residence. Among residents in Partner Cities, support was lowest in Newcastle (38%) and highest in Bothell (82%), and hovered around 60% in the other three Partner Cities.

Exhibit 13. Support for Middle Housing by City of Residence

Q: “Do you support having Middle Housing options in your city even if you may not be able to afford it?”



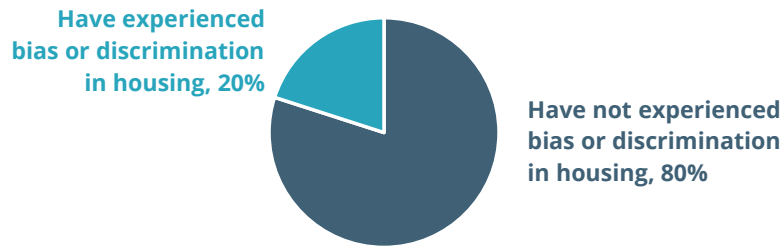
Note: 651 respondents. “n” refers to the number of people who responded in the category shown to the left, for example, 228 Bothell residents.

Source: Eastside For All, 2023.

Exhibit 14 shows that one in five respondents had previously experienced discrimination in housing. These experiences may cause distrust of authorities that guide or enforce housing policy, and make respondents less likely to expect that middle housing would be accessible to them, whether or not they could afford it.

Exhibit 14. Experiences with Bias or Discrimination in Housing

Q: “(Optional) Have you or someone in your household experienced bias or discrimination in housing?”

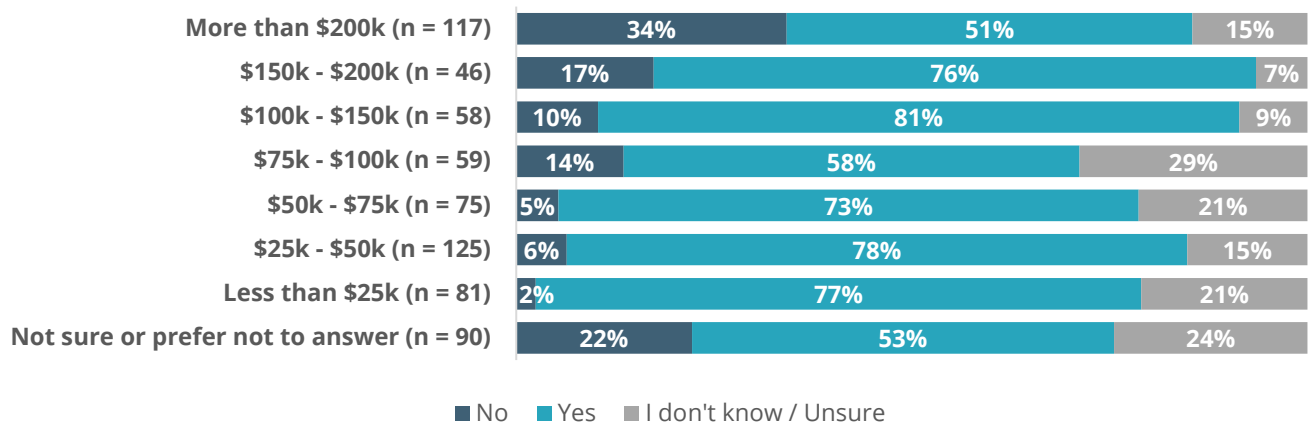


Note: 584 Respondents
Source: Eastside For All, 2023.

Participants also showed support for middle housing across all income levels, as shown in Exhibit 15. Support was lower at the highest income level (51% of households with incomes above \$200,000 supported middle housing options) but was only 58% among households with incomes between \$50,000 and \$75,000, and was 53% among people who preferred not to answer. Eastside For All believes that some participants may have responded not supporting middle housing because they think of it as competing with the need for affordable housing for people at lower income levels.

Exhibit 15. Support for Middle Housing by Income Level

Q: “Do you support having Middle Housing options in your city even if you may not be able to afford it?”



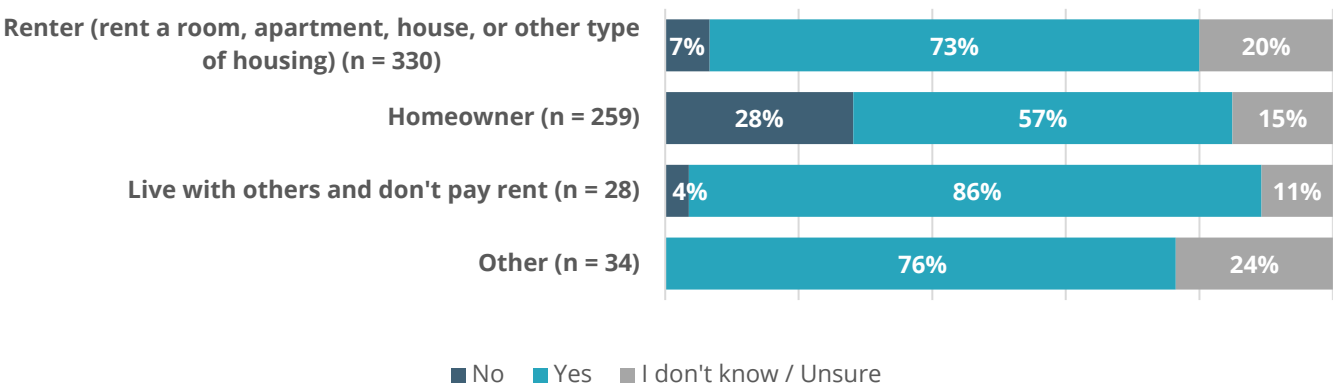
Note: 651 Respondents
Source: Eastside For All, 2023.

“Bellevue is really amazing but extremely expensive. Is a great place but not accessible for most of the community around. To live there you must have a very good income and prove you are very financially stable, otherwise almost not possible.”

- 18-25 year old self-employed Bellevue renter (English speaker)

As shown in Exhibit 16, respondents who owned their homes were less likely to support middle housing (57% supporting) than others. Almost three-quarters of renters (73%) and even higher proportions of people living with others without paying rent or in other housing situations (including being unhoused) supported middle housing.

Exhibit 16. Support for Middle Housing by Current Housing Situation



Note: 651 Respondents
Source: Eastside For All, 2023.

There was broad support for middle housing across self-identified racial categories, although the limited number of respondents of some ethnicities and races make this data less reliable. More detail is available in Appendix

B. Full Results.

Business Owner Experience

Because the BIPOC communities engaged through this project include many small business owners (15% of participants), EASTSIDE FOR ALL and its partners sought information from their unique perspective. The survey provided instructions that asked only business owners to respond to the questions shown in this section.

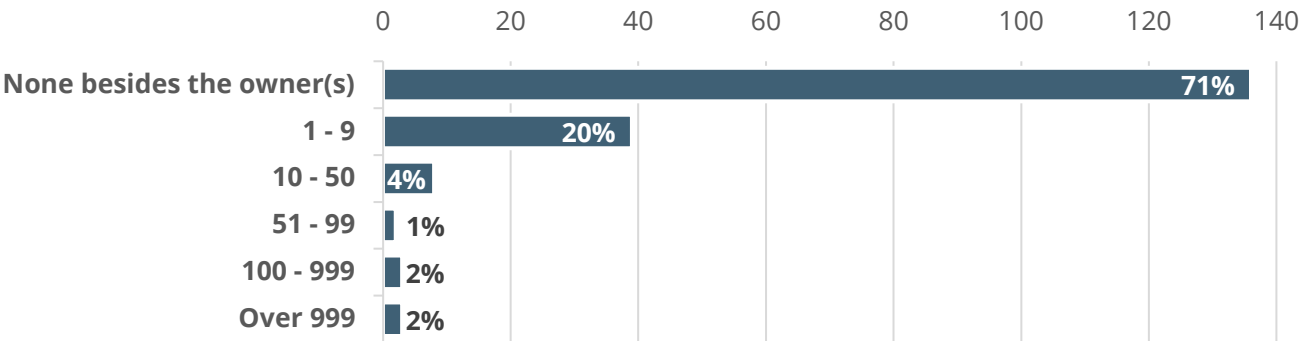
Exhibit 17 shows the number of employees at respondents' businesses. Nearly three-quarters (71%) of respondents are the sole employee at their businesses. One in five respondents (20%) have between one and nine employees, and the remaining 5% of business owner respondents have 10 or more employees. These limited numbers of employer respondents suggest that Partner Cities should use caution in relying on this data to guide decision-making.

"Housing is becoming more and more expensive. I am afraid the younger generations cannot afford to buy their own house at all. We need a change."

- 46-55 year old elf-employed Redmond business owner, home owner (English speaker)

Exhibit 17. Number of Employees at Respondents' Businesses

Q: "How many employees do you have?"

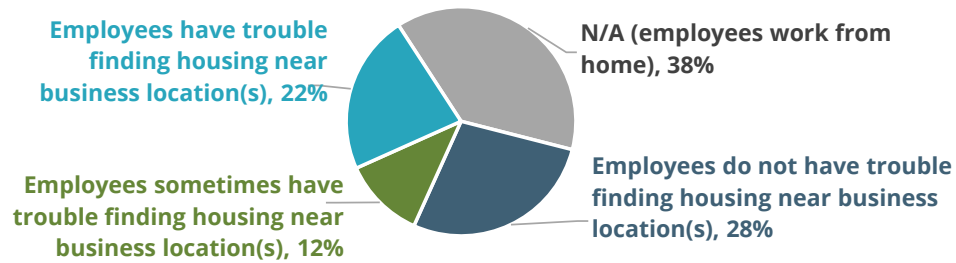


Note: 191 Respondents
Source: Eastside For All, 2023.

Exhibit 18 shows how participants assess their employees' difficulty in finding housing near their business location(s). One-third (34%) of respondents reported that their employees have trouble or sometimes have trouble finding housing near their business location(s). The remaining two-thirds of respondents reported that their employees do not have difficulty with this or work from home. There is an unexplained discrepancy in the number of people who responded to this question (173) given that only 55 people reported having employees besides themselves in the previous question (as shown in Exhibit 17).

Exhibit 18. Employer Assessment of Employee Difficulty Finding Housing Near their Business Locations

Q: “Do your employees have trouble finding housing near your business location(s)?”



Note: 173 Respondents

Source: Eastside For All, 2023.

“Me siento muy frustrada, preocupada y triste. Necesitamos precios accesibles para personas de bajos recursos.

I feel very frustrated, worried and sad. We need affordable prices for low-income people.”

- 36–45-year-old employed Bellevue renter (Spanish speaker)



Reflecting Community Priorities

ARCH and Partner Cities have taken meaningful steps to equitably involve community members in housing policymaking. ARCH and Partner Cities have engaged with a broad cross-section of community members to shape housing policy and investment at the local level, and have conducted racial equity analysis to address displacement of lower-income households from communities that have historically been subject to discriminatory housing policies. Nonetheless, there are still significant barriers to meaningful participation in this work for populations whose voices and perspectives have not historically been a part of public planning processes in East King County.

As noted in the Background section above, despite a strong interest in housing justice, many members of these underrepresented communities are struggling with basic needs and do not have the time to add an outreach project like this to the many priorities they are focused on. For these same reasons, middle housing can seem unattainable to many lower-income households. For the many residents in our communities struggling with housing cost burden and housing insecurity, it may be hard to form meaningful opinions about new housing production, even for units costing less than traditional single-family homes. Future townhouses and duplexes can seem far off to people in a housing crisis.

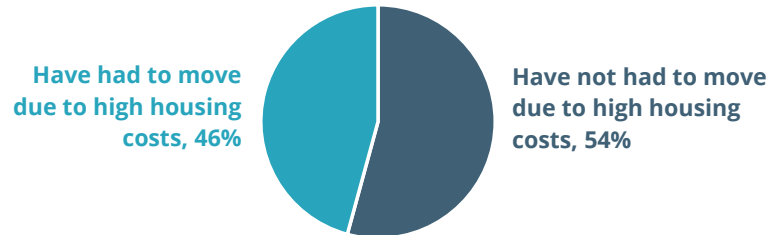
This section describes respondents' experience with displacement and highlights their homeownership aspirations and hopes for themselves.

Displacement

Exhibit 19 shows the proportion of respondents who have previously had to move due to the high costs of renting or owning a home. Nearly half (46%) of respondents have had to move due to high housing costs.

Exhibit 19. Prior Displacement due to Housing Affordability

Q: “Have you had to move because of the high costs of renting and/or owning a home?”



Note: 651 Respondents

Source: Eastside For All, 2023.

“住宅增加，人口稠密，也许会给交通、治安和教育带来一些麻烦

The increase in housing and population density may indeed bring about some challenges in terms of transportation, public safety, and education.”

- 56–65-year-old employed Bellevue homeowner (Chinese speaker)

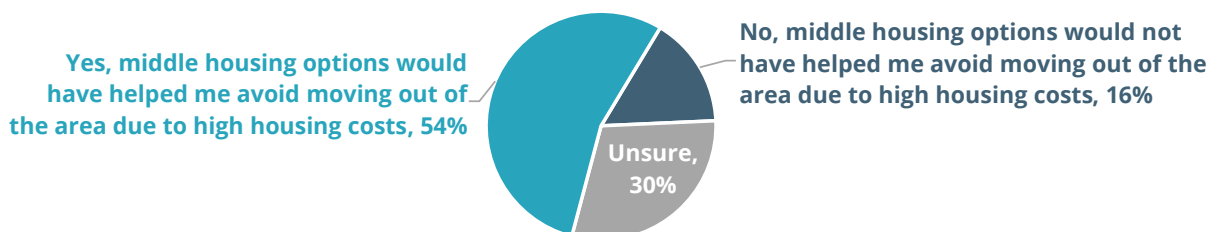
Exhibit 20 shows whether respondents thought more middle housing options could have prevented their displacement. Notably, 523 survey participants responded to this question, while only 298 participants reported that they had previously had to move due to high housing costs in response to the question shown in Exhibit 19. More than half (54%) of the 523 respondents reported that the availability of more middle housing options would have helped them stay in the area, while one-third (30%) were unsure. One in six respondents (16%) noted that middle housing options would not have helped them stay in the area during prior displacement events.

“I dislike your housing policies. These cost-reducing middle housing options are simply exacerbating factors like traffic congestion and community insecurity.”

- 36-54-year-old self-employed Bothell homeowner (English speaker)

Exhibit 20. Can Middle Housing Options Help Residents Avoid Displacement?

Q: “(Optional) If in the past you had to move for financial reasons, would more Middle Housing options have helped you stay in the area?”



Note: 523 Respondents

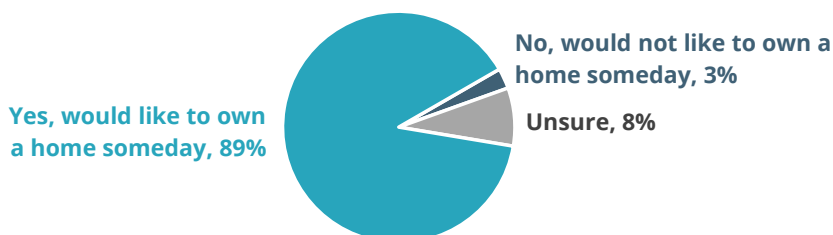
Source: Eastside For All, 2023.

Housing Aspirations and Interest

While many of the people who provided input have experienced displacement or other challenges with basic housing affordability, they largely do aspire to own homes. Exhibit 21 shows that among those who did not respond that they already owned a home, almost 90% of respondents said that they would like to own a home someday. (Since only 195 respondents to this question said that they already owned a home, versus 259 who said that they were homeowners in Exhibit 4, some homeowners must have said that they were unsure, would, or would not like to own a home someday if it is financially possible.)

Exhibit 21. Homeownership Status and Aspirations

Q: “Would you like to own a home someday if it is financially possible?”



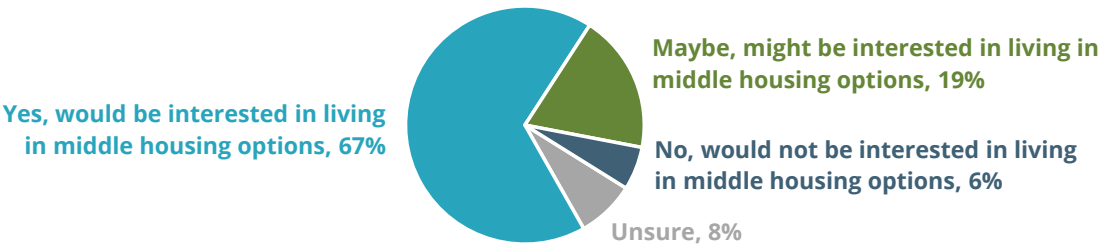
Note: 456 Respondents. An additional 195 respondents indicated they already own a home.

Source: Eastside For All, 2023.

Given descriptions of middle housing types (see Background) and estimated cost ranges for middle housing (see Exhibit 11. Zillow Cost Estimates for Rental and Ownership of Single-Family Homes and Middle Housing), participants were asked if they would be interested in middle housing *if it was affordable to them*. Exhibit 22 shows the responses from people who did not say that they already own a home. While two-thirds said that they would be interested in middle housing, it's important to reflect on how this is qualified. Nearly 300 of 651 respondents said they had experienced displacement due to high housing costs. For these and other people under significant financial pressure simply to stay in their current housing, even homeownership of lower-cost middle housing might be too high to be affordable.

Exhibit 22. Interest in Middle Housing Among Non-Homeowners

Q: “If these types of middle housing options would be affordable to you, would you be interested in them for your home?”



Note: 392 Respondents. An additional 259 participants said that they were already homeowners. “These types” refer to middle housing examples provided in the survey, as described in the Background and in Exhibit 12.
Source: Eastside For All, 2023.

“No conozco los líderes de mi ciudad y la mera verdad no sé si este tema se toque con ellos.

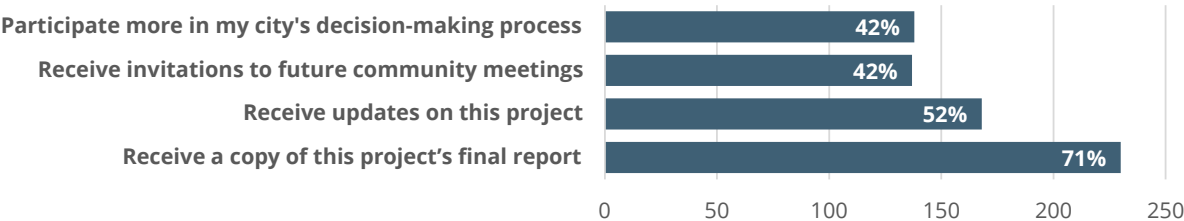
I do not know the leaders of my city, and to be truthful I don't know if this issue is something they deal with.”

- 36–45-year-old employed Bellevue renter (Spanish speaker)

This was the first time some participants were asked about the topic of housing, and others said that they didn't know whether their city leaders cared about this topic. Almost three-quarters (71%) asked to receive a copy of the report, but a smaller percentage (just 42%) expressed interest in participating more in their city's decision-making process or receiving invitations to future community meetings. One possible explanation for this discrepancy is the need to connect more concretely with participants on their priorities: to reflect their contributions in city policies, and to build further trust.

Exhibit 23. Interest in Further Engagement about this Project

Q: “Interest in further engagement”



Note: 326 respondents. Percentages do not sum to 100% because respondents could select multiple options.
Source: Eastside For All, 2023.

Eastside For All (EFA) wishes to acknowledge ARCH and the Cities of Bellevue, Bothell, Kenmore, Newcastle, and Redmond for investing in community-based outreach efforts to ensure participation from people whose opinions are typically lacking in city forums, surveys, and other engagement efforts. Building bridges between community members and the city governments was an important desired outcome, beyond gathering input on middle housing.

By supporting and compensating each community group to co-design the process and facilitate outreach in culturally specific ways that are most relevant and meaningful, the network of organizations and leaders were successful in engaging diverse opinions and experiences. (See Appendix A, Methodology, for details on the community-centered approaches.) Trusted messengers, who share similar cultures and backgrounds to those they work with, extended personal invitations to their community members in the context of existing relationships, conversations, and priorities - as opposed to a one-time isolated outreach effort. This aligned with community-based groups' desire to have ongoing influence and impact on decision-making, with more opportunities to share their voices in their own languages and in supportive settings that nurture future civic involvement and leadership opportunities.

EFA extends deep gratitude to the community-based organizations and leaders who took time out of their many priorities to partner on this project. Their insights and guidance were essential to the project's success and most importantly, to ensuring that a broad range of community members were given the opportunity to voice their needs and suggestions for regional decision-making. Thank you to each community member who came to learn about middle housing, shared their personal experiences about the local housing crisis, and provided thoughtful input in hopes that their participation would help others or future generations, regardless of whether they would be able to personally benefit.

EFA also wishes to thank BERK Consulting, Inc. for developing the written report in a way that closely aligned with the focus and spirit of the outreach effort.

Appendices

A. Methodology

Typically, engagement efforts with cities or other large institutions do not include local community groups and leaders in the co-creation process, which often means that the first time community organizations are aware of the outreach is when they receive an email to invite their community members to a focus group or to complete a survey. While these engagement activities are often provided in other languages, the translations are not consistently vetted for accuracy and cultural meaning. The information shared in the invitations often requires community organizations to craft messaging to convey the importance of the topic and the relevance to their community members. Most organizations do not have the time or bandwidth for this work, nor are they compensated for it.

Nonprofit leaders are mindful about what they ask of their communities. Without taking part in the planning and design, many organizations are reluctant to encourage their community members to participate, not knowing what to expect, how people will be treated, who is facilitating the meeting or survey, and how their opinions will be received.

The methodology and approach sought to address these challenges by including community partners at the beginning of the process and supporting the engagement methods they recommended. While the input to ARCH and the Partner Cities about middle housing was important, the network of community-based partners emphasized the opportunity to support their communities who are struggling with housing options. They wanted to have conversations, understand how cities make decisions, and have a supportive space to share their experiences, needs, and ideas. Organization partners were encouraged to have individual and group conversations alongside sharing the survey.

Timeline and Key Activities

February 15, 2023

Eastside For All was selected as the lead organization for the outreach effort.

February 22, 2023

Initial meeting with ARCH and the Partner Cities (5 additional meetings of this group took place through May 24th).

March 2023

Eastside For All contacted Eastside-based organizations who have been involved in housing issues or other community engagement projects, as well as additional organizations that may not have been involved, but serve populations that the project intended to reach. An overview of the project, including compensation information, was sent out and invitations to participate were extended to community-based organizations and local community leaders.

March-April 2023

- 21 individual and small group meetings took place with potential community-based partners to provide more details about the project including what would be expected and the desired outcomes.
- As partner organizations were identified, subcontractor agreements were prepared and finalized.
- A subgroup of the partners participated in the early co-design process, providing input on the materials about middle housing that would be most helpful for community members, identifying their desired outcomes, and drafting questions that would be best to ask of their communities.

- Eastside For All compiled the input and created an initial survey draft and presentation materials in English and Spanish. These were reviewed and edited by the subgroup.
- Updates to the English and Spanish versions were completed. The final English version of the presentation and survey was translated into Russian, Chinese, Portuguese, Japanese, Hindi, and Arabic by professional translators. The survey was also translated into Vietnamese and Korean to reach additional communities that would potentially be impacted by middle housing policies. (There are many more language and cultural groups in the region; however, without a community-based group to engage for each cultural community, the project was limited to the community's current capacity for the type of outreach required to support full engagement from participants.)
- Outreach partners vetted the translations and made corrections.
- A list of community resources related to housing was developed and translated into the primary outreach languages, to be shared with participants throughout the engagement project who needed housing help.
- The event host survey was created and shared to be completed by organizations after each event they facilitated. It captured basic information about attendees and overall themes discussed.
- Partner organizations were provided with information on how to distribute and document stipends to community members to support their participation in events. Most provided \$25 in the form of Visa gift cards.

Mid-April to May 25, 2023 (survey closed on May 25)

The bulk of the outreach activities took place following spring break and the end of Ramadan. Community-based organizations and leaders engaged in a range of outreach efforts including:

- Virtual and in person group meetings/events, either as part of existing gathering times or as additional ones.
- Individual phone calls and meetings.
- Tabling at community events.
- Sharing via social media and emails.

Outreach partners hosted 22 events with a total of 12 languages spoken at the various events. Because events were hosted in language by community-based partners – some of whom are multilingual – it was common to have events in multiple languages. Organization staff and leaders facilitated the events, which contributed to the welcoming and safe space as well as allowed each community to put the topic in context of their community's priorities.

Most events were attended by 8-15 participants; there was one large group with 98 participants and a tabling event at the United Festival in Redmond with several organizations who shared information about the middle housing effort with over 1,000 event attendees.

Along with Eastside For All, four community-based organizations jointly hosted an event with some of the Eastside cities on May 3, 2023 called *Let's Build for All*. This interactive community engagement workshop invited community members to share ideas about their ideal neighborhoods. Although not specifically part of the middle housing outreach project, event partners shared a handout with the survey links in multiple languages at their tables and spoke about the middle housing effort. There were 75 attendees.

Eastside For All was in regular communication with the outreach partners throughout the project to provide support, answer questions, process payments, and send reminders about due dates.

May 26 to June 15, 2023

- Eastside For All compiled the raw data from the spreadsheets, highlighting data per the co-design input from the community partners as well as the data requested by ARCH and the Partner Cities.
- Community-based organizations assisted with the translation of a small number of quotes to be featured in the report.
- Eastside For All engaged BERK Consulting, Inc. to draft the report summary, including the design layout.
- Eastside For All organized detailed data to post online.
- Drafts of the report were shared with ARCH, the Partner Cities, and the community-based partners.
- Final report prepared and published.

Next Steps

Eastside For All's proposal to serve as the lead community-based organization included engaging community members after the project to build ongoing relationships with city staff and leaders. The community-based partners will again be involved in co-planning, working on a series of gatherings where community members can hear how their input is being used and other ways they can get involved. As part of that planning process, there will be a debrief of the outreach effort. The group will highlight what went well and what can be improved. This information will be shared with ARCH, the Partner Cities, and others interested in engaging community members from a range of races and cultures in large initiatives.

B. Full Results

Full survey results are available online at <https://eastsideforall.org/middle-housing-outreach/>.

APPENDIX G

Comprehensive Plan Engagement 2021-2024

Planning Commission Meetings

February 16, 2021 – Vision statement

<https://kenmore.civicweb.net/document/109998>

March 2, 2021 – Land Use, Housing

<https://kenmore.civicweb.net/document/110298>

April 20, 2021 – Land Use, Housing

<https://kenmore.civicweb.net/document/111095>

June 1, 2021 Land Use – TOD

<https://kenmore.civicweb.net/document/111930>

June 15, 2021 Land Use – TOD

<https://kenmore.civicweb.net/document/112486>

July 6, 2021 Land Use

<https://kenmore.civicweb.net/document/112807>

August 3, 2021 – Community Survey Comp Plan Vision Statement

<https://kenmore.civicweb.net/document/113446>

August 17, 2021 - Community Survey Results and Public Participation Plan

<https://kenmore.civicweb.net/document/113705>

Sept 14, 2021 – Vision Statement and Housing

<https://kenmore.civicweb.net/document/114130>

September 21, 2021 – Housing – Missing Middle

<https://kenmore.civicweb.net/document/114274>

October 5, 2021 – Vision Statement, Housing

<https://kenmore.civicweb.net/document/114552>

October 19, 2021 – Housing

<https://kenmore.civicweb.net/document/114739>

November 4, 2021 – Housing

<https://kenmore.civicweb.net/document/114739>

December 7, 2021 – Housing, Vision Statement

<https://kenmore.civicweb.net/document/116313>

January 4, 2022 – Housing, Land Use

<https://kenmore.civicweb.net/document/116735>

January 18, 2022 – Land Use

<https://kenmore.civicweb.net/document/117231>

February 1, 2022 – Housing Element

<https://kenmore.civicweb.net/document/117459>

March 1, 2022 – Housing, Land Use, Capital Facilities

<https://kenmore.civicweb.net/document/118384>

March 15, 2022 – Vision, Housing, Land Use

<https://kenmore.civicweb.net/document/118622>

May 17, 2022 – Public Hearing – Vision, Land Use, Housing, Capital Facilities

<https://kenmore.civicweb.net/document/120280>

June 7, 2022 – Recommendations to Council

<https://kenmore.civicweb.net/document/121037>

August 2, 2022 – Transportation

<https://kenmore.civicweb.net/document/122784>

Sept 6, 2022 – Transportation

<https://kenmore.civicweb.net/document/123151>

November 1, 2022 - Transportation

<https://kenmore.civicweb.net/document/125671>

January 17, 2023 – Transportation, Public Services

<https://kenmore.civicweb.net/document/127055>

February 21, 2023 – Public Services, Utilities

<https://kenmore.civicweb.net/document/127987>

March 7, 2023 – Public Hearing and Recommendations – Transportation

<https://kenmore.civicweb.net/document/128370>

April 4, 2023 – Transportation, Utilities

<https://kenmore.civicweb.net/document/129092>

April 18, 2023 – Climate Action

<https://kenmore.civicweb.net/document/129417>

May 2, 2023 – Climate Action

<https://kenmore.civicweb.net/document/129709>

May 16, 2023 – Climate Action

<https://kenmore.civicweb.net/document/130096>

June 6, 2023 – Climate Action, Utilities

<https://kenmore.civicweb.net/document/130471>

June 20, 2023 – Climate Action

<https://kenmore.civicweb.net/document/130795>

July 18, 2023 – Public Services, Utilities

<https://kenmore.civicweb.net/document/131864>

August 15, 2023 – Public Services, Utilities

<https://kenmore.civicweb.net/document/132244>

September 5, 2023 – Public Hearing – Transportation, Climate Action. Public Services

<https://kenmore.civicweb.net/document/132549>

October 17, 2023 – Economic Development

<https://kenmore.civicweb.net/document/190223>

November 21, 2023 – Economic Development

<https://kenmore.civicweb.net/document/249659>

December 5, 2023 – Economic Development

<https://kenmore.civicweb.net/document/250103>

January 16, 2024 – Public Hearing - Economic Development Element

<https://kenmore.civicweb.net/document/251041>

February 6, 2024 – Recommendations to Council

<https://kenmore.civicweb.net/document/252783>

March 5, 2024 - Rezone for Land Use Element

<https://kenmore.civicweb.net/document/253345>

April 2, 2024 – Downtown and Community Design

<https://kenmore.civicweb.net/document/254075>

May 7, 2024 – Natural Environment

<https://kenmore.civicweb.net/document/255052>

June 4, 2024 – Middle Housing Code Update

<https://kenmore.civicweb.net/document/255405>

June 18, 2024 – Natural Environment and Surface Water

<https://kenmore.civicweb.net/document/255876>

July 2, 2024 – Downtown and Community Design

<https://kenmore.civicweb.net/document/256060>

July 30, 2024 – Natural Environment and Surface Water
<https://kenmore.civicweb.net/document/256659>

August 20, 2024 – Public Hearing - Downtown and Community Design
Review Housing, Land Use
<https://kenmore.civicweb.net/document/256861>

September 3, 2024 – Public Hearing – Natural Environment, Surface Water, Code Amendments
Review Housing, Land Use
<https://kenmore.civicweb.net/document/257167>

September 17, 2024 – Housing, Land Use
<https://kenmore.civicweb.net/document/257526>

October 1, 2024 – Housing, Land Use, Introduction to the Comprehensive Plan
<https://kenmore.civicweb.net/document/257930>

October 15, 2024 – Public Hearing - Housing, Land Use, Introduction to the Comprehensive Plan
<https://kenmore.civicweb.net/document/258309>

City Council Meetings

October 25, 2021 – Housing, Climate Action
<https://kenmore.civicweb.net/document/114986>

November 8, 2021 – Capital Facilities
<https://kenmore.civicweb.net/document/115238>

November 22, 2021 – Climate Action Plan
<https://kenmore.civicweb.net/document/115541>

December 13, 2021 – Transportation
<https://kenmore.civicweb.net/document/116378>

January 10, 2022 – Transportation
<https://kenmore.civicweb.net/document/117006>

March 28, 2022 – Status update on Comprehensive Plan
<https://kenmore.civicweb.net/document/119108>

May 16, 2022 – Climate Action
<https://kenmore.civicweb.net/document/120156>

July 11, 2022 – Comprehensive Plan Update
<https://kenmore.civicweb.net/document/121886>

July 25, 2022 - Comprehensive Plan Development Regulation Amendments

<https://kenmore.civicweb.net/document/122239>

September 12, 2022 – Comprehensive Plan Amendments, Vision Statement, Land Use, Housing, Capital Facilities including Middle Housing.

<https://kenmore.civicweb.net/document/123483>

October 3, 2022 - Comprehensive Plan Amendments, Vision Statement, Land Use, Housing, Capital Facilities including Middle Housing.

<https://kenmore.civicweb.net/document/124920>

September 18, 2023 - Planning Commission Recommendation on the Transportation Element update of the Comprehensive Plan

<https://kenmore.civicweb.net/document/142826>

October 9, 2023 – Agenda Bill - Transportation Element

<https://kenmore.civicweb.net/document/177134>

October 16, 2023 - Planning Commission Recommendation on the Public Services Element and Utilities Element of the Comprehensive Plan

<https://kenmore.civicweb.net/document/189214>

May 20, 2024 - Economic Development

<https://kenmore.civicweb.net/document/255307>

October 28, 2024 - Planning Commission Recommendations of Comprehensive Plan Amendments - Housing Element, Land Use Element, Introduction Section

<https://kenmore.civicweb.net/document/258792>

Outreach

Spring 2021 Community Survey on Vision Statement

Newsletters etc.

Fall 2024

[Kenmore Quarterly Fall 2024](#)

Winter 2024

[Kenmore Quarterly: Winter 2024 Newspaper](#)

Fall 2023

[Kenmore Quarterly Fall 2023 Newspaper](#)

Fall 2022

[Kenmore Quarterly Fall 2022](#)

Spring 2022

[Kenmore Quarterly Spring 2022](#)

Winter 2022

[Kenmore Quarterly Winter 2022](#)

Fall 2021

[Kenmore Quarterly Fall 2021](#)

Summer 2021

[Kenmore Quarterly Summer 2021](#)

MEMORANDUM

To: Todd Hall and Debbie Bent
City of Kenmore

From: Joel Farias, Sam Matterazzo, Clay White, and Nick Chen
Kimley-Horn and Associates, Inc.

Date: November 1, 2024

Subject: Land Capacity Analysis Memorandum

INTRODUCTION AND INITIAL FINDINGS

The City of Kenmore (City) contracted Kimley-Horn and Associates, Inc. (Kimley-Horn) to prepare a Land Capacity Analysis (LCA) consistent with the Growth Management Act (GMA) requirements in RCW 36.70A.115 and WAC 365-196-325. The LCA was prepared based on the methodology used in the 2021 King County Urban Growth Capacity report. The LCA reviews existing capacity for population, housing, and employment in the City limits.

Table 1 shows the initial findings of the LCA under existing conditions. **Overall, the City showed sufficient total capacity for housing, jobs, and population allocations.** The following methodology walks through each step of the analysis.

Table 1: Initial Findings Summary

Subject	Findings
Housing Capacity (inc. pipeline)	6,748 dwelling units
Housing Surplus	3,678 dwelling units
0-80% AMI Housing Surplus	2,147 dwelling units
>80-120% AMI Housing Surplus	1,531 dwelling units
Net Commercial/Industrial Capacity	52.38 acres
Employment Capacity	3,252 jobs
Employment Surplus	52 jobs

METHODOLOGY

As part of the City of Kenmore's 2024 Comprehensive Plan Periodic Review and update, an analysis of housing, population, and employment land capacity is required. This analysis is conducted utilizing the methodology as outlined in the [2021 King County Urban Growth Capacity Report](#) (UGC). The UGC Report was completed before The Department of Commerce created the [Housing for All Planning Tool \(HAPT\)](#), so [Commerce's 2024 guidance on implementing HB 1220](#) was used for calculating capacity by Area Median Income. The objective is to determine whether Kenmore possesses sufficient land densities and buildable lands to accommodate planned growth out to 2044.

King County, in compliance with the 2021 Washington House Bill 1220 amendments to the GMA, has allocated projected growth (population, housing, and jobs) to the City of Kenmore. House Bill 1220 requires jurisdictions to address the housing needs of people making different incomes as part of their Comprehensive Plan updates. To satisfy these new requirements, an analysis of the City's existing and proposed zoning and development regulations was completed to demonstrate that the housing types and quantities that meet the need of each of the Areas Median Income brackets is available.

The King County CPPs allocated a total of 3,070 housing units to the City of Kenmore to plan for between 2020 and 2044. **Table 2** shows how the 3,070 units of housing are broken down by income level. The CPPs allocated a job growth target of 3,200 jobs between 2020 and 2044. The existing jobs as of 2023 were used to capture job growth between 2020 and 2023.

Table 2: City of Kenmore Permanent Housing Needs by Income Level (% of Area Median Income)

2020-2044	Total	0-30% Non-PSH	0-30% PSH	>30- 50%	>50- 80%	>80- 100%	>100- 120%	>120%
Estimated Housing Supply (2020)	9,589	359	0	835	1,183	1,277	1,517	4,418
Kenmore Housing Growth Targets (2020-2044)	3,070	1,063	559	483	393	75	85	412

Source: [King County Countywide Planning Policies](#) (CPPs), 2023

Table 3: Employment Targets

City	2023 Job Total	2044 Job Target Allocation
Kenmore	4,165	3,200

Source: [PSRC Covered Employment](#), 2023 and [King County Countywide Planning Policies](#) (CPPs), 2023

CURRENT CONDITIONS

A detailed analysis was conducted on the City's existing conditions. The analysis included a review of the City's pipeline housing units. Pipeline units can be summarized as any units that are not reflected in the City's 2020 housing supply used by King County to allocate housing units. The total pipeline count for the City is comprised of three major categories: housing units built since 2020, building permits issued since 2020, and projects currently under review by staff.

Properties in the permit pipeline or with issued building permits are assumed to develop consistent with their permit applications and are excluded from the land capacity analysis. While these properties do not provide capacity for future residential development yet, the anticipated development may be counted toward meeting the projected housing needs. For projects which are under review, a base level permitting step of at least preliminary approval was set to be considered a pipeline development. There is one exception to this rule, and that is if the City is working jointly with a developer to develop a property. Two such projects were identified and classified as pipeline developments.

Residential development that has occurred between Dec 31, 2020 (the base year for the projected housing needs) and September 1st, 2024, was classified as pipeline development and counted toward

meeting projected housing needs. Residential developments classified as pipeline are deducted from the jurisdiction's projected housing needs.

Table 4 and **Table 5** show a summary of the pipeline development units in the City by both housing type and category of pipeline development. **Table 5** shows an "Affordable Pre-App" category with 296 units of pipeline development. This category is comprised of two separate projects that the City is currently analyzing to develop affordable apartments. Both projects propose densities aligned with the allowed density for their respective zones, so they were kept as pipeline even though they have only completed pre-application meetings.

Table 4: Pipeline Units

Housing Type	Number of Units (net)
Single Family	120
Mixed-Use Multifamily	68
Manufactured	-1
Townhome	211
Condo	180
Apartments	349
Accessory Dwelling Unit (ADU)	51
Total	978

Source: Information compiled using City of Kenmore permitting data Jan 2021-Sept 2024

Table 5: Pipeline Development Status

Pipeline Development Type	Number of Units
Housing Built since 2020	275
Issued Building Permits	229
Preliminary Approval	178
Affordable Pre-App	296
Total	978

Source: Information compiled using City of Kenmore permitting data Jan 2021-Sept 2024

Kenmore Zoning

Commerce's Guidance on implementing HB 1220 recommends categorizing existing zones into five categories related to allowed densities. This analysis will refer to the City's zones by these categories for capacity presentation. The zones and zone categories are shown in **Table 6**.

Table 6. Zone Categories

Zone Category	Density Range	City Zone within density range
Very Low Density	0 – 4 du/acre	R-1 and R-4
Low Density	4 – 10 du/acre	R-6
Medium-Low Density	10 – 24 du/acre	NB, R-12, and R-18
Medium-High Density	24 – 48 du/acre	R-24 and CB
High Density	48+ du/acre	DC, UC W, UC E, RB, and DR

ADJUSTMENTS, CONSTRAINTS, AND ASSUMPTIONS

Adjustments

LCA Methodology specifies that “low probability for development” parcels should be removed from the analysis. They are defined as parcels which are:

- Tax exempt (parks, schools, churches, and public facilities)
- Gas stations and condos
- Tracts and easements for access, landscaping, stormwater, or other utility
- Other parcels identified by staff as being low probability for development (i.e. infrastructure constrained sites, sites with historical significance)

1,202 parcels, which met the above conditions, were removed from further analysis.

A “public purpose and right-of-way area” deduction of 10% was applied to all developable parcels. The public purpose and right-of-way deduction accounts for lot area that will be used for streets, sidewalks, and public purpose land (stormwater facilities, open space, other recreational facilities).

Constraints

Areas of the City encumbered by critical areas and their buffers was removed. A critical areas overlay was created in GIS by joining together city-identified steep slopes, wetlands, streams, waterbodies, and protected habitat areas after applying the respective buffer (buffer distances are regulated by the City’s code). To calculate developable area, the area of each parcel that is encumbered by the critical areas overlay was removed. Developable area represents the amount of area in each parcel that can be developed.

A map showing the critical areas overlay with Kenmore’s zones can be found in [Appendix C](#).

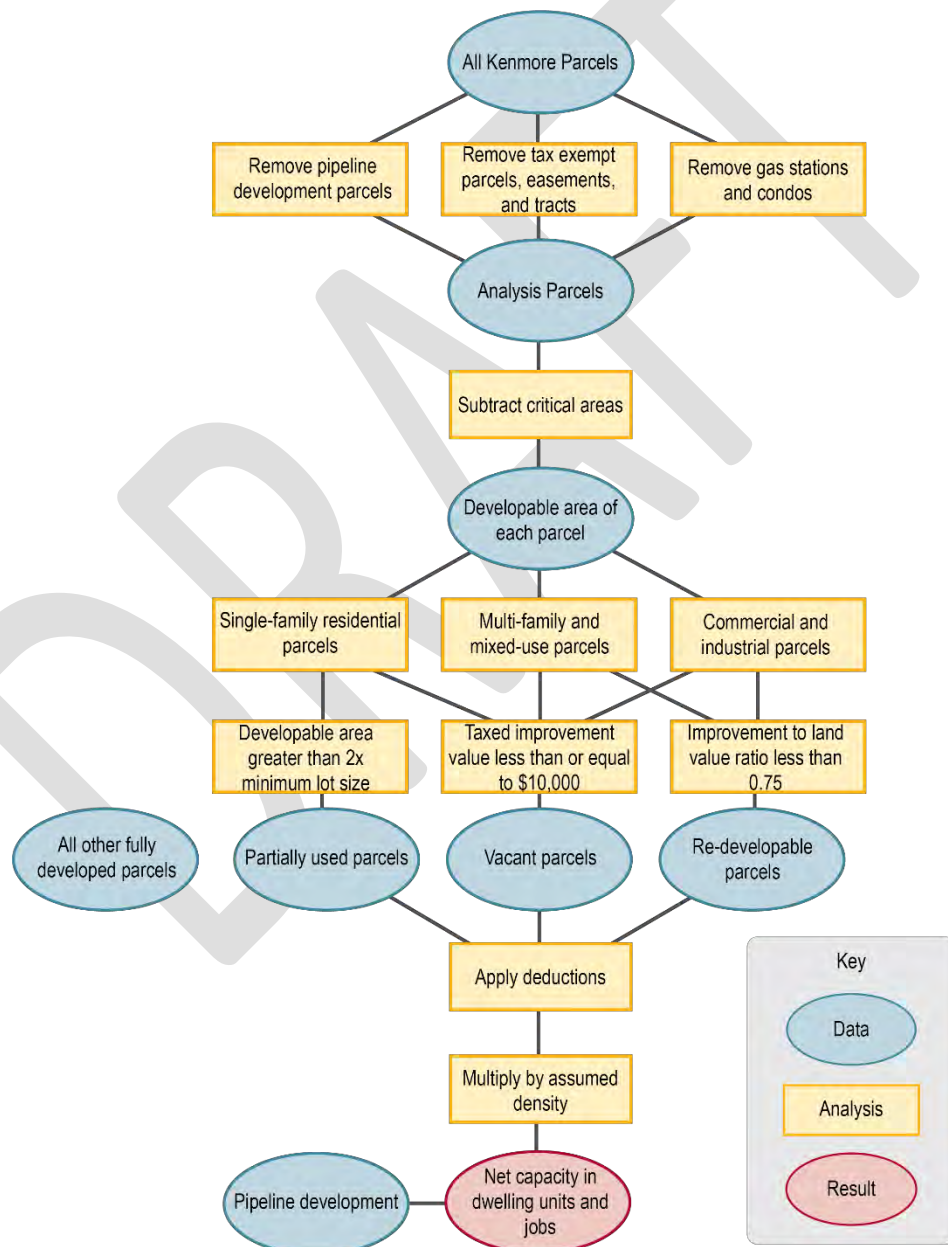
Assumptions

Key assumptions were used for the analysis of the data needed to calculate total capacity of housing and jobs in the City. The following assumptions are based on specific City market factors, coordination with City staff, the King County UGC Report, and Commerce guidance.

1. An affordable housing unit means that the housing unit does not cost more than 30% of household income ([RCW 36.70A.030](#)).
2. It is assumed that higher-density housing is more likely to be affordable to lower-income households. The assumption here is that a two-bedroom apartment home is generally less expensive than a two-bedroom detached single-family home (based on median rent and home values).
3. Permanent supportive housing is more likely in high-density zones that include incentives or subsidies (as noted in [Commerce Guidance](#)).
4. Per the UGC Report, there are no infrastructure constraints in the Kenmore city limits. The City's most recently adopted [Capital Facilities](#) and [Utilities Element](#) also note sufficient capacity for identified future growth. Therefore, an infrastructure deduction was not applied.
5. Re-developable parcels are assumed to be redeveloped within the planning period.
6. Mixed-use zone capacity will be split between job capacity and housing capacity based on base building height (1st floor commercial and every other floor residential will be assumed. For example, a 1-acre vacant parcel in the CB zone, which has a max building height of 35 feet ~3 floors, will be calculated with 33.3% commercial capacity and 66.6% residential capacity).
7. Kenmore's Zoning code ([KMC Title 18](#)) specifies minimum, base, and max residential densities of each zone that allows residential development. There are also standards for developing at densities greater than the listed max density in the Residential Density Incentives and Transfer Of Density code ([KMC 18.80](#)). For this analysis, assumed densities ranged from the listed base density to the listed max density. This assumption is meant to balance developments that will develop at higher densities than the listed max density and developments that will develop closer to the listed base density. Exact densities used for each zone are listed in **Table 8**, where building height, listed densities, and market trends are also analyzed to set densities.
8. Due to the high density allowed in Kenmore's zones with not very much development existing at those high densities, an adjustment was made to further lower capacity. Capacity was calculated using Net site area (removed critical areas, then deducted capacity by public use/infra/access, and market factor).
 Kenmore code 18.30.020 Density calculations – Allowable dwelling units, lots or floor area. Specifies that *"the allowed number of dwelling units or lots (base density) shall be computed by multiplying the **site area*** by the applicable residential base density number."*
 If the gross site area was used for the density calculations, then a much higher capacity would be calculated.
 ***Site area** is defined under KMC 18.20.2750: *"Site area" means the total horizontal area of a project site, less areas below the ordinary high water mark*

9. Transit Oriented Development Overlay assumptions:
 - a. NOTE: The Transit Oriented Development Overlay is currently being replaced by the Urban Center zone with the same zoning standards.
 - b. Six eligible parcels were identified as potential sites for TOD projects:
 - i. PIN: 0114100843- 0.5-acre lot, R-18 zoned parcel with a 2-bd home. Improvement value of \$1,000
 - ii. PIN: 0114100841- 0.5-acre lot, R-18 zoned parcel with a 2-bd home. Improvement value of \$1,000
 - iii. PIN: 0114100885- 2-acre lot, UC zoned parcel. Grocery outlet, \$2.5 million improvement value.
 - iv. PIN: 0114100881- 1.1-acre lot, UC zoned parcel. Parking lot, improvement value of 0.
 - v. PIN: 0114100860- 0.4-acres developable area (1-acre lot area), UC zoned parcel. Restaurant, improvement value of \$1,000
 - vi. PIN: 0114100855- 0.02- acres developable area (0.57-acres lot area), UC zoned parcel. Retail store, improvement value of \$1,000.
 - c. The six parcels with TOD potential are assumed to be completely re-developed, include underground parking, build to max allowed height, and at 150 dwelling units per acre.
 - d. First floor commercial is assumed. After a 10% public use deduction and 15% commercial deduction, there is a net total of 16,057 sf of job capacity (64 jobs at 250 sf per job).
 - e. After a 10% public use deduction and 7% multifamily deduction, there is a total of 369 multifamily dwelling units of capacity.

10. The methodology will use the residential capacity shown in the UGC Report as the existing capacity. A general breakdown of the methodology is shown in the figure below beginning at “All Kenmore Parcels” and ending in “Net capacity”



AREAS AVAILABLE FOR DEVELOPMENT

After pipeline development parcels and “low probability for development” parcels were removed from the analysis. Developable areas were calculated by removing areas encumbered by critical areas. A market factor is assigned to each developable parcel based on the King County UGC Report Market Factor Guidance which designates Kenmore as a High-Capacity Transit jurisdiction and sets ranges for market factors.

Market factor is an adjustment that removes a percentage of total capacity to account for housing units that will not be developed within the planning period even though they show as available. For example, multifamily development on vacant parcels has a 7% market factor. This means that 7% of the gross housing unit capacity are removed due to the assumption that 7% of capacity will not be built by 2044. Re-developable and partially used parcels have a higher market factor because it is more expensive to re-develop than to build on a vacant property. The status (referred to as LCA Status in this memo) of each parcel is broken down into the following designations and market factors:

Table 7: LCA Status Definitions and Market Factors

LCA Status	Definition	Market Factor
Vacant	Where King County parcel data designates the parcel as vacant or if the improvement value is less than \$10,000.	Multifamily: 7% Single Family: 5% Commercial: 15% Industrial: 20%
Partially Used	Only where minimum lot size is used (R-1, R-4, and R-6 zones). Where the developable area of the parcel is at least double the minimum lot size.	Single Family: 9%
Re-developable	Only for non-single family residential. Where improvement to land value ratio is less than 0.75.	Multifamily: 10% Commercial: 25% Industrial: 30%
Pipeline	Parcels with housing built since 2020, building permits issued since 2020, and where projects are currently under review.	Not applicable
Fully Developed	Parcels which do not fall into the any of the above designations.	Not applicable

A map of these parcels is included in [Appendix C](#). King County's market factor ranges for Kenmore can be found in [Appendix B](#).

POTENTIAL YIELDS FOR GROWTH

The King County UGC Report has a methodology for how to calculate residential and commercial development potential for each zone. The net capacity of each zone was calculated using the following steps:

1. Report developable area by LCA Status and by zone.
2. Deduct 10% for rights-of-way and public purpose, determining the actual buildable area.

3. Calculate initial capacity by multiplying assumed density by buildable area, resulting in either initial dwelling unit calculations for residential capacity, or square feet of developable floor area for non-residential capacity.
4. Subtract existing units/development on re-developable parcels.
5. Deduct LCA Status respective market factor to determine the net capacity by zone.

Per the assumptions list, each zone that allows and can feasibly develop with residential development was assigned an assumed density based on existing zoning regulations, market trends, and existing development. Table 8 delivers key information from each applicable zone used to calculate the assumed density along with a short justification for each density.

Table 8: Residential Density Calculation

Zone	Min, Max, and Base Density	Max, Base Height	Assumed Density (du/ac)	Assumptions
R-1	N/A, 1, 1	35	1	Density incentives are less likely to be used in these zones because single-family detached housing, infill lots, ADUs, and low-density attached are the most likely future development in these zones. So base density is a good indicator of the future built density.
R-4	N/A, 6, 4	35	4	
R-6	N/A, 9, 6	35	6	
R-12	9.6, 18, 12	60, 60	18	Townhomes are most likely to be built in these zones due to the allowed and max densities. The R-12 zone is most likely to use density bonuses to build townhomes and the R-18 zone is less likely to build at the max density since the base allowed density (18 du/acre) is already optimal for townhomes.
R-18	13.5, 27, 18	80, 60	18	
R-24	16.8, 36, 24	80, 60	36	With a large max height, mid to high density apartments are most likely to be built in the R-24 zone with the use of density increasing incentives.
NB	N/A, 8, 24	45, 35	24	Mixed-use is allowed in the NB zone with up to 24 du/ac. Assuming 1 st floor commercial and 2 nd /3 rd story residential, the 24 du/ac is achievable.
RB	N/A, 72, 48	55, 55	48	Residential developments are allowed in the RB zone only as mixed-use development at a density of up to 72 du/ac. Due to existing uses in the RB zone (mostly commercial), a conservative, achievable density was used. Another constraint was added to the RB zone which is a 30% market factor to residential capacity for both vacant and re-developable lots instead of the applicable multi-family and commercial market factors.

Zone	Min, Max, and Base Density	Max, Base Height	Assumed Density (du/ac)	Assumptions
CB	18, 36, 24	45, 35	30	The purpose of the community business zone (CB) is to provide pedestrian-friendly, mixed use development. Since most of the area in the CB zone with development potential is in the West subarea which caps building height at 35 feet, a density closer to the base density was used. 30 du/ac is achievable with 3-4 stories, smaller apartment units, and underground parking all within a large structure.
DR	18, 72, 48	80, 60	72	The downtown residential zone provides higher density residential development in support of the downtown commercial zone. The large height limit and encouragement of high density residential in this zone provides a great opportunity to achieve the max density allowed. An additional factor was applied to incorporate mixed-use developments and reduce residential capacity to a more realistic capacity in this zone (15%)
UC West	N/A, 72, 48	55	48	A density a bit lower than the base density was used with assumption of mixed-use developments considering the max height and the City's vision for this are.
UC East	60, 150, N/A	85	150	The vision for this zone is transit oriented developments with no future automobile centric developments allowed. The max density is possible under that assumption. An additional factor was applied to incorporate mixed-use developments and reduce residential capacity to a more realistic capacity in this zone (15%, due to max residential floor area in a mixed-use development being 85%)
DC	60, 120, N/A	85	100	Assumes mixed-use only at 65 ft high (due to zoning restrictions). Vision for the zone includes transit orientation and shared or structured parking. Which encourages high-density residential with less parking. Any development going up in this high land value area would build near max density.

Employment density was already calculated in the UGC Report. The employment density for the City was provided in recommended ranges. Kenmore's range was 200-400 sf per employee for Commercial and Mixed-Use zones and 500-800 sf per employee for Industrial zones.

The assumed densities used for this analysis were 250 sf per job for commercial/mixed-use and 800 sf per employee for industrial. The industrial employee density is conservative due to high cost of re-development in industrial zones. The commercial and mixed-use employee density was set a little under

the middle point of the recommended range due to anticipated increase in mixed-use developments in the downtown corridor which would create denser employment.

Table 9: Employment Densities

Zone type	Assumed Employee Density	Zones
Commercial and Mixed-Use	250 sf per job	NB, CB, DC, UC, RB, and DR
Industrial	800 sf per job	WC

ESTIMATED YIELDS FOR GROWTH

Net housing capacity is found by adding pipeline units to the total housing capacity in the residential and mixed-use vacant, partially used, and re-developable lots. **Table 10** shows the breakdown of capacity by zone category. The results show that there is capacity for 6,748 units after the addition of pipeline development, which is 3,678 units over the allocated amount.

Table 10. Net Housing Capacity

Zoning Category	Housing Capacity	Pipeline	Net Capacity
Very Low Density	243	170	413
Low Density	1,561	0	1,561
Medium-Low Density	179	391	569
Medium-High Density	162	68	230
High Density	3,625	349	3,975
Totals	5,770	978	6,748
Target			3,070
Surplus (Deficit)			3,678

Commerce guidance instructs cities to compare land capacity with housing needs by Area Median Income (AMI) bracket. Therefore, the analysis outlines, based on existing housing diversity and local conditions, which types of housing each zone permits and what income brackets and AMI they align with. For example, the R-6 zone in Kenmore allows detached single-family homes, up to six-unit attached buildings, townhouses, and ADUs. Since these housing types all have the potential to serve different AMI brackets, there was a weight added to each of the housing types in the R-6 zone based on the probability that each would be built. This probability is an assumption based on city staff knowledge, historical building trends, existing zoning, and existing market factors. Based on the weight of each housing type, a total capacity for each AMI bracket was able to be calculated by multiplying the weight by the total capacity in each zone category. The results are shown in **Table 13**. This weight is presented in the form of a ratio and the total ratio for each zone category will ultimately add up to 1.0.

The ratio is used due to zones allowing diverse housing types that serve multiple income brackets. The breakdown of the ratios and weight of each housing type used for each zoning category can be found in [Appendix A](#).

Table 11: Income Levels (AMI=\$147,400)

Income Level	Income Bracket
0-30%	\$0 - \$44,220
>30-50%	\$44,220 - \$73,700
>50-80%	\$73,700 - \$117,920
>80-100%	\$117,920 - \$147,400
>100-120%	\$147,400 - \$176,880
>120%	\$176,880+

Table 12: Relating housing types and income levels to City zones

Zoning Category	Density Range	Assumed Affordability	Zones that allow each density
Very Low Density	0 – 4 du/acre	>120%	R-1 and R-4
Low Density	4 – 10 du/acre	>120%	R-6
Medium-Low Density	10 – 24 du/acre	50-120%	NB, R-12, and R-18
Medium-High Density	24 – 48 du/acre	0-80%	R-24 and CB
High Density	48+ du/acre	0-80%	DC, UC W, UC E, RB, and DR

Housing affordability capacity per zone can be calculated based on the housing affordability assumptions. The capacity was compared to the housing allocations set by King County in **Table 13**.

Table 13: Housing Needs Results using Standard Zoning Regulations

Income Level (AMI ¹)	Income Bracket	Zone Category	Projected Housing Need	Projected Capacity	Surplus/ Deficit
0-30%	\$0 - \$44,220	High Density & Medium-High Density	1,622	1,773	151
>30-50%	\$44,220 - \$73,700	High Density & Medium-High Density	483	1,436	953
>50-80%	\$73,700 - \$117,920	High, Medium-High & Medium-Low Density	393	1,436	1,043
>80-100%	\$117,920 - \$147,400	Medium-Low Density	75	309	234
>100-120%	\$147,400 - \$176,880	Low Density & Medium-Low Density	85	309	224
>120%	\$176,880+	Very Low & Low Density	412	1,485	1,073
Total			3,070	6,748	3,678

1. AMI = Area median income

Table 13 shows that there is sufficient capacity in the city limits to accommodate for the projected housing need for each income band.

Table 14: Employment Capacity

Zone Type	Net Developable Area	Employment Density	Employment Capacity
Commercial and Mixed-Use	768,221 sf	250 sf per job	3,072
Industrial	144,448 sf	800 sf per job	180
All Zones	912,669 sf	Target	3,200
Total Surplus			52

Table 14 shows that there is capacity for 3,252 jobs under existing conditions. The job allocation for the city was 3,200 jobs. The City's job capacity meets the allocation.

Emergency Housing

The City was allocated a total of 587 Net New Emergency Housing Needs. "Emergency Housing" includes emergency housing and emergency shelter and is in addition to permanent housing needs. To report capacity for emergency housing, the City must define "Emergency Housing" in their code and include emergency housing as a use in their zoning tables.

To satisfy this requirement, the City defined emergency housing as "temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement." The City currently allows emergency housing in the DC, UC, WC, and RB zones, where hotels are currently allowed. The City is updating zoning regulations to ease the limitations on occupants in an emergency shelter to satisfy the allocation.

APPENDIX A

CONSTRAINTS AND ASSUMPTIONS

Assumptions

Assumed Housing Allocation Ratios.

This table calculates the ratio of each AMI level that could be potentially built in each zone.

Appendix Exhibit 1. Assumed Housing Allocation Ratios

Zone Category	0-30%	>30-50%	>50-80%	>80-100%	>100-120%	>120%
VL	0.05					0.95
L	0.05			0.13	0.13	0.70
ML	0.23	0.18	0.18	0.20	0.20	
MH	0.37	0.32	0.32			
H	0.37	0.32	0.32			

Housing type assumptions and weighting.

This table shows the assumed percentage of future housing that will be built in each zoning category based on recent development, regional market trends, population and employment projections, and development regulation changes.

Appendix Exhibit 2. Projected Development in each Zone Category by Housing Type

	VL	L	ML	MH	H
ADU (not studied as part of this analysis)					
Duplex					
Triplex					
Quadplex					
Townhomes/ Condo		0.25	0.4		
Group Home					
Mixed Use			0.2	0.3	0.6
Mobile/ Manufactured Home					
Multifamily			0.35	0.65	0.35
Supportive/ Subsidized Housing	0.05	0.05	0.05	0.05	0.05
Single Family Detached	0.95	0.7			

Deductions

Appendix Exhibit 3. Adjustments

Constraint or adjustment factor	Definition	Deduction
Critical areas	Any land encumbered by critical areas is removed from the analysis	100%
Public purposes deduction	10% of available land will be needed for public purposes and right-of-way.	10%
Market adjustment factor	See Market Factor Section in Appendix B for exact numbers. Varies by development type and LCA Status	5%-30%
Vacancy rate adjustment	A reasonable factor for vacant units will be based on the most current census data. This adjustment is a deduction to population capacity by implementing a percentage of homes that will be vacant from the total capacity. Only applicable for population calculations. From 2022 ACS 5-year estimate Table B25002	3.7%

Market and median housing costs

The tables below calculate the minimum household income needed to afford each general housing type then converts that to the specific AMI.

The assumption is that, since home price and rent are based on median values, the AMI level calculated in the 4th column (of Exhibit 5) plus the AMI below and above will be able to afford that housing type without being cost-burdened. This is to take into account the upper and lower costs of each housing type since we used median value as the base analysis.

Appendix Exhibit 4. Max monthly cost of housing for each income level to not be cost-burdened (mortgage or rent)

Income Lower limit	Income Upper limit	AMI	Monthly cost of Housing Lower limit	Monthly cost of Housing Upper limit
\$0	\$44,220	0-30%	\$0	\$1,106
\$44,220	\$73,700	>30-50%	\$1,106	\$1,843
\$73,700	\$117,920	>50-80%	\$1,843	\$2,948
\$117,920	\$147,400	>80-100%	\$2,948	\$3,685
\$147,400	\$176,880	>100-120%	\$3,685	\$4,422
	\$176,880	>120%	greater than	\$4,422

Appendix Exhibit 5. Income Level without Subsidies by Housing Types (in Kenmore)

Housing Type	Monthly cost	Annual Household income needed (monthly cost/0.3) * 12	Annual Income Level as a percent of AMI (Based on \$147,400 AMI)
Single-Family	\$7,300	\$292,000	198%
Townhomes	\$2,809	\$112,360	76%
Condo	\$3,200	\$128,000	87%
Apartments	\$1,779	\$71,160	48%

References for above table:

Numbers based on CoStar Data, City of Kenmore, median rent - 2023

Median Rent for apartment: \$1,779

Median Rent for townhome: \$2,809

Numbers based on Zillow, Kenmore City, avg of median sale price - 2023

and Washington Center for Real Estate Research, avg of median sale price - 2023

Median detached single-family value: \$986,483 (\$7,300/month)

Median condo/townhome value: \$443,000 (\$3,200/month)

Monthly cost for single-family homes and condominiums was calculated using the Fannie Mae Mortgage Calculator at <https://yourhome.fanniemae.com/calculators-tools/mortgagecalculator>

Appendix Exhibit 6. Housing Types and Zone Categories

>120% AMI	Very low density	Single Family Detached	R-1 and R-4
		ADU	
		Mobile Home	
>100% AMI	Low density	Attached SF (4-10 du/ac)	R-6
>50-120% AMI	Medium-low density	Townhomes (10-24 du/ac) and condos	NB, R-12, R-18
		Multifamily/Mixed use (10-24 du/ac)	

0-80% AMI	Medium-High density	Mixed Use(24-48 du/ac)	R-24, CB, and DR
		Multifamily (24-48 du/ac)	
0-80% AMI	High density	Mixed Use(48+ du/ac)	DC, UR, UC W, UC E, RB, and DR
		Multifamily (48+ du/ac)	
0-30% AMI	Subsidized housing	Group Home	All Zones at a low rate (5%)
		Supportive/ Subsidized Housing	

Appendix Exhibit 7. Capacity per AMI per Zone Category

Zone category	0-30%	>30-50%	>50-80%	>80-100%	>100-120%	>120%
VL	21	0	0	0	0	393
L	78	0	0	195	195	1092
ML	133	104	104	114	114	0
MH	84	73	73	0	0	0
H	1457	1259	1259	0	0	0



APPENDIX B

MARKET FACTORS

Table 2C– High-Capacity Transit (HCT) Market Alignment Table

City/Regional Geography		Product-Type Market Factor Alignment			
City	PSRC Designation	Multifamily/MU	Single Family	Office/ Commercial	Industrial
Newcastle	HCT	Low	Medium	Low	High
Woodinville	HCT	Low	Low	Low	Low
Mercer Island	HCT	High	Low	Medium	Medium
Des Moines	HCT	High	Low	Low	Low
Shoreline	HCT	High	Medium	High	High
Kenmore	HCT	Low	Low	Medium	Medium
Lake Forest Park	HCT	High	Medium	High	NA

Table 3A – Market Factor Ranges by Product-Type

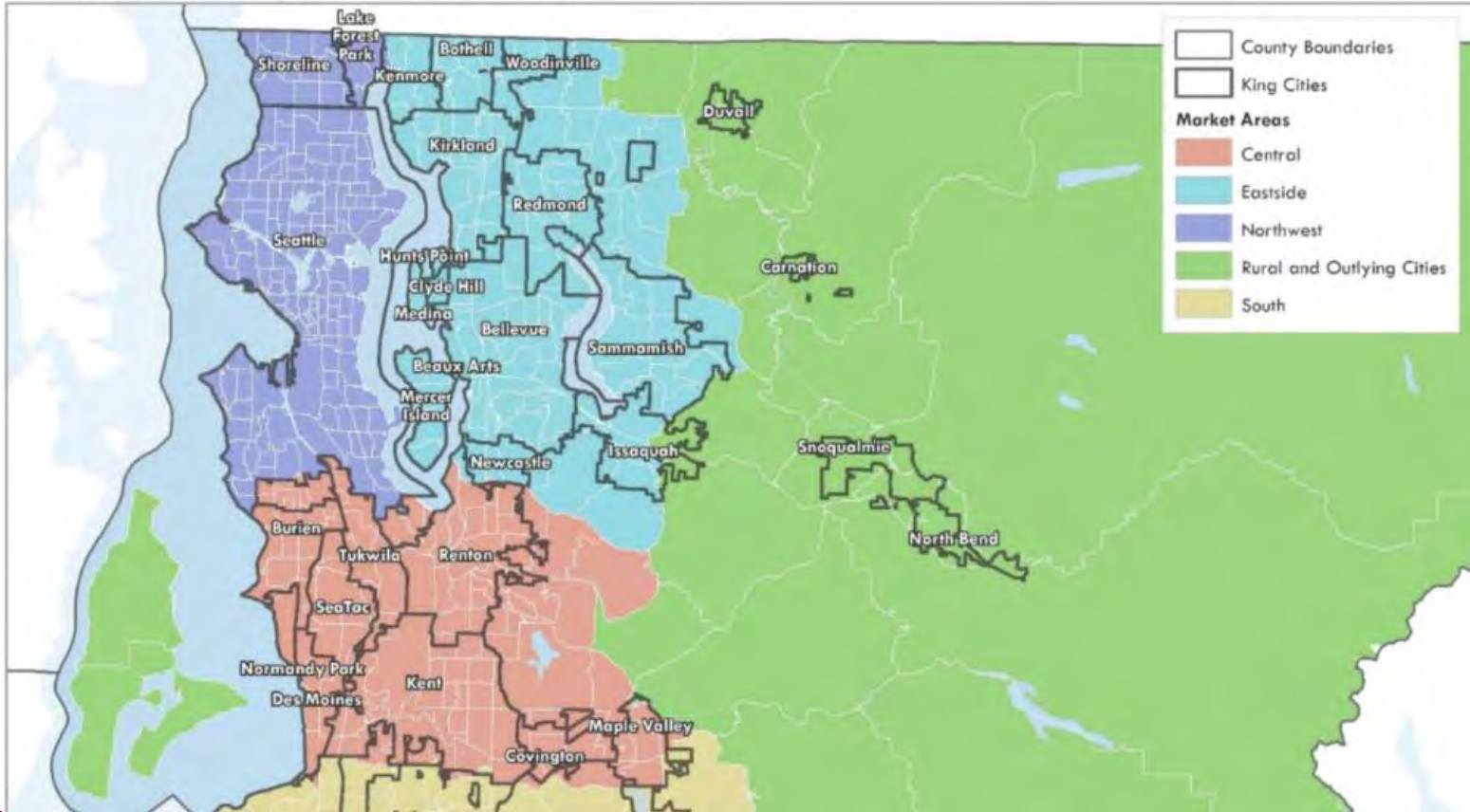
Regional Geography	Product-Type			
	Residential		Non-Residential	
Market Factor Alignment	Multifamily/ Mixed-Res	Single Family	Commercial (Office/Retail/Mixed)	Industrial
Core City				
Low	5%-10%	1%-14%	1%-10%	1%-15%
Medium	11%-20%	15%-20%	11%-20%	16%-35%
High	21%-35%	21%-30%	21%-50%	36%-50%
High-Capacity Transit				
Low	5%-10%	1%-9%	1%-14%	1%-19%
Medium	11%-15%	10%-20%	15%-25%	20%-30%
High	16%-30%	21%-35%	26%-50%	31%-50%
Cities and Towns				
Low	10%-24%	1%-10%	1%-10%	1%-15%
Medium	25%-35%	11%-40%	11%-20%	16%-35%
High	36%-50%	41%-50%	21%-50%	36%-50%
Metropolitan				
Low	5%-10%	1%-14%	1%-10%	1%-15%

Exhibit 2. Recommended Square Foot per Job Assumptions by King County Market Area

Market Area	Average 2006 Employment Density (all zones)	Average 2019 Employment Density (all zones)	Recommended Range for LCA: Commercial and Mixed-Use Zones	Recommended Range for LCA: Industrial Zones
Central	655	608	300–600	700–1,200
Eastside	398	386	200–400	500–800
Northwest	445	415	200–400	500–800
Outlying Cities	669	630	300–600	700–1,200
South	701	724	300–600	700–1,200

Notes: See Exhibit 3 in Appendix A for a map of jurisdictions included in the average density analysis for each market area.
Sources: BERK, 2020 (See Appendix A for details)

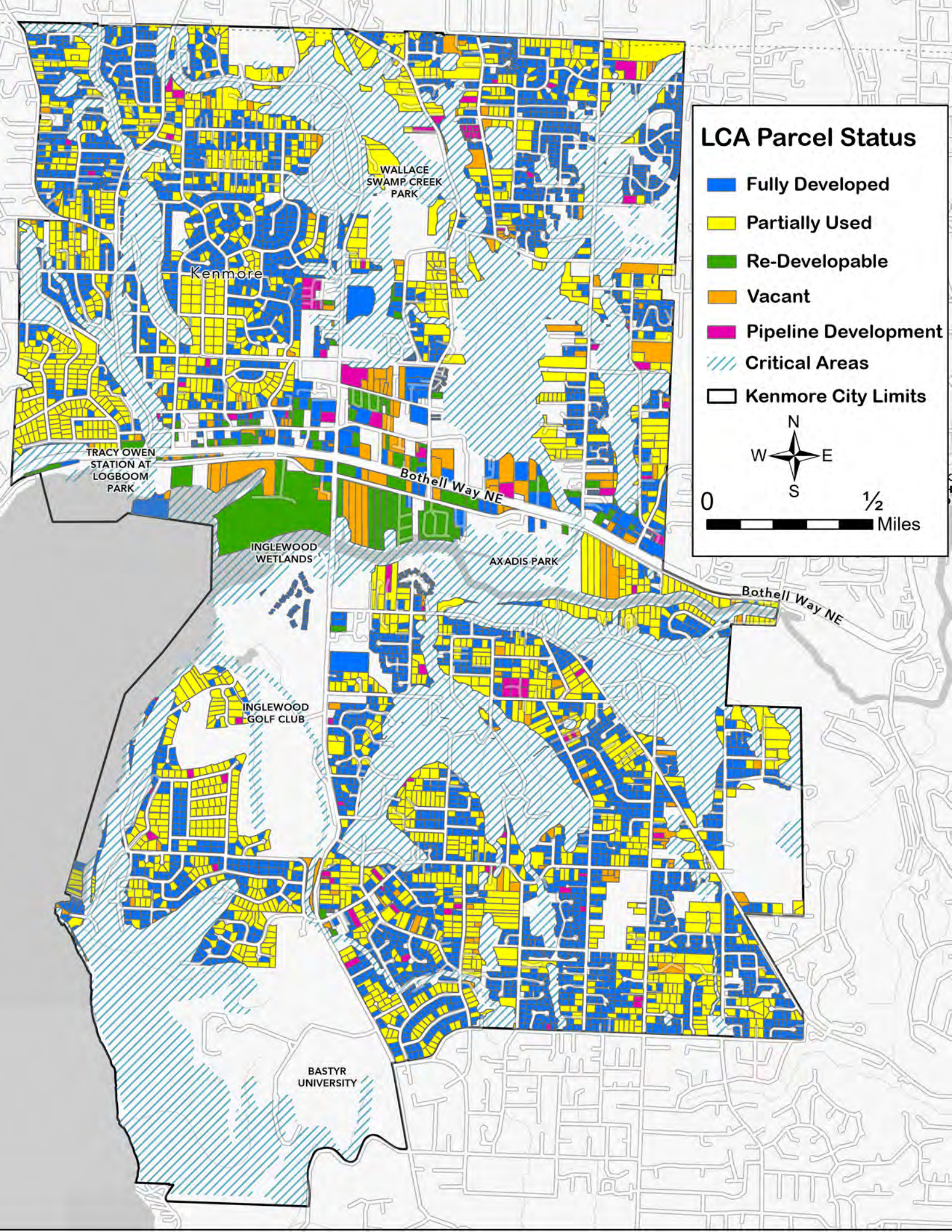
FIGURE 5: EMPLOYMENT DENSITY SUBAREAS

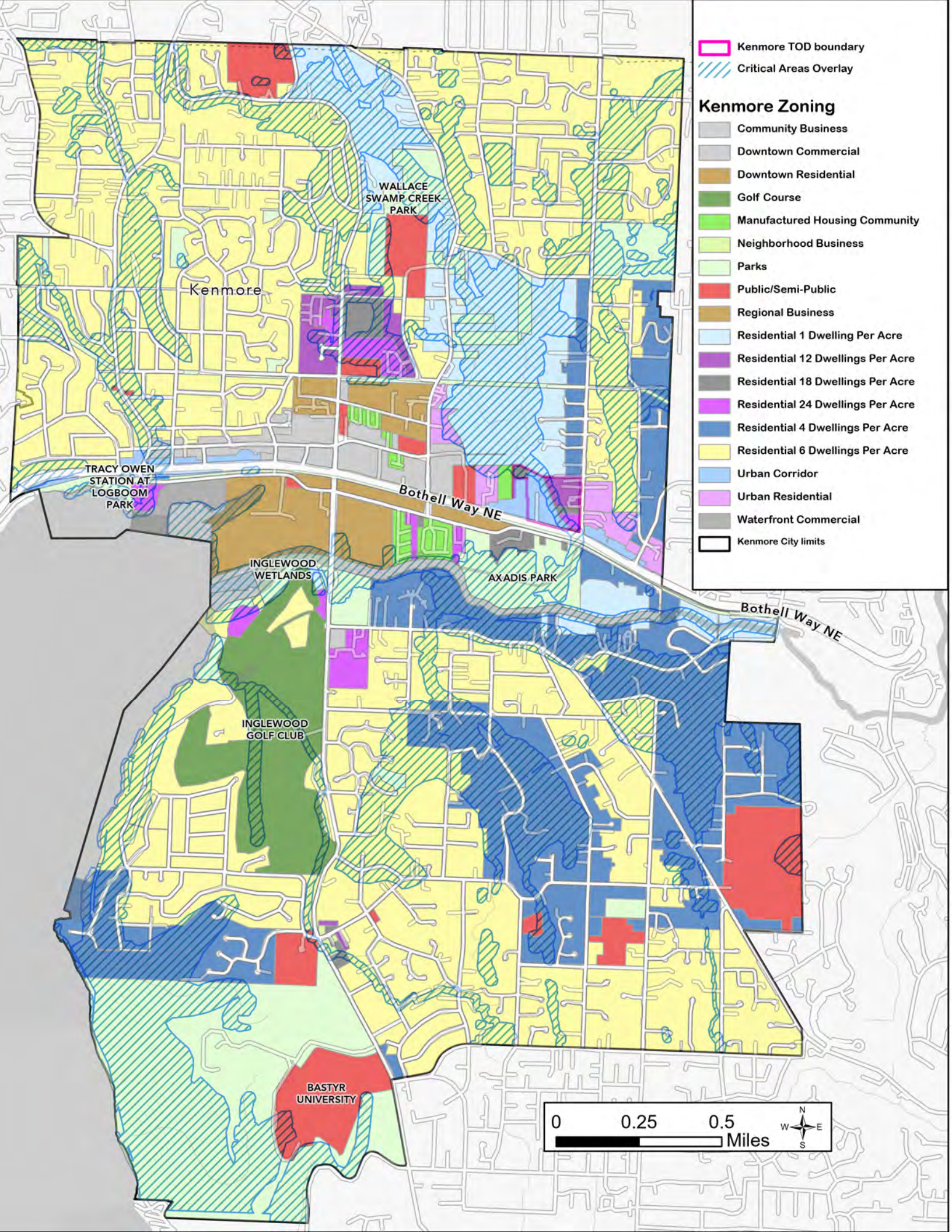


APPENDIX C

LCA MAPS

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APPENDIX D

HOUSING PROJECTIONS AND EMPLOYMENT PROJECTIONS

		Jurisdictional Net New Permanent Housing Units Needed, 2019-2044								Jurisdictional Net New Emergency Housing Needs
		Total	0 to ≤30%		>30 to ≤50%	>50 to ≤80%	>80 to ≤100%	>100 to ≤120%	>120%	
High Capacity Transit Communities	Des Moines	3,800	790	415	231	227	281	318	1,538	726
	Kenmore	3,070	1,063	559	483	393	75	85	412	587
	Lake Forest Park	870	313	164	143	140	14	16	80	166
	Mercer Island	1,239	339	178	202	488	4	5	23	237
	Newcastle	1,480	627	329	433	22	9	10	50	283
	Shoreline	13,330	3,617	1,902	2,710	740	573	650	3,138	2,547
	Woodinville	2,033	854	449	354	156	29	33	158	388

Table DP-1: King County Jurisdiction Growth Targets 2019-2044			
Net New Units and Jobs			
Jurisdiction		2019-2044 Housing Target	2019-2044 Job Target
Metro Cities	Bellevue	35,000	70,000
	Seattle	112,000	169,500
Metropolitan Cities Subtotal		147,000	239,500
Core Cities	Auburn	12,000	19,520
	Bothell	5,800	9,500
	Burien	7,500	4,770
	Federal Way	11,260	20,460
	Issaquah	3,500	7,950
	Kent	10,200	32,000
	Kirkland	13,200	26,490
	Redmond	20,000	24,000
	Renton	17,000	31,780
	SeaTac	5,900	14,810
	Tukwila	6,500	15,890
Core Cities Subtotal		112,860	207,170
High Capacity Transit Communities	Des Moines	3,800	2,380
	Federal Way PAA	1,020	720
	Kenmore	3,070	3,200
	Lake Forest Park	870	550
	Mercer Island	1,239	1,300
	Newcastle	1,480	500
	North Highline PAA	1,420	1,220
	Renton PAA - East Renton	170	0
	Renton PAA - Fairwood	840	100
	Renton PAA - Skyway/West Hill	670	600
	Shoreline	13,330	10,000
	Woodinville	2,033	5,000