

# Kenmore Middle Housing Code Options Report



Prepared by LDC Inc.

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## MIDDLE HOUSING PROJECT OVERVIEW AND PURPOSE

In 2022, the City of Kenmore received a Middle Housing grant from the Washington State Department of Commerce. The [grant program](#) was authorized by the 2022 supplemental state operating budget and enabled jurisdictions to study “actions relating to adopting ordinances that authorize middle housing types on at least 30% of lots currently zoned as single family residential. ‘Middle housing types’ include duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, courtyard apartments, cottage housing and stacked flats.” Grantee cities also must conduct a racial equity analysis and develop antidisplacement policies as required under [RCW 36.70A.070](#)(2)(e) through (h).

The City’s contract with the Department of Commerce included the following phases:

- Discovery (included a Discovery Report focused on code and policy and an audit of previous findings focused on public engagement)
- Engagement Plan development
- Public engagement
- Racial Equity Report
- Middle housing code development (this Middle Housing Code Options Report)

## MIDDLE HOUSING DELIVERABLES BACKGROUND

Initial policy and code review resulted in a Discovery Report, which included the following:

- Review of existing comprehensive plan policies
- Review of zoning code
- Range of opportunities and options the City could consider to implement middle housing
- Methodology for consideration of small-scale commercial development regulations that would support middle housing development

During the development of the Discovery Report, the project team worked with City staff to lay out a range of options to consider along a gradient of impact/intensity (see image below). Because the discovery portion of this project took place during the legislative session, the project team set the upper limit of the city’s study by focusing on the two bills relevant to middle housing implementation (House Bill 1110 and 1337). Less intense options included a tweaked version of duplexes and triplexes regulations the city had previously considered.



### Option 1

Permit Duplexes and Triplexes in R-6 zone within 1/4 mile of High-Capacity Transit



### Option 2

Expand Middle Housing Options for R-1, R-4, and R-6 zones



### Option 3

House Bill 1110 and House Bill 1337 implementation

Both HB 1110 (middle housing) and HB 1337 (Accessory Dwelling Units) passed and were signed into law by Governor Inslee in May 2023. As a result, the purpose of this report is to analyze the Kenmore Municipal Code to develop a menu of code actions the City could take to implement HB 1337 and HB 1110. This includes recommendations for changes to current policies, regulations

and zoning as well as an evaluation of whether the option provides middle housing availability on at least 30 percent of the single-family lots in the city. Considering these options with policy recommendations outlined in previous reports would also have the benefit of addressing housing exclusion.

After the discovery phase of the project, PRR and the City developed an engagement plan and conducted extensive public engagement. The Middle Housing Code Options Report combined the fact-finding in the Discovery Report, the results of the public engagement work, and changes in state law to outline the code options and considerations in the following report.

Concurrent with the development of the Middle Housing Code Options Report, the project team has also produced a Racial Equity Report. This report seeks to prepare the City to incorporate required changes to the Land Use and Housing Elements of the comprehensive plan and provide analysis for mitigating factors that increase displacement risks related to housing strategies and market influence. The Racial Equity Report focuses on the following:

- Analysis of Kenmore Comprehensive Plan Elements requiring updates
- Connection between people and place
- Identification of community access, opportunities, and needs

The City of Kenmore is not obligated to take any of the actions proposed in the Middle Housing Code Options Report. However, this report should provide the City with useful ideas and tools it can consider as part of the 2024 Comprehensive Plan periodic update.

The Middle Housing Code Options Report contains the following elements:

#### [Implementing HB 1337](#)

- [Introduction](#)
- [Implementation Strategy](#)
- [Law Summary](#)
- [Map of Where Implementation is Required](#) (general applicability)
- [Implementation Considerations](#)
- [Map of HB 1337 Implementation](#)
- [Evaluation of Action RE: Project Requirements](#)
- [Appendix A: Code Options for Implementing HB 1337](#)

#### [Implementing HB 1110](#)

- [Introduction](#)
- [Implementation Strategy](#)
- [Law Summary](#)
- [Maps of Where Implementation is Required](#) (general applicability)
- [Implementation Considerations](#)
- [Map of Implementation Required](#) (under 25,000)
- [Map of Implementation Required](#) (25,000+, major transit stop)
- [Evaluation of Action RE: Project Requirements](#)
- [Appendix B: Code Options for Implementing HB 1110](#)

[Appendix A: Code Options for Implementing HB 1337](#)

[Appendix B: Code Options for Implementing HB 1110](#)

[Appendix C: Survey Results](#)

## House Bill 1337 – Accessory Dwelling Units

### INTRODUCTION

House Bill 1337 was passed during the 2023 legislative session. It is an act relating to expanding housing options by easing barriers to the construction and use of accessory dwelling units. The Department of Commerce has prepared Draft Guidance, which may also be helpful as implementation of the bill takes place. The provisions of this bill must be implemented by the City no later than June 30, 2025. The bill states that if a city or county does not amend their rules to be consistent with the law, the provisions of the law “supersede, preempt and invalidate any conflicting local development regulations.” (Session law adopting HB 1337, p. 5, lines 14-15)

### IMPLEMENTATION STRATEGY

It may be advantageous to consider implementing these requirements as part of the 2024 Comprehensive Plan update. Completing this concurrently with the update would allow the city to assess these new requirements in tandem with the processes used to plan for growth out to 2044. This includes the impact HB 1337 may have on meeting housing targets, impacts to capital facilities, and policies and regulations needed to support the actions required to implement HB 1337. Combining the processes would also create efficiencies, such as consolidating SEPA review into one process (instead of separate processes).

### LAW SUMMARY

The following summarizes the bill requirements as they pertain to the City of Kenmore. Please see the final bill report from the Legislature.

- ✓ Impact fees may not exceed 50% of those that would be levied on a single-family home.
- ✓ The owner of a lot on which there is an ADU is not required to reside in or occupy the ADU or another housing unit on the same lot.
- ✓ Must allow at least two ADUs on all lots that allow for single-family homes in the following configurations:
  - one attached ADU and one detached ADU
  - two attached ADUs
  - two detached ADUs
- ✓ Must allow an ADU on any lot that meets the minimum lot size required for the principal unit.
- ✓ May not establish a maximum gross floor area requirement for ADUs that is less than 1,000 square feet or roof height limits of less than 24 feet, unless the height limit on the principal unit is less than 24 feet.
- ✓ Setback requirements, yard coverage limits, tree retention mandates, restrictions on entry door locations, aesthetic requirements, or requirements for design review for ADUs cannot be more restrictive than those for principal units.
- ✓ Must allow detached ADUs to be sited at a lot line if the lot line abuts a public alley, unless the city or county routinely plows snow on the public alley.

- ✓ Must allow ADUs to be converted from existing structures, including detached garages.
- ✓ May not prohibit the sale of a condominium unit independently of a principal unit solely on the grounds that the condominium unit was originally built as an ADU.
- ✓ May not require public street improvements as a condition of permitting ADUs.
- ✓ May restrict the use of ADUs for short term rentals.

Implementation of these requirements is exempt from both State Environmental Policy Act (SEPA) and Growth Management Act (GMA) appeals. In addition, the bill limits new parking for ADUs, provides exemptions for lots with critical areas, and outlines additional circumstances where the City could limit applicability of the legislation.

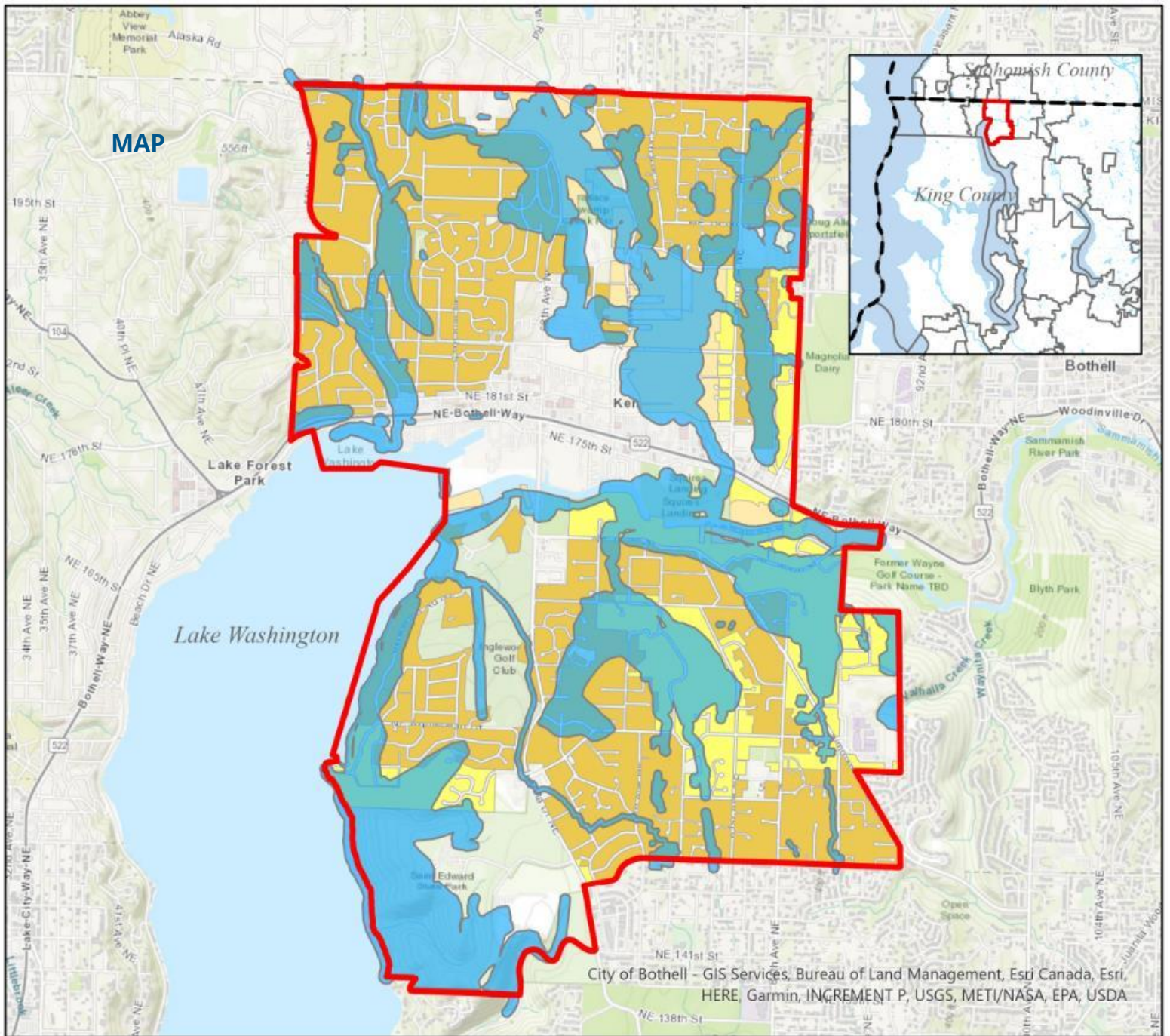
### **MAP OF WHERE IMPLEMENTATION IS REQUIRED**

The following page shows a map of where HB 1337 implementation is required in the City of Kenmore: all lots in the R-1, R-4, and R-6 zones that do not contain critical areas or their buffers and meet or exceed the minimum lot size for each zone. Please note that this map also contains information on the total number of lots affected and whether this meets the grant requirements of allowing middle housing on 30 percent of lots that are predominately single-family detached.

### **IMPLEMENTATION CONSIDERATIONS**

The City has decisions to make regarding how this law is implemented. The code options table in Appendix A is separated into two sections: sets of changes across various titles of Kenmore's Municipal Code that will likely be required to comply with the law and sets of changes the City could consider if policy makers want to remove additional barriers to ADU development. Some high-level considerations of the provisions of HB 1337 and how they would be implemented by a jurisdiction include:

- ✓ Whether changes to setbacks for ADUs should be considered to encourage detached ADUs;
- ✓ Whether to consider additional reforms like a permit-ready ADU program to make permitting and design easier for homeowners;
- ✓ Whether the City should encourage different combinations of two ADUs in different circumstances or areas;
- ✓ How to assign housing capacity to ADUs based on implementation of this law.



# City of Kenmore


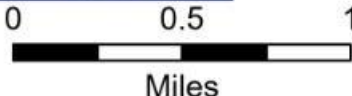
*R-1, R-4, R-6 Lots Outside of Critical Areas that meet or exceed minimum lot size*

Elements	Zoning	Misc.
Critical Areas and Buffers	R-1 Zone (1 DU/AC)	City Boundary
	R-4 Zone (4 DU/AC)	County Boundary
	R-6 Zone (6 DU/AC)	

Total Residential lots in the R1, R4, R6: 6,624  
 About 54% total residential lots in R1, R4, and R6 zones have to allow 2 dwelling units per lot.

This map is intended to show the lots in the R-1, R-4, and R-6 Zones that don't have a critical area or buffer present and meet or exceed the minimum lot size allowed in the zone.

*The critical areas on this map are taken from King County GIS Open Data. The buffer is a standard 50' buffer. The exact buffer of any critical area must be verified by a licensed biologist or geotechnical engineer before development can be planned.*

**EVALUATION OF ACTION RE: PROJECT REQUIREMENTS**

<p><b>Existing policy or policies that support action</b></p>	<ul style="list-style-type: none"> <li>✓ GOAL H-1. Promote and maintain strong, diverse, equitable, and inclusive neighborhoods.</li> <li>✓ 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.</li> <li>✓ 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.</li> <li>✓ Policy H-4.3.2 Allow and accommodate accessory dwelling units in low and medium density residential districts.</li> </ul>
<p><b>Policy changes that may be needed</b></p>	<ul style="list-style-type: none"> <li>✓ Potentially change Policy H-4.3.2 to “allow and ENCOURAGE” instead of “allow and accommodate” if the City is choosing to take a closer look at some of the code choices that might help better implement ADUs in the context of HB 1337 (see Appendix A).</li> </ul>
<p><b>Could this action provide an option to assist with meeting the new Housing Element requirements associated with the 2024 Comprehensive Plan update?</b></p>	<p>Yes. The City might be able to assign some portion of the anticipated ADU capacity to under 80 percent AMI. The current Fair Market Rent (FMR) for a one-bedroom apartment in King County is \$2,100 per month. This would be considered affordable to a 2-person household with an income of at least \$84,000 per month, which is very close to the line for 80 percent of AMI for a 2-person household (\$80,750 per year). The City could potentially assume that some percentage of ADUs constructed would be used for older family members on fixed incomes who would likely meet low-income thresholds, and that some percentage would also be rented out at or below fair market rent and might thus be affordable to low-income households.</p>

<p><b>Does this option result in 30 percent or more of lots designated for single-family within the city allowing middle housing?</b></p>	<p>Yes. Although ADUs are not considered middle housing per HB 1110 and Department of Commerce guidance, for the purposes of this analysis (and considering ADUs can be used to meet the unit count per lot requirements under HB 1110), ADUs help meet this requirement. 54 percent of the predominately single-family lots would be required to implement HB 1337.</p>
<p><b>Code actions that could be taken to implement law</b></p>	<p>See code table in <a href="#">Appendix A</a>.</p>
<p><b>Could this action provide an option to assist with meeting any new housing targets associated with the 2024 Comprehensive Plan?</b></p>	<p>Yes. The city could allocate some housing capacity to ADUs. It would be important to develop a methodology to help support the number of ADU units the city expects during the planning period. A methodology could look like:</p> <ul style="list-style-type: none"> <li>✓ Calculating the total number of lots these provisions would apply to.</li> <li>✓ Remove lots with critical areas.</li> <li>✓ Remove a certain percentage of lots where there may be Codes, Covenants, and Restrictions (CCR), which would limit ADUs from being built, small lots where attached or detached may not be possible, and other limitations that may apply based on the regulations in place.</li> <li>✓ Consider how the city will apply these new requirements. As an example, if a zone has a 20-foot rear setback for homes, and most homes are built close to the setback line, you would see fewer ADUs (internal ADUs could still be built). If you amend the zoning to allow ADUs at 5 feet, for example, you will see more. Chose a reasonable deduction when applying for this. It doesn't have to be perfect, and over time you will have more data to apply.</li> <li>✓ This will then give you a reduced number of lots where one or two ADUs could be built. You could then apply a reasonable standard like one ADU will be built per five lots (given 10 ADUs would theoretically be allowed, but certainly not all 10 would be built) during the planning period.</li> <li>✓ The last step would be applying the ADU capacity to one or more income bands (see comments under Housing Element on the previous page).</li> </ul>



<p><b>Survey results relating to these actions</b></p>	<p>Please note that according to the Department of Commerce and House Bill 1110 (now part of RCW 36.70A, the Growth Management Act), ADUs are not considered middle housing, even though they can be used to meet the unit density per lot elements of the latter. The project survey focused on middle housing, but individual respondents voluntarily offered the following comments on ADUs (organized under the relevant questions) via the “other” comment box on those questions.</p> <p><i>Which areas in Kenmore do you think would be suitable for middle housing?</i></p> <ul style="list-style-type: none"> <li>✓ “Cottages or ADU condos should be allowed in all residential neighborhoods.”</li> </ul> <p><i>What sorts of middle housing do you think Kenmore should consider allowing in residential neighborhoods?</i></p> <ul style="list-style-type: none"> <li>✓ “Love to see more ADUs too :)”</li> <li>✓ “Easier variances to allow detached ADU, and short plats;”</li> <li>✓ “Cottage housing; ADU condos;”</li> </ul>
<p><b>Cities that have taken the same or similar actions and additional resources to consider</b></p>	<p>Given this is a new set of requirements, all jurisdictions will be working to implement it over the next several years. However, some jurisdictions have current regulations which are like those required under HB 1337.</p> <p>Two ADUs on one lot:</p> <ul style="list-style-type: none"> <li>✓ <a href="#">Black Diamond Municipal Code Sec. 18.56.030</a> – Allows two ADUs in conjunction with the primary unit provided adequate provisions for water and sewer are met.</li> <li>✓ <a href="#">Burien Municipal Code Sec. 19.17.070</a> – Permits a maximum of two ADUs (one attached and one detached) per detached house.</li> <li>✓ <a href="#">Langley Municipal Code Sec. 18.08.095</a> – Allows one attached and one detached ADU on a lot with a single-family dwelling connected to sewer.</li> </ul> <p>Allowance for ADUs on small lots:</p> <ul style="list-style-type: none"> <li>✓ <a href="#">Enumclaw Municipal Code Sec. 19.34.050</a> – Allows ADUs on lots of any size.</li> </ul>

	<ul style="list-style-type: none"><li>✓ <a href="#">Kenmore Municipal Code Sec. 18.73.100</a> – Does not require a minimum lot size for ADUs.</li><li>✓ <a href="#">Renton Municipal Code Sec. 4-2-110C</a> – Permits ADUs on lots 3,000 square feet or less.</li></ul>
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# Housing Bill 1110 – Middle Housing

## INTRODUCTION

House Bill 1110 was passed during the 2023 legislative session. It is an act relating to increasing middle housing in areas traditionally dedicated to single-family detached housing. Middle Housing, also commonly referred to as “Missing Middle Housing”, is defined as duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, courtyard apartments, cottage housing, and stacked flats. It is referred to as “missing middle” because demand for this type of housing has strongly outpaced supply in most communities. Middle Housing is typically more affordable than single family detached or mid/high rise housing.



The Department of Washington Department of Commerce has developed a [Fact Sheet](#), which may aid the City of Kenmore during implementation. It is expected that additional guidance will be provided by the state over the coming months. This includes any funding that might be available to implement these new requirements.

## IMPLEMENTATION STRATEGY

HB 1110 has different requirements for cities with a population over and under 25,000. The Office of Financial Management (OFM) estimates the 2022 population for the City of Kenmore at 24,090. Based on current population trends, Kenmore may exceed the 25,000-resident population threshold in 2025 or 2026. Therefore, it is important for the city to weigh what to implement now and what can wait until the City crosses the 25,000-person threshold. There are advantages and disadvantages to both approaches. For example, having the conversation about whether to take advantage of the 75 percent/25 percent split described below, where the City can choose to apply the middle housing requirements to 75 percent of the affected lots with requirements for what it can include in both categories, might yield analysis that is useful in deciding how best to comply with the law and how to craft development regulations that successfully implement the law.

## LAW SUMMARY

The provisions of this bill must be implemented by the City no later than June 30, 2025. The following summarizes the bill requirements as they pertain to the City of Kenmore. See the [final bill report](#) for more information.

Provisions that apply to a city with a population less than 25,000 must include authorization for at least:

- ✓ two units per lot.

Provisions that apply a city with a population of at least 25,000 but less than 75,000 must include authorization for at least:

- ✓ two units per lot;
- ✓ four units per lot within 0.25 miles walking distance of a major transit stop; and
- ✓ four units per lot if at least one unit is affordable housing.

A major transit stop includes a stop on a high-capacity transportation system, commuter rail stops, stops on rail or fixed guideway systems, and stops on bus rapid transit routes. To qualify as affordable housing, the unit must be maintained as affordable for at least 50 years and record a covenant or deed restriction that ensures continued affordability. The affordable units also must be comparable in size and number of bedrooms as other units and be generally distributed throughout the development. A city with an affordable housing incentive program may vary from these affordable housing requirements and require any development to provide affordable housing, either onsite or through an in-lieu payment.

Provisions that apply to both options:

- ✓ Requirements do not apply to lots designated as critical areas (including buffers), watershed serving a reservoir for potable water if that watershed is listed as impaired or threatened under the federal Clean Water Act, or lots that have been designated urban separators by countywide planning policies.
- ✓ An alternative implementation process allows the City to implement the density requirements on 75 percent of lots dedicated to single-family detached housing units when certain conditions are met. However, the City would be required to allow additional housing units in areas for which the exclusion would further racially disparate impacts or result in zoning with a discriminatory effect; within 0.5 miles walking distance of a major transit stop; or historically covered by a covenant or deed restriction excluding racial minorities from owning property or living in the area.
- ✓ If the alternative implementation process is utilized, the 25 percent of lots dedicated to single-family housing for which middle housing requirements are not in place are required to include areas for which Commerce has certified an extension due to the risk of displacement or lack of infrastructure capacity; any lots designated with critical areas or their buffers; any portion of a city within a 1-mile radius of a commercial airport with at least 9 million annual enplanements that is exempt from the parking requirements; and any areas subject to sea level rise, increased flooding, susceptible to wildfires, or geological hazards over the next 100 years.
- ✓ The bill also provides options for extensions to implement the bill requirements when certain conditions are met.
- ✓ A city must allow at least six of the nine types of middle housing and may allow ADUs to achieve the minimum density requirements. **Note that implementation of HB 1337 would assist in meeting this requirement.**

In addition, the middle housing requirements:

- ✓ May only apply administrative design review for middle housing.
- ✓ May not require standards for middle housing that are more restrictive than those required for detached single-family residences.
- ✓ Must apply to middle housing the same development permit and environmental review processes that apply to detached single-family residences, unless otherwise required by state law.
- ✓ Are not required to be applied to lots less than 1,000 square feet in size.
- ✓ Must also allow zero lot line short subdivisions where the number of lots created is equal to the unit density required.
- ✓ May not require off-street parking as a condition of permitting development of middle housing within 0.5 miles walking distance of a major transit stop.
- ✓ May not require more than one off-street parking space per unit as a condition of permitting development of middle housing on lots smaller than 6,000 square feet (before subdividing)
- ✓ May not require more than two off-street parking spaces per unit as a condition of permitting development of middle housing on lots greater than 6,000 square feet (before subdividing).

## MAPS OF WHERE IMPLEMENTATION IS REQUIRED

The following pages contain two maps:

- For compliance for cities with a population under 25,000, lots in the R-1, R-4, and R-6 zones where 2 dwelling units per lot would be required (does not include lots with critical areas or buffers)
- For compliance for cities with a population over 25,000 but under 75,000, the same 2 units per lot plus 4 units per lot within a quarter-mile walking distance to a major transit stop

Please note that under Sections 10 through 13 of [HB 1110](#), condominium declarations, governing documents of homeowners' associations, and common interest community declarations and governing documents created after the effective date of the law cannot actively or effectively prohibit the construction, development, or use of additional housing units required under the law. However, **existing** condo and homeowner's association covenants, conditions, and restrictions are not overruled by HB 1110. This analysis does **not** attempt to map where these declarations and governing documents are in place, but the City should be aware that the actual number of lots affected will be somewhat smaller than mapped as a result.

## IMPLEMENTATION CONSIDERATIONS

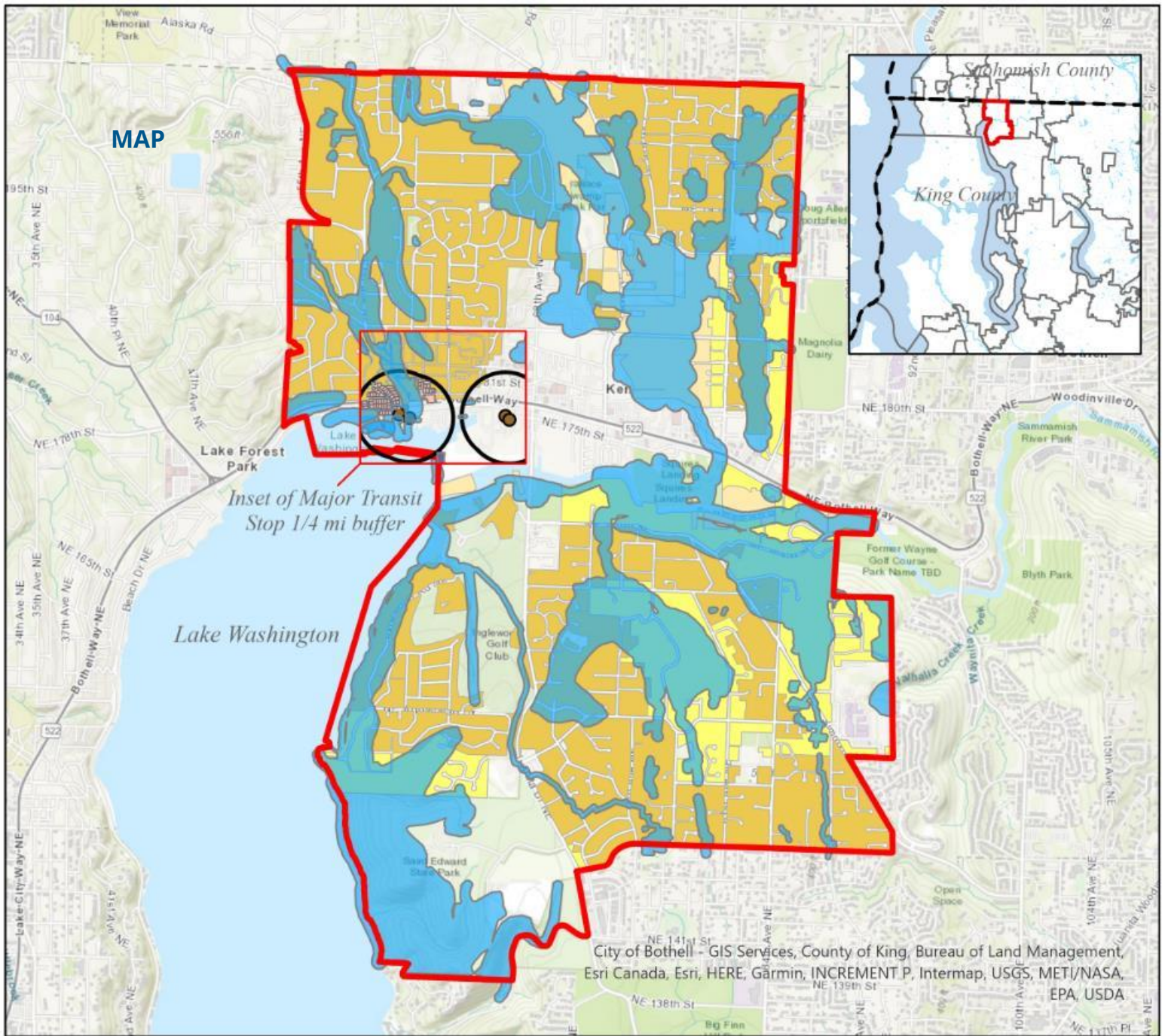
There are several important considerations policy makers will need to be cognizant of as the City contends with implementation of HB 1110.

First and foremost, as discussed in the code options table (Appendix B), in the R-1, R-4, and R-6 zones, density as currently defined in code and the comprehensive plan will likely need to be re-imagined. The requirement to allow a certain number of units per lot applies regardless of lot size. One option the City could consider to implement this include potentially keeping the current

density provisions for single-family uses for now but indicating in the code that for up to 2 (or 4) units per lot, the density provisions do not apply. It may be important regardless of when the City adopts these regulations or whether it chooses to meet the 25,000-person+ requirements now to include policy support in the comprehensive plan for an alternative or additional conception of density based on units per lot rather than units per acre for at least some development types.

There are a number of other specific considerations for the City to weigh, including:

- ✓ Accessory Dwelling Units (see writeup on HB 1337) can be counted toward the units per lot requirement of HB 1110. Any methodology the City devises or uses to calculate the likely yield of ADUs over the planning period should be applied to HB 1110 compliance where applicable. However, ADUs on their own are not considered a middle housing type, so this does not remove the requirement for the City to allow six of the nine named middle housing types in areas where the law applies (see next item).
- ✓ For areas within cities where only 2 units per lot are now required, the city will be required to “allow” six of the nine middle housing types. The City currently permits subdivided townhouses in these zones outright (and other townhouse units as conditional uses). Depending on the configuration of townhouse units per building, they can in effect meet the definitions of duplexes, triplexes, fourplexes, sixplexes, and courtyard apartments. Similarly, a duplex or a triplex could be stacked vertically (as in the case of an older multi-family single-family home converted to rental units on different floors), thus also counting as stacked flats. Public feedback during the previous attempt at developing middle housing code in Kenmore indicated that the public is not necessarily supportive of further encouragement of townhouses but is more supportive of duplexes and triplexes. This is something policy makers will have to grapple with as HB 1110 is implemented. If the city were to allow duplexes, triplexes, cottage housing and townhouses in the R-1 through R-6 zones, that could potentially count for five out of the nine, leaving additional discussion needed on fourplexes and courtyard apartments, for example. Further guidance from the state and case law will help clarify this as the city moves forward.
- ✓ The City will need to implement regulations requiring certain steps for middle housing with affordable units to get to four units per lot to be approved. However, policy makers will need to address what “generally distributed throughout the development” means, especially in small infill settings where this would likely occur.



# City of Kenmore

## Residential Zones and Residential Lots

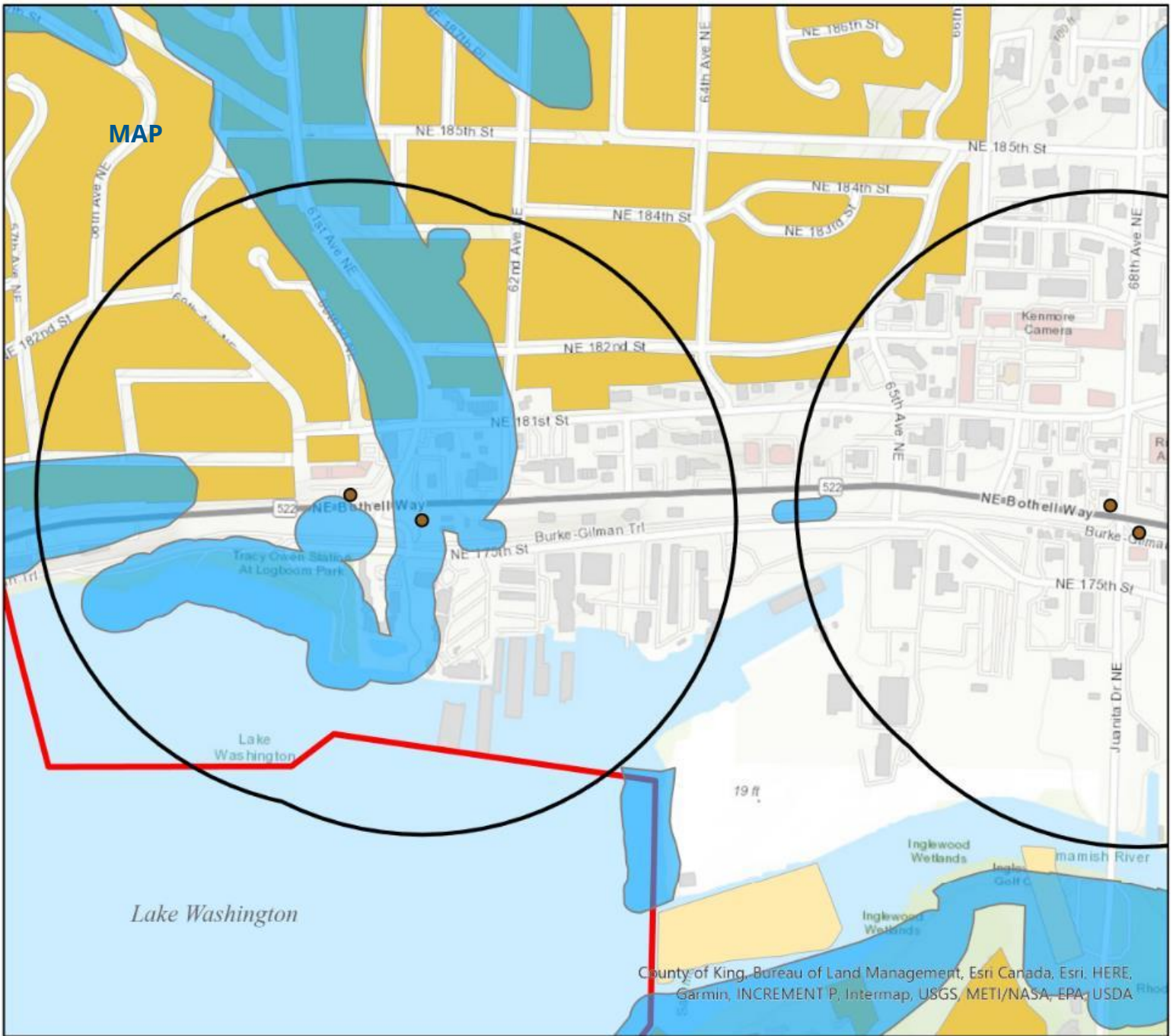
<i>Elements</i>	<i>Zoning</i>	<i>Misc.</i>
Critical Areas and Buffers	R-1 Zone (1 DU/AC)	City Boundary
	R-4 Zone (4 DU/AC)	County Boundary
	R-6 Zone (6 DU/AC)	

This map is intended to show the total residential lots in the City of Kenmore. Tracts and non-residential lots are removed. Lots in critical areas or their buffers are removed.

Total Residential lots in the R1, R4, R6: 6,624  
 About 65% total residential lots in R1, R4, and R6 zones have to allow 2 dwelling units per lot.  
 HB 1110 does not apply on lots subject to CC&Rs, but that information is not readily available in parcel and zoning data.

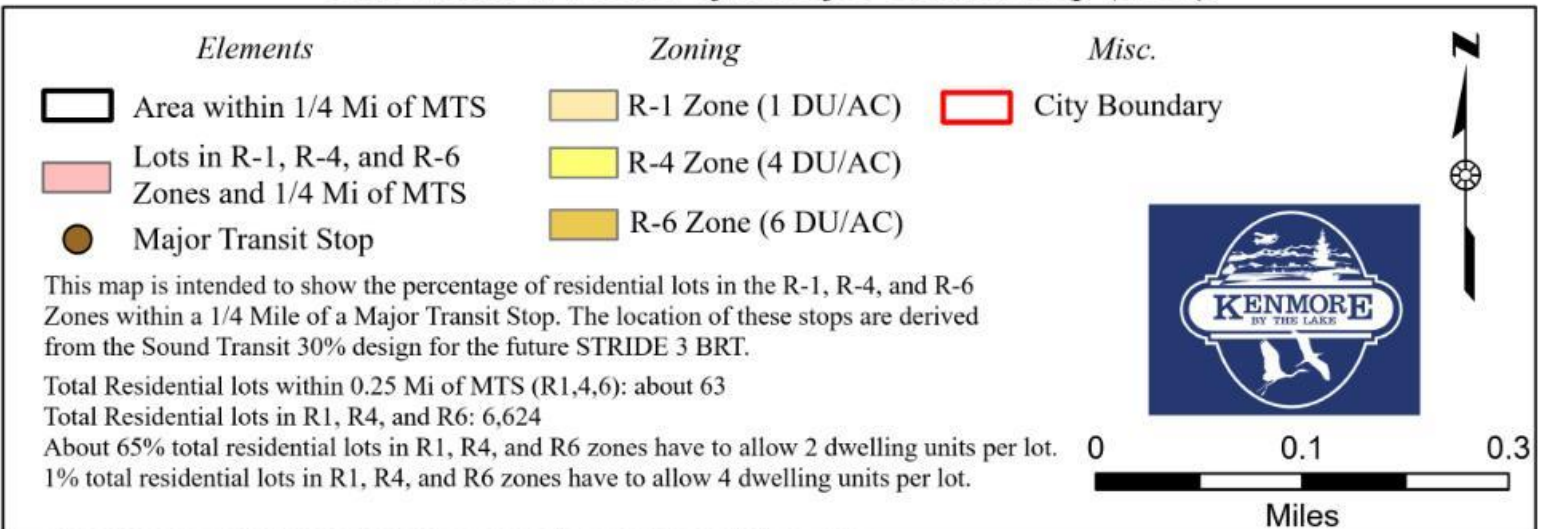
*The critical areas on this map are taken from King County GIS Open Data. The buffer is a standard 50' buffer. The exact buffer of any critical area must be verified by a licensed biologist or geotechnical engineer before development can be planned.*

Miles



# City of Kenmore

## Lots within 1/4 Miles of a Major Transit Stop (MTS)



THIS IS BASED ON A CRITICAL AREAS MOSAIC NOT SITE-BY-SITE INVESTIGATION THAT WOULD VERIFY IF CRITICAL AREAS ARE PRESENT



## EVALUATION OF ACTION RE: PROJECT REQUIREMENTS

<p><b>Existing policy or policies that support action</b></p>	<ul style="list-style-type: none"> <li>✓ Policy LU-3.1.6 Plan for a variety of housing types including affordable housing.</li> <li>✓ OBJECTIVE H-1.3 Prioritize and plan for the retention of existing residents when considering zoning changes or capital projects. In particular consider impacts on marginalized people, with a particular focus on Black, Indigenous, and People of Color communities.</li> <li>✓ 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.</li> <li>✓ 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.</li> <li>✓ 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.</li> <li>✓ 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.</li> <li>✓ OBJECTIVE H-4.3 Provide zoning and development standards that integrate affordable housing compatibly into the community.</li> </ul>
<p><b>Suggested policy to consider to support action</b></p>	<ul style="list-style-type: none"> <li>✓ Policy LU-1.5.1 will need to be revised to reflect that the lower density single-family neighborhoods are no longer “single-family” neighborhoods. Perhaps could consider calling them simply “lower density residential neighborhoods.”</li> <li>✓ Policy LU-1.5.2 could be improved by adding housing unit counts or unit densities to the list of standards that should be addressed in development regulations to</li> </ul>

	<p>support the use of this new “density” measure created by this law.</p> <ul style="list-style-type: none"> <li>✓ The Low Density Residential bullet under Policy LU-2.1.2 should be modified to reflect that these zones will be “predominately one to two dwelling units per lot” and remove the base density clause as this is no longer relevant.</li> <li>✓ Policy LU-2.3.1 should be revised to remove the reference to four dwelling units per acre and established single-family neighborhoods.</li> <li>✓ HB 1110 requires up to four units per lot for cities over 25,000 within a quarter-mile of major transit stops. The definition of major transit stops is distinct from previous guidance in that it precludes frequent regular bus service. The current Comprehensive Plan identifies medium density residential uses within a quarter-mile of a King County Metro route that bisects the city from north to south. Since the new law doesn’t require this, the City will have to make a policy decision about whether to preserve this provision going forward.</li> </ul>
<p><b>Code changes needed to implement HB 1110</b></p>	<p>See code table in <a href="#">Appendix B</a>.</p>
<p><b>Could this action provide an option to assist with meeting the new Housing Element requirements associated with the 2024 Comprehensive Plan update?</b></p>	<p>While this will increase housing capacity, it may not result in housing types that the City is not already planning for.</p>
<p><b>Could this action provide an option to assist with meeting any new housing targets associated with the 2024 Comprehensive Plan?</b></p>	<p>Yes. The city could allocate some housing capacity to the allowance of additional housing units on lots. It would be important to develop a methodology to help support the number of units the city expects during the planning period. A methodology for ADUs in the above action could be utilized for this as well.</p>
<p><b>Does this option result in 30 percent or more of lots designated for single-family within the city allowing middle housing?</b></p>	<p>Yes. 4,331 out of 6,624 (65 percent) lots are in the R-1, R-4, and R-6 zones and do not have critical areas or their buffers and thus would be subject to the requirements of HB 1110. (As noted in the writeup above, lots subject to existing CC&amp;Rs would not have to comply, so this number is likely smaller.) 63 of these 4,331 lots are within a quarter mile walking distance of a major transit stop (see maps).</p>

<p><b>Survey results supporting these changes</b></p>	<p>The Middle Housing project included a short project survey. The following feedback reflects high-level findings related to middle housing provision in Kenmore.</p> <ul style="list-style-type: none"><li>✓ Out of 131 respondents, 12 (9 percent) reported that they rent their home. 110 (84 percent) own their home. 7 (5 percent) reported they have a different living situation, and 2 did not respond to the question.</li><li>✓ 45 percent of respondents indicated they do not think Kenmore has enough available homes they could afford if they were looking to purchase a home. Three-quarters of renter respondents (75 percent) indicated this, while only 42 percent of owner respondents did so.</li><li>✓ 75 percent support some level of middle housing being allowed in Kenmore’s residential neighborhoods. This includes 10 out of 12 respondents who report renting their home (83 percent of renters) and 75 percent of respondents who own their home.</li><li>✓ 21 percent of respondents indicated that they do not support middle housing in Kenmore. Of these 27 respondents, an equivalent percentage of owners and renters felt this way.</li><li>✓ 36 percent of respondents indicated they think all residential areas should allow the middle housing types they support, 38 percent support it near transit, 6 percent support it in some residential areas only, and 13 percent do not support it anywhere.</li></ul>
<p><b>Cities that have taken the same or similar actions and additional resources to consider</b></p>	<p>Given this is a new set of requirements, all jurisdictions will be working to implement it over the next several years.</p>

**Appendix A. Code Options for Addressing HB 1337**

Note: Each provision of HB 1337 that imposes a new requirement on Kenmore is listed in the rows below. Columns represent the chapters or sections of code that will need to be changed. Additional rows later in the table list other issues that the City could consider changing to improve implementation of these requirements.	<a href="#">18.15.040 Residential Zones</a>	<a href="#">18.20 Technical Terms and Land Use Definitions</a>	<a href="#">18.73 Accessory dwelling units, home occupation, home industry</a>	<a href="#">18.21.020 Residential zones R-1, R-4 and R-6 – use allowances</a>	<a href="#">18.21.030 Residential zones R-1, R-4 and R-6 – development standards</a>	<a href="#">18.21.073 Accessory uses (residential zones)</a>	<a href="#">20.47.040 Exemptions (Impact Fees)</a>	<a href="#">18.30 Development standards - general</a>	Other
<b>Required changes to comply with requirements of HB 1337</b>									
Impact fees cannot exceed 50 percent of fee for principal unit							ADUs currently exempted from all impact fees. Unclear whether provision requiring assessment of impact fees if the ADU is converted to another land use or dwelling unit would run afoul of this.		
Not requiring owner occupancy			<a href="#">18.73.100(C)</a> will need to be removed to comply with this provision.						
Allow at least 2 ADUs on all lots that allow single-family homes in the following configurations: one attached ADU and one detached ADU, two attached ADUs, or two detached ADUs			<a href="#">18.73.100(A)</a> will need to be revised to reflect that two ADUs are allowed on all lots where single-family homes are allowed in the configurations noted in HB 1337.			<a href="#">18.21.073</a> states that accessory uses consistent with the definition of accessory uses in Chapter 18.20 are allowed as determined by the city manager. This could be revised to include a reference to updated <a href="#">18.73.100(A)</a> since ADUs would technically be covered by this definition.			
Permit detached ADUs		Detached ADUs defined in <a href="#">18.20.705</a> . No changes needed.							
Allow an ADU on any lot that meets the minimum			<a href="#">18.73.100(B)</a> specifies that there						

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lot size requirements for the zone			is no minimum lot size for an ADU. No changes needed.						
Have a maximum floor area of at least 1,000 square feet			<a href="#">18.73.100(D)</a> will need to be modified so that lots >= 6,000 square feet AND lots < 6,000 square feet have a maximum floor area of 1,000 square feet for detached ADUs.						
Have a height limit of at least 24 feet unless the primary structure’s height limit is under 24 feet			<a href="#">18.73.100(E)</a> establishes a 35-foot height limit for ADUs, no changes needed.						
Have setback requirements, yard coverage limits, tree retention mandates, restrictions on entry door locations, aesthetic requirements, and requirements for design review for ADUs that are equally or less restrictive than those for principal units								<a href="#">18.30.230(R)</a> allows an ADU within the primary home’s rear setback down to 10 feet for the R-4 and R-6 zones.	
Allow detached ADUs to be sited at a lot line if the lot line abuts a public alley, unless the city or county routinely plows snow on the public alley;								<a href="#">18.30.210</a> allows structures to be built to a property line abutting an alley, except that a garage, carport, or fenced parking area must be 26 feet minimum from the opposite edge of the alley. No changes needed.	
Allow ADUs to be converted from existing			The city should consider adding a provision in <a href="#">18.73</a>			The city should consider adding a provision in <a href="#">18.73</a>			

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structures, including detached garages			and <a href="#">18.21.073</a> allowing conversion of existing structures, including detached garages, to ADUs.			and <a href="#">18.21.073</a> allowing conversion of existing structures, including detached garages, to ADUs.			
Not prohibit the sale of a condominium unit independently of a principal unit solely on the grounds that the condominium unit was originally built as an ADU			The city may need to add to <a href="#">18.73</a> to clarify that condominium conversion pursuant to <a href="#">15.35 KMC</a> is permitted.						<a href="#">15.35</a> Condominium conversion does not appear to contravene this.
Not require public street improvements as a condition of permitting ADUs									<a href="#">18.45</a> Development standards – adequacy of public facilities may need to be modified, since currently ADU construction would be considered development that would need to meet city standards for sewer, water, vehicular access, and transportation system. This might need to be modified to reflect that ADUs do not constitute development that would require public street improvements.
Not require off-street parking as a condition of permitting development of ADUs within 0.5 miles walking distance of a major transit stop;			<a href="#">18.73.100(F)</a> stipulates that no off-street parking is required for an ADU regardless of location. No changes needed.						
Require more than one off-street parking space			<a href="#">18.73.100(F)</a> stipulates that no off-						

<p>Note: Each provision of HB 1337 that imposes a new requirement on Kenmore is listed in the rows below. Columns represent the chapters or sections of code that will need to be changed. Additional rows later in the table list other issues that the City could consider changing to improve implementation of these requirements.</p>	<p><a href="#">18.15.040</a> Residential Zones</p>	<p><a href="#">18.20</a> Technical Terms and Land Use Definitions</p>	<p><a href="#">18.73</a> Accessory dwelling units, home occupation, home industry</p>	<p><a href="#">18.21.020</a> Residential zones R-1, R-4 and R-6 – use allowances</p>	<p><a href="#">18.21.030</a> Residential zones R-1, R-4 and R-6 – development standards</p>	<p><a href="#">18.21.073</a> Accessory uses (residential zones)</p>	<p><a href="#">20.47.040</a> Exemptions (Impact Fees)</p>	<p><a href="#">18.30</a> Development standards - general</p>	<p>Other</p>
<p>per unit as a condition of permitting development of ADUs on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits</p>			<p>street parking is required for an ADU regardless of lot size. No changes needed.</p>						
<p>Require more than two off-street parking spaces per unit as a condition of permitting development of ADUs on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits</p>			<p><a href="#">18.73.100(F)</a> stipulates that no off-street parking is required for an ADU regardless of lot size. No changes needed.</p>						
<p><b>Additional changes Kenmore could consider to encourage ADUs</b></p>									
<p>Family definition</p>		<p>In <a href="#">18.20.1010</a>, family is defined in part as “[...] two or more persons related by blood or marriage; a group of two or more disabled residents protected under the Federal Housing Act Amendments, who are not related by blood or marriage, living together as a single housekeeping unit; a group of eight or fewer residents, who are not related by blood or marriage, living together as a single housekeeping unit [...].” Consider removing or adjusting the provision for unrelated residents and/or replacing the</p>	<p>18.73.100(H) limits the total number of occupants across the ADU and primary unit to the maximum number for a single-family dwelling. Consider removing this provision (see comments under 18.20). Since the number of unrelated people as defined there is linked to a single housekeeping unit, which would not be applicable to ADUs.</p>						

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		<p>definition of “family” with a definition for “household” that complies with fair housing law and is more permissive when it comes to ADUs.</p>							
<p>Setbacks</p>					<p>The minimum rear setback for the R-4 and R-6 zones is 20 feet. According to <a href="#">18.20.705</a>, a detached ADU must be separated from the primary dwelling by a minimum of 5 feet. If the minimum rear setback for an ADU (per <a href="#">18.30.230(R)</a>) is 10 feet absent an alley, this leaves only 5 feet of lot depth for a detached ADU, which is obviously insufficient. Additionally, in line with allowing conversion of existing structures, the city should then also add a footnote to the development standards allowing ADUs to be within the required setbacks if the existing structure does not conform to these standards.</p>			<p>Consider allowing the same reduced setback (10 feet, or less if desired) in the R-1 zone as in the R-4 and R-6 zones. Critical areas regulations should provide the same protection to sensitive areas regardless of what the setback is, and the lots in the R-1 zone tend to be really large so the impact of this would be really minimal but might help a few people on the margins.</p>	
<p>Base and maximum impervious</p>					<p>Currently, the base and max impervious for single-family</p>				



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					<p>zones are 30 and 30 percent (R-1), 45 and 55 percent (R-4), and 60 and 70 percent (R-6). Consider increasing the maximum and/or base impervious threshold especially for R-4 and R-6, as on tight lots even if a detached ADU was possible setback-wise, impervious coverage could still be a deterrent.</p>				
<p>Fees</p>							<p>Consider removing or altering provision that an ADU that is converted to another dwelling unit pays full impact fees upon conversion. If the material condition of the ADU (occupancy, size, etc) has not changed, if it is converted to a condominium or short platted in the future this should not change the “impact” of the unit, which already exists and already has residents that have “impacted” the city that the City decided should be</p>		

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							<p>encouraged by not requiring them to pay impact fees.</p>		
<p>Zone definitions</p>	<p>Consider adding ADUs to the purpose of the R-1 through R-6 zones in <a href="#">18.15.040(A)(1)</a>.</p>			<p>Could consider allowing ADUs as a specific use. Currently, 18.21.073 says that accessory uses are consistent with chapter 18.20 are allowed subject to the approval of the city manager.</p>					

**Appendix B. Code Options for Addressing HB 1110**

<p>Note: Each provision of HB 1110 that imposes a new requirement on Kenmore is listed in the rows below. Columns represent the chapters or sections of code that will need to be changed.</p>	<p><a href="#">17.20 Subdivisions and short subdivisions</a></p>	<p><a href="#">18.15.040 Residential Zones</a></p>	<p><a href="#">18.20 Technical Terms and Land Use Definitions</a></p>	<p><a href="#">18.21.020 Residential zones R-1, R-4 and R-6 – use allowances</a></p>	<p><a href="#">18.21.030 Residential zones R-1, R-4 and R-6 – development standards</a></p>	<p><a href="#">18.40 Development standards – parking and circulation</a></p>	<p><a href="#">18.52 Design standards</a></p>
<p><b>Required changes to comply with requirements of <a href="#">HB 1110</a></b></p>							
<p>A fully planning city with a population less than 25,000, within a contiguous UGA with the largest city in a county with a population of more than 275,000, must include authorization for the development of at least two units per lot.</p>		<p>Will need to revise 18.15.040(A)(1) to reflect that the R1 through R6 zones allow a minimum of two units per lot.</p>	<p>18.20 will need to be modified to define the housing types that the city will be permitting within the residential zones to comply with the “six of the nine” provision of HB 1110. This could be done by changing <a href="#">18.20.835</a> dwelling, multiple-family to define gradations of multifamily (A, B, C, etc would be middle housing types up through large multifamily, which could be more than 4 or 6 units in a structure not including townhomes). Alternatively, the city could add separate definitions for duplex, triplex, etc directly into this chapter using the definitions authored in RCW 36.70A.030 by way of <a href="#">HB 1110</a> if desired.</p>	<p>Footnote 11 will need to be modified to reflect the middle housing types that are allowed (six of the nine middle housing types) in these zones. This relates to the notes for 18.20 (left). Footnote 19 in this code section already allows “more than one detached dwelling unit” on an individual lot through the conditional use permit process. This will likely need to be stricken as part of updating allowed uses.</p> <p>Note that the law allows cities to count ADUs toward the unit count per lot requirements, so if Kenmore fully implements HB 1337 as described in the other table in this report that technically takes care of the unit count per lot requirement for cities under 25,000.</p> <p>However, the City still must “allow” six of the 9 middle housing types, and they cannot have a more stringent process than a single-family detached house.</p> <p>If the City is desiring to take on the over 25,000 requirements of HB</p>	<p>Density ranges will need to be reworked or removed (see section on additional steps the city could take to encourage middle housing in this table).</p>		
<p>A fully planning city with a population of at least 25,000 but less than 75,000 must include authorization for at least:</p> <ul style="list-style-type: none"> <li>• two units per lot;</li> <li>• four units per lot within 0.25 miles walking distance of a major transit stop; and</li> <li>• four units per lot if at least one unit is affordable housing.</li> </ul>							

<p>Note: Each provision of HB 1110 that imposes a new requirement on Kenmore is listed in the rows below. Columns represent the chapters or sections of code that will need to be changed.</p>	<p><a href="#">17.20</a> Subdivisions and short subdivisions</p>	<p><a href="#">18.15.040</a> Residential Zones</p>	<p><a href="#">18.20</a> Technical Terms and Land Use Definitions</p>	<p><a href="#">18.21.020</a> Residential zones R-1, R-4 and R-6 – use allowances</p>	<p><a href="#">18.21.030</a> Residential zones R-1, R-4 and R-6 – development standards</p>	<p><a href="#">18.40</a> Development standards – parking and circulation</p>	<p><a href="#">18.52</a> Design standards</p>
				<p>1110 at this time, it will also need to add provisions related to four units per lot being allowed within a quarter-mile walking distance of major transit stops and provisions to implement the four units per lot if at least one is affordable.</p> <p>To qualify as affordable housing, the unit must be maintained as affordable for at least 50 years and record a covenant or deed restriction that ensures continued affordability. The affordable units also must be comparable in size and number of bedrooms as other units and be generally distributed throughout the development. A city with an affordable housing incentive program may vary from these affordable housing requirements and require any development to provide affordable housing, either onsite or through an in-lieu payment.</p>			
<p>Alternative density requirement – may choose to implement the density requirements for at least 75 percent of lots in the city that are primarily dedicated to single-family detached housing units. Unless identified as at higher risk of displacement, the 75 percent of lots allowing the minimum density requirements must include any areas:</p> <ul style="list-style-type: none"> <li>• for which the exclusion would further racially disparate impacts or result in zoning with a discriminatory effect;</li> <li>• within 0.5 miles walking distance of a major transit stop; or</li> </ul>				<p>If the City chooses to implement this density requirement instead of the previous, there are several important things to consider. This includes verifying UW data on historically discriminatory covenants, additional major transit stop analysis, and critical</p>			

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<ul style="list-style-type: none"> <li>historically covered by a covenant or deed restriction excluding racial minorities from owning property or living in the area.</li> </ul> <p>The 25 percent of lots for which the minimum density requirements are not authorized must include:</p> <ul style="list-style-type: none"> <li>any areas for which Commerce has certified an extension due to the risk of displacement or lack of infrastructure capacity;</li> <li>any lots designated with critical areas or their buffers;</li> <li>any portion of a city within a 1-mile radius of a commercial airport with at least 9 million annual enplanements that is exempt from the parking requirements; and</li> <li>any areas subject to sea level rise, increased flooding, susceptible to wildfires, or geological hazards over the next 100 years.</li> </ul>				areas analysis to determine whether this option is possible for Kenmore.			
A city must allow at least six of the nine types of middle housing and may allow ADUs to achieve the minimum density requirements. Middle housing is defined as buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing. A city is not required to allow ADUs or middle housing types beyond the density requirements.				This section will need to be updated in concert with <a href="#">18.20</a> definitions. ADUs can be counted toward the unit count per lot, but the city is still required to “allow” at least six of the nine middle housing types.			
May only apply administrative design review for middle housing							Per <a href="#">18.52.070</a> , Applicability, design standards are applicable to any new construction, remodels, parking reconfigurations, and building expansions (with some limited exemptions) within three different design review areas. These areas do not apply to the single-family zones in question, so no changes needed.
Except as allowed for administrative design review above, may not require standards for middle housing that are more restrictive than those required for detached single-family residences					Relevant development standards are the same throughout each zone. The City will need to ensure as it modifies the use tables and development standards that no footnotes result in		

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					setback, lot coverage, impervious, building height, clearing, tree canopy and retention, or other regulations are more stringent for middle housing types than for single-family detached.		
Must apply to middle housing the same development permit and environmental review processes that apply to detached single-family residences, unless otherwise required by state law				This means middle housing types must be permitted, not conditional, wherever single-family homes are permitted and not conditional.			
Not required to achieve the per-unit density on lots after subdivision below 1,000 square feet unless the city chooses to enact smaller allowable lot sizes					When addressing zero lot line subdivisions where lots might be as small as 1,000 square feet, should include a footnote that lots created via zero lot line subdivision that are smaller than 1,000 square feet are not subject to the requirement for 2 or 4 units allowed per lot.		
Must also allow zero lot line short subdivisions where the number of lots created is equal to the unit density required	A couple of modifications may be needed here. <a href="#">17.20.125</a> allows zero-lot-line development, but general layout standards in <a href="#">17.20.120</a> require that no portion of a lot shall be narrower than 25 feet, which would seem to frustrate the aims of allowing townhouses.				<a href="#">18.21.030</a> Table B should be modified to ensure that lot widths can be narrower than 30 or 35 feet and lot sizes smaller than the minimum for zero lot line short subdivisions. This could be as simple as applying table footnote 5 (which already applies to side setbacks) also applies to lots in zero lot line subdivisions or short subdivisions. The City may choose to address the issue of density by changing base density and max density in Table B to base units and max		

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					units per lot and add a footnote stating that a zero lot line short subdivision meeting the requirements of Titles 17 and 18 is allowed as many zero lot line lots as the base or maximum units per lot as applicable.		
May not require off-street parking as a condition of permitting development of middle housing within 0.5 miles walking distance of a major transit stop						<a href="#">18.40.030</a> (A) will need additional middle housing types added, perhaps in a footnote, to reflect that certain forms of attached single-family and small multifamily are not required to provide off-street parking within a half-mile walking distance of a major transit stop. HB 1110 contains a definition for major transit stop. This could also be accomplished in <a href="#">18.40.090</a> , transit and rideshare provisions, wherein the City could consider adding a subsection establishing this relief from off-street parking requirements for the middle housing types the city has chosen to allow (see <a href="#">18.21.020</a> changes and related).	
May not require more than one off-street parking space per unit as a condition of permitting development of middle housing on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits						City does not currently have any provisions for off-street parking for residential uses based on lot size, so this is not applicable. The city could, however, choose to proactively address this by establishing a standard of one off-street parking space	

Note: Each provision of HB 1110 that imposes a new requirement on Kenmore is listed in the rows below. Columns represent the chapters or sections of code that will need to be changed.	<a href="#">17.20</a> Subdivisions and short subdivisions	<a href="#">18.15.040</a> Residential Zones	<a href="#">18.20</a> Technical Terms and Land Use Definitions	<a href="#">18.21.020</a> Residential zones R-1, R-4 and R-6 – use allowances	<a href="#">18.21.030</a> Residential zones R-1, R-4 and R-6 – development standards	<a href="#">18.40</a> Development standards – parking and circulation	<a href="#">18.52</a> Design standards
						per unit for middle housing types on lots smaller than 6,000 square feet.	
May not require more than two off-street parking spaces per unit as a condition of permitting development of middle housing on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits						City does not currently require more than 2 off-street parking spaces for any residential unit, so no changes needed.	
A SEPA categorical exemption is established for development regulations that remove parking requirements for infill development.						The City adopts categorical exemptions by reference to the WACs in <a href="#">19.35.060</a> so no changes needed.	



**Appendix C. Survey Results**

ID	Completion time	Do you live in the City of Kenmore?	Do you currently rent or own your home?	If you wanted to purchase a home in Kenmore, do you feel there are enough homes available that you could afford?	Q3 Other	What sorts of middle housing should Kenmore consider allowing in residential neighborhoods? Check all that apply.	Q4 Other	Which areas in Kenmore do you think would be suitable for middle housing? Choose all that apply.	Q5 Other
1	5/12/23 11:01:32	No	I own my home	No;		Cottage housing;		Areas only near public transit options;All residential neighborhoods;	
2	5/12/23 15:00:55	Yes	I own my home	No;		Cottage housing;ADU condos;			Cottages or ADU condos should be allowed in all residential neighborhoods. ;
3	5/16/23 12:17:44	Yes	I own my home	No;		All types of middle housing;		All residential neighborhoods;	
4	5/16/23 12:33:14	Yes	I rent my home	No;	There is nothing available for that 40-50% level or workforce housing. I would want to but for my family. there are just no options.;	Four to six unit buildings;Cottage housing;Duplexes;Triplexes;All types of middle housing;	It's clear that fourplexes and 6plex housing is when it becomes affordable ;	Areas only near public transit options;Some residential neighborhoods - please describe where below.;	Neighborhoods closer to the downtown core and neighborhoods within walking distances of schools.;
5	5/16/23 12:41:14	Yes	I own my home	No;		Duplexes;Cottage housing;		Areas only near public transit options;Some residential neighborhoods - please describe where below.;	
6	5/16/23 12:52:43	Yes	I own my home	No;		Duplexes;		Areas only near public transit options;	
7	5/16/23 13:16:24	Yes	I own my home	Yes;		Cottage housing;		Areas only near public transit options;	
8	5/16/23 17:31:32	Yes	Other - I have a different living situation				NONE OF THE ABOVE!!!;		NONE OF THE ABOVE!!!;
9	5/16/23 20:13:33	Yes	I own my home	Yes;		Duplexes;		Some residential neighborhoods - please describe where below.;	Neighborhoods with sidewalks, parks and transit. ;
10	5/16/23 20:27:22	Yes	I rent my home	No;		All types of middle housing;		All residential neighborhoods;	
11	5/16/23 23:25:33	Yes	I own my home	Yes;			We already said no changes to single family zoning;		Only areas zoned other than single family;
12	5/17/23 8:57:56	Yes	I own my home	No;		All types of middle housing;		All residential neighborhoods;	
13	5/17/23 11:28:42	Yes	I own my home	Yes;		Four to six unit buildings;		Areas only near public transit options;	Not in single residential neighborhoods such as areas around Northshore Summit. ;
14	5/17/23 11:35:47	No	I own my home	No;		All types of middle housing;		All residential neighborhoods;	
15	5/17/23 20:35:58	Yes	I own my home			All types of middle housing;Duplexes;Triplexes;Four to six unit buildings;		Some residential neighborhoods - please describe where below.;	
16	5/18/23 13:59:49	Yes	I own my home	No;		All types of middle housing;Duplexes;Triplexes;Four to six unit buildings;Cottage housing;		All residential neighborhoods;	
17	5/19/23 5:55:07	Yes	I own my home	No;		Duplexes;Triplexes;Four to six unit buildings;Cottage housing;		Areas only near public transit options;	
18	5/19/23 10:00:28	Yes	I own my home	Yes;		All types of middle housing;		Areas only near public transit options;Some residential neighborhoods - please describe where below.;	R6 and above;
19	5/19/23 10:01:04	Yes	I own my home	Yes;		Duplexes;Cottage housing;		Areas only near public transit options;	
20	5/19/23 10:02:45	Yes	I own my home			Duplexes;		All residential neighborhoods;Areas only near public transit options;	
21	5/19/23 10:03:13	Other	I rent my home	No;		All types of middle housing;Duplexes;Triplexes;Four to six unit buildings;Cottage housing;		All residential neighborhoods;Areas only near public transit options;	Not on board with this plan but if it moves forward close the trailer parks which are a source of crime generation and there are many registered sexual offenders that reside there. Remove the trailers and build on that property.;
22	5/19/23 10:07:37	Yes	I own my home	Yes;			None of the above. We need our council to focus on bringing business, retail and restaurants to our community. Not low income housing.;	Areas only near public transit options;	
23	5/19/23 10:07:59	Yes	I own my home	Yes;		Cottage housing;Duplexes;		Areas only near public transit options;	
24	5/19/23 11:11:39	No	I rent my home		I don't know;	All types of middle housing;		Areas only near public transit options;	
25	5/19/23 11:21:18	Yes	I own my home	No;			single family;	Areas only near public transit options;	
26	5/19/23 12:17:54	Yes	I rent my home	No;		All types of middle housing;		All residential neighborhoods;	
27	5/19/23 13:08:22	Yes	I own my home	Yes;			Do not support this in our residential neighborhoods;	Areas only near public transit options;Areas only near public transit options;Some residential neighborhoods - please describe where below.;	Areas where houses are: thinly spaced on larger ground, older, where parking space is included off the street;
28	5/19/23 14:34:15	Yes	I own my home	Yes;		Cottage housing;Duplexes;		Areas only near public transit options;	
29	5/19/23 14:57:07	Yes	I own my home	Yes;		ADU's;Cottage housing;Duplexes;		All residential neighborhoods;	
30	5/19/23 15:01:13	Yes	I own my home	No;		Cottage housing;Duplexes;Triplexes;		Areas only near public transit options;	
31	5/19/23 15:02:43	Yes	I own my home	No;		All types of middle housing;		Areas only near public transit options;	
32	5/19/23 16:22:50	Yes	I own my home	No;		Duplexes;		Areas only near public transit options;	
33	5/19/23 17:26:06	Yes	I own my home	No;		All types of middle housing;		All residential neighborhoods;	
34	5/20/23 2:52:48	Yes	I own my home	No;		Duplexes;Triplexes;		Areas only near public transit options;	

35	5/20/23 8:11:38	Yes	I own my home	No;		Duplexes;Triplexes;Four to six unit buildings;	If you are going to condense housing you need to provide more neighborhood parks or other types of green spaces. Building large complexes with postage stamp size playset is not adequate. Small parks within walking distance is needed through out the Kenmore. These green spaces could include a benches gardens a place to walk a dog or just meet with others in the community. ;	Some residential neighborhoods - please describe where below;;	Large complexes should be required to build a walk way surrounding the perimeter of the whole complex. This would provide residents to have a nice walking space, children could ride their trikes, a space to walk a dog. ;
36	5/21/23 5:33:27	Yes	I own my home	Yes;			Allow middle housing in neighborhoods with sidewalks. ;	Areas only near public transit options;	Middle housing should be within quarter mile of 522. Not anywhere else in Kenmore. Let's not turn into Seattle! Seattle is building 2 single family homes on 5,000 sq foot lots with storage sheds. Not a single tree left on these lots. Please don't do this to Kenmore's neighborhoods. I am not nimble. I am a tree hugger. ;
37	5/21/23 9:46:04	Other	I own my home	No;		All types of middle housing;Duplexes;Triplexes;Four to six unit buildings;Cottage housing;		All residential neighborhoods;Downtown corridor;	
38	5/21/23 10:30:36	Yes	I own my home	Yes;		Duplexes;		All residential neighborhoods;	
39	5/21/23 10:55:01	Yes	I own my home	Yes;		All types of middle housing;		All residential neighborhoods;	
40	5/21/23 11:12:43	Yes	Other - I have a different living situation	No;		All types of middle housing;		Areas only near public transit options;	
41	5/21/23 11:51:04	Yes	I own my home	Yes;			This is a leading question ;		1/4 mile;
42	5/21/23 11:56:45	Yes	I own my home	No;		Duplexes;			You need to do more environmental services if you want to put in this middle housing. Focus on protecting the environment first;
43	5/21/23 12:04:43	Yes	I own my home	Yes;		Duplexes;		Areas only near public transit options;	
44	5/21/23 13:12:15	Yes	I own my home	Yes;		Duplexes;		All residential neighborhoods;	
45	5/22/23 5:02:26	Yes	I own my home	No;		Cottage housing;Duplexes;		All residential neighborhoods;	
46	5/22/23 8:27:25	Yes	I own my home	Yes;		Duplexes;		Some residential neighborhoods - please describe where below;;	A limit to the number of duplexes ;
47	5/22/23 12:44:20	Yes	I own my home	No;		All types of middle housing;		All residential neighborhoods;	
48	5/22/23 15:15:22	Yes	I own my home	No;	There should be more missing middle housing, and affordable housing. ;	All types of middle housing;		All residential neighborhoods;	
49	5/22/23 15:32:03	Yes	I rent my home	No;		All types of middle housing;	Zero lot line row homes, with doors facing the street and garages or parking behind the building using an alley or driveway to limit sidewalk curb cuts (181st and 65th is an example);	Some residential neighborhoods - please describe where below;;	All residential neighborhoods;I think all areas could accommodate missing middle housing however I think higher densities of MMH would be best located near transit and other areas with more amenities within a 10-15 minutes walk shed, furthermore developments need to add additional connections to make route choices more direct to key destinations like the downtown core, parks, trails, and grocery stores. While not missing middle larger multi family developments should have a max size of 300' on any side like the Bothell standard with public through connections to increase access to amenities by rolling or walking. ; Not R1 and not R4. Not along the Sammamish River, not along Swamp Creek or tributaries. Not near wetlands or steep slopes. Not on the lake.;
50	5/22/23 20:41:07	Yes	I own my home	No;		All types of middle housing;		Some residential neighborhoods - please describe where below;;	
51	5/23/23 8:47:05	Yes	I own my home	Yes;		Duplexes;Cottage housing;		Areas only near public transit options;	
52	5/23/23 12:59:11	Yes		No;		All types of middle housing;		All residential neighborhoods;	
53	5/23/23 13:27:37	Yes	I own my home	Yes;		Duplexes;Cottage housing;		Areas only near public transit options;	
54	5/23/23 13:35:07	Other	Other - I have a different living situation	Yes;	No;USB;	All types of middle housing;Duplexes;Triplexes;Four to six unit buildings;Cottage housing;	24/7;	All residential neighborhoods;Areas only near public transit options;Some residential neighborhoods - please describe where below;;	navigate;
55	5/23/23 13:35:25								
56	5/23/23 14:00:34	Yes	I own my home	No;		Cottage housing;All types of middle housing;	Depends on the amount of lot sq. Footage. ;	All residential neighborhoods;	
57	5/23/23 15:57:31	Yes	I own my home	No;		Cottage housing;Tiny houses;		Areas only near public transit options;	

						You keep raising taxes to pay for affordable homes for other people we can't afford anything more than we already have. I would love to live in a duplex with a small yard but won't be able to any time soon. The ones that are being built aren't affordable either. Packing more homes into Kenmore won't make them affordable either. ;						No need to ruin neighborhoods with cheaply designed cookie cutter buildings, keep it closer to transportation. ;
58	5/23/23 16:58:46	Yes	I own my home	No;			Cottage housing;Duplexes;Triplexes;Four to six unit buildings;		Just make the builders use a design that fits the neighborhood. I'm so tired of seeing the same designs with cedar on the front. ;		Areas only near public transit options;	
59	5/23/23 17:18:41	Yes	Other - I have a different living situation	No;			None;				None;	
60	5/23/23 19:25:49	Yes	I own my home	Yes;			None;				None;	
61	5/23/23 21:34:33	Yes	I own my home			Unsure;	All types of middle housing;				All residential neighborhoods;	
62	5/23/23 22:54:45	Yes	I own my home	No;			All types of middle housing;Duplexes;Triplexes;Four to six unit buildings;Cottage housing;		Love to see more ADUs too! ;		All residential neighborhoods;	
63	5/23/23 22:56:10	Yes	I own my home	No;			Duplexes;Cottage housing;		Town Homes (are those duplexes?);		All residential neighborhoods;	a well designed duplex could be anywhere!;
64	5/24/23 8:38:53	Yes	I own my home	No;			All types of middle housing;				All residential neighborhoods;	
65	5/24/23 9:22:55	Yes	I own my home	No;			All types of middle housing;Duplexes;Triplexes;Four to six unit buildings;Cottage housing;				All residential neighborhoods;	
66	5/24/23 15:39:22	No	I rent my home	No;			Four to six unit buildings;Triplexes;Duplexes;Cottage housing;				All residential neighborhoods;	
67	5/25/23 14:39:30	Yes	I own my home	No;			All types of middle housing;				All residential neighborhoods;	
68	5/27/23 12:36:02	Yes	I own my home	Yes;			Duplexes;Cottage housing;Tiny Houses;				All residential neighborhoods;	
69	5/27/23 13:04:24	Yes	I own my home	Yes;			Duplexes;Cottage housing;				Areas only near public transit options;	
70	5/27/23 13:39:15	Yes	I rent my home	No;			Cottage housing;				Areas only near public transit options;	
71	5/27/23 13:50:55	Yes	I own my home	Yes;			Duplexes;Four to six unit buildings;Cottage housing;				Areas only near public transit options;	
72	5/27/23 14:25:56	Yes	I own my home	Yes;			None;					A few blocks adjacent to the SR522;
73	5/27/23 14:51:18	Yes	I own my home	No;			Cottage housing;					
74	5/27/23 16:44:12	Yes	I own my home	Yes;					You and the state have already destroyed single-family housing zoned areas.;			Kenmore is only six miles square--there are no areas suitable for this.;
75	5/27/23 16:49:18	Yes	I own my home	Yes;			None;				None;	
76	5/27/23 16:50:26	Yes	I own my home	Yes;					SINGLE HOUSING;		NONE;	
77	5/27/23 17:08:35	Yes	I own my home	Yes;					I'm not sure about missing middle housing;		Areas only near public transit options;	I feel like this needs to be carefully thought through so as not to turn into Pottersville;
78	5/27/23 18:03:30	Yes	I own my home	Yes;			No;				No;	
79	5/27/23 18:06:37	Yes	I own my home	Yes;					In new development areas build various types but not agree to changed zones. Also infrastructure is needed before adding density;		Areas only near public transit options;	If new housing does not have adequate parking the. It needs to be in the transit corridor;
80	5/27/23 18:19:50	Yes	I rent my home	No;			None;				None;	
81	5/27/23 18:34:35	Yes	I own my home	No;			Cottage housing;				Areas only near public transit options;	
82	5/27/23 19:29:30	Yes	I own my home	No;		Single family home? Absolutely not! ;	Cottage housing;Duplexes;Triplexes;				All residential neighborhoods;	Just don't let the developers ruin the neighborhoods with that cheesy design that looks like shipping containers stacked with some wood planks unless you want this quaint town to look like a cookie cutter suburbia with zero taste. Doubt you will but it's worth a shot. ;
83	5/27/23 19:37:47	Yes	I own my home	No;			Cottage housing;Four to six unit buildings;Triplexes;Duplexes;		Townhouses;		All residential neighborhoods;	
84	5/27/23 20:02:15	Yes	Other - I have a different living situation	No;			All types of middle housing;				All residential neighborhoods;	
85	5/27/23 20:57:24	Yes	Other - I have a different living situation	Yes;					NONE!;			NONE!;
86	5/27/23 21:49:00	Yes	I own my home	No;			All types of middle housing;				All residential neighborhoods;	
87	5/27/23 21:59:27	Yes	I own my home			Houses are quite expensive, we purchased a condo;	All types of middle housing;				All residential neighborhoods;	
88	5/27/23 22:00:16	Yes	I own my home			Houses are expensive, we could only afford a condo;	All types of middle housing;				All residential neighborhoods;	
89	5/27/23 22:58:19	Yes	I own my home	Yes;			Single family. ;					None;
90	5/28/23 8:33:08	Yes	I own my home	Yes;			Cottage housing;				Areas only near public transit options;	in town centers, walking distance to amenities;
91	5/28/23 9:05:04	Yes	I own my home				Duplexes;					
92	5/28/23 9:15:11	No	I own my home				All types of middle housing;				All residential neighborhoods;	
93	5/28/23 10:11:00	Yes	I own my home			I'm not sure;	All types of middle housing;Duplexes;Triplexes;Four to six unit buildings;Cottage housing;				All residential neighborhoods;	

94	5/28/23 10:24:29	Yes	I own my home	Yes;		None in single-family neighborhoods. We should also cap the number of rental units and multi-family housing units to keep our traffic from growing. Large complexes should be forbidden as we already have too much traffic here, and the projects are poorly planned for allowing better traffic flow...example: that ridiculous and expensive road project on the Lake Wa hill next to Inglewood. Rather than allow for better flow, the city constricted the flow down to 68th and Kenmore center. Remove the islands and have busses pull out of traffic on their stops. ;	Areas only near public transit options;	We are not where there is a shortage of housing;?Do not permit greater density; traffic is already too heavy getting to the thoroughfares. ;
95	5/28/23 10:44:28	Yes	I own my home		Kenmore is a nice neighborhood; no one wants to move out. That's why it is so hard to find or purchase a new home in Kenmore.;	All types of middle housing;	Areas only near public transit options;	
96	5/28/23 11:12:16	Yes	I rent my home	Yes;		Duplexes;	Some residential neighborhoods - please describe where below.;	Neighborhood on the hill directly north of Lake Washington;
97	5/28/23 13:31:58	Yes	I own my home	No;		All types of middle housing;	All residential neighborhoods;	
98	5/28/23 18:08:34	Yes	I own my home	No;		Cottage housing;	All residential neighborhoods;	
99	5/29/23 9:35:03	Yes	I own my home	No;		Duplexes;Cottage housing;	Areas only near public transit options;	
100	5/29/23 9:48:48	Yes	I own my home	Yes;		None;	Areas only near public transit options;	
101	5/29/23 10:16:41	Yes	I own my home	Yes;				Leave single family housing zones alone. Also stop with the political wordsmithing by calling it "missing middle." It's not missing, it's elsewhere where other people should look to buy;
102	5/29/23 11:05:08	Yes	I own my home	Yes;			Areas only near public transit options;	
103	5/29/23 14:21:25	Yes	I own my home	Yes;		All types of middle housing;	All residential neighborhoods;	
104	5/29/23 14:52:54	Yes	I own my home	Yes;				Do not mess with single housing In Uplake area.;
105	5/29/23 16:29:09	Yes	I own my home		Not sure;	All types of middle housing;	All residential neighborhoods;	
106	5/29/23 17:35:05	Yes	I own my home	Yes;			If single family home all areas;	
107	5/29/23 18:21:55	Yes	I own my home	Yes;			single Family homes;	
108	5/29/23 18:23:28	Yes	I rent my home	Yes;		None of the above ;		Only the central downtown core should have middle housing;
109	5/29/23 18:26:57	Yes	I own my home	Yes;		Cottage housing;	Areas only near public transit options;	Depends on what type of middle housing you are talking about. I think duplexes and cottage housing would be fine in residential neighborhoods, but larger options I would not want in residential neighborhoods and would prefer those options near public transit only.;
110	5/29/23 20:49:18	Yes	I own my home	Yes;		Duplexes;	Some residential neighborhoods - please describe where below.;	
111	5/30/23 8:31:27	Yes	I own my home	No;		All types of middle housing;	All residential neighborhoods;	
112	5/30/23 9:12:23	Yes	I own my home	No;		All types of middle housing;	Areas only near public transit options;	
113	5/30/23 11:45:38	Yes	I own my home	Yes;		Cottage housing;	All residential neighborhoods;	
114	5/30/23 18:32:44	Yes	Other - I have a different living situation	No;		All types of middle housing;	All residential neighborhoods;	
115	5/30/23 18:36:54	Yes	I own my home		Not looking to purchase another home in Kenmore;	Duplexes;Triplexes;	Areas only near public transit options;	
116	5/30/23 19:33:06	Yes	I own my home			Duplexes;Triplexes;Cottage housing;	Areas only near public transit options;	
117	5/30/23 20:01:20	Yes	I own my home	No;		All types of middle housing;	All residential neighborhoods;	
118	5/30/23 20:24:49	Yes	I own my home	No;		All types of middle housing;	All residential neighborhoods;	
119	5/30/23 20:25:36	Yes	I own my home	Yes;		All types of middle housing;Duplexes;Triplexes;Four to six unit buildings;Cottage housing;	Areas only near public transit options;	
120	5/30/23 21:51:31	Yes	I own my home	Yes;		None;		Only in areas without established neighborhoods ;
121	5/30/23 21:53:36	Yes	I own my home	Yes;		All types of middle housing;Duplexes;Triplexes;Four to six unit buildings;Cottage housing;	Areas only near public transit options;All residential neighborhoods;	
122	5/30/23 22:33:49	Yes	I own my home	No;		Duplexes;	Areas only near public transit options;	
123	5/30/23 22:34:59	Yes	I own my home	Yes;				
124	5/31/23 0:05:24	Yes	I own my home	Yes;		Cottage housing;		Have you driven through Kenmore lately?? There are MANY "Middle Housing" Options. It's here. Enough already.;

125	5/31/23 6:36:16	Yes	I rent my home	No;	Duplexes;Triplexes;Four to six unit buildings;Cottage housing;All types of middle housing;		All residential neighborhoods;
126	5/31/23 6:54:55	Yes	I own my home	Yes;			Areas only near public transit options;
127	5/31/23 9:33:46	Yes	I own my home	Yes;	Duplexes;		Areas only near public transit options;
128	5/31/23 10:43:09	Yes	I own my home	No;			Areas only near public transit options;
129	5/31/23 11:01:15	Yes	I own my home	No;	Duplexes;		Areas only near public transit options;All residential neighborhoods;
130	5/31/23 12:43:05	Yes	I own my home	Yes;	None;		Areas only near public transit options;
131	5/31/23 14:18:47	Yes	I own my home	No;	All types of middle housing;		All residential neighborhoods;