

Bridle Trails Neighborhood Plan Update

Revised Plan - Strikethroughs and Underlines

The last major update to the Bridle Trails Neighborhood Plan occurred in 1986. A minor update was made in 2015 as part of the GMA Update.

1. VISION STATEMENT

The low-density residential character of the neighborhood should be maintained.



The Bridle Trails Neighborhood can be characterized as a predominantly single-family area with large open spaces. The primary policy direction for this neighborhood is to maintain the low-density residential character with some areas containing large lots capable of keeping horses.

Discussion of format for the analysis of the Bridle Trails Neighborhood.

Specific land use designations for the Bridle Trails Neighborhood are illustrated in Figure BT-3. ~~These designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of~~ The Bridle Trails Neighborhood Plan has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural environment, living environment, economic activities, open space/parks, public services, and urban design).

2. NATURAL ENVIRONMENT

Landslide and seismic hazard Environmentally sensitive slopes areas are identified. Slope stability analysis should be required and development regulated accordingly.

Moderate and high landslide slopes and seismic hazardous soils exist An environmentally sensitive and potentially hazardous slope in the Bridle Trails Neighborhood occurs mostly on publicly owned land in the State Park and on the transfer station site between 116th Avenue NE and Bridle Trails State Park (see Figure BT-1). No severe problems appear to exist for many types of park development, although some areas of the transfer site may be subject to uneven settlement and contamination problems due to past landfill activities. Residential development is possible on this the slope area south between 116th Avenue NE and Bridle Trail of the State Park. A slope stability analysis should be required prior to any development on this slope. If landslide or drainage problems or excessive erosion are likely to occur as a result of proposed development, the type, design, and density of land use should be restricted as necessary to avoid the problems (see Natural Environment chapter).

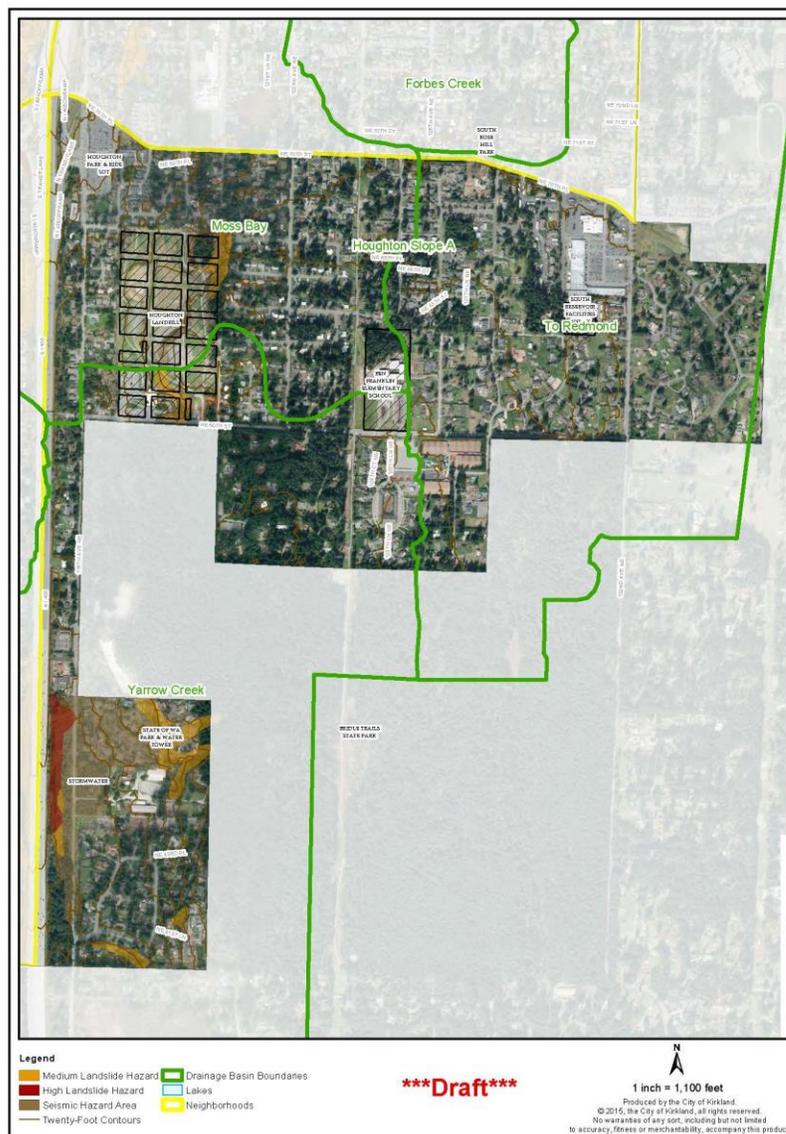


Figure BT1: Bridle Trails Geologically Hazardous Areas

The functional integrity of watercourses should be maintained or improved.

The open watercourses in this area, specifically Yarrow Creek and wetlands, should be maintained in, or restored to, their natural state, not only to provide storage and flow for natural runoff but to provide natural amenities for the neighborhood (See Figure BT-2). Structures should not be located near streams and wetlands where such structures may cause damage by flooding or impeding water flows.

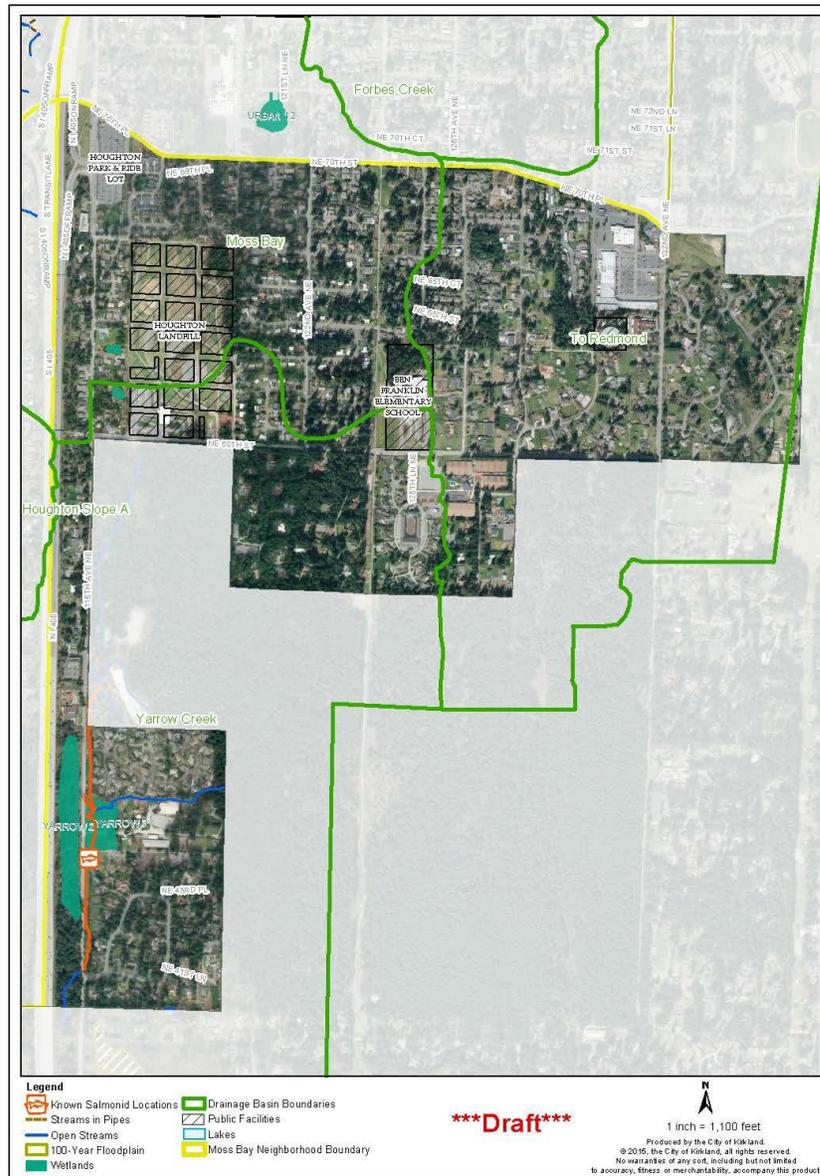


Figure BT-2: Bridle Trails Wetlands, Streams, and Lakes

3.

Residential

Low-density residential uses are to be maintained east of I-405.

~~For the~~ The residential area developments east of I-405 are relatively new with the exception of a few older homes. ~~The~~ the major policy direction for this area is to maintain the low-density residential quality of the neighborhood, except as described below. New residential development should be low density (up to five dwelling units per acre) and conform with existing development based on Figure BT-3.

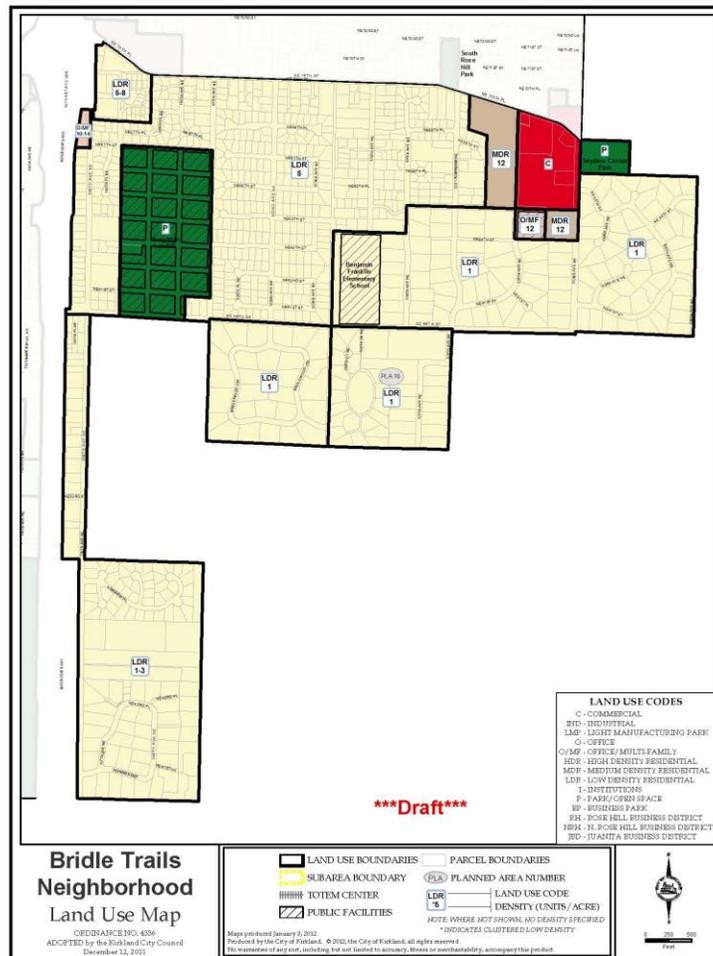


Figure BT-3: Bridle Trails Land Use

The single-family area north of surrounding Bridle Trails State Park and south of NE 70th Street contains some large lots capable of keeping horses. Residential sites on large lots within equestrian oriented areas of the Bridle Trails Neighborhood should be designed to allow sufficient space to provide a sanitary and healthy living environment for horses, and to appropriately buffer development bordering equestrian areas. setbacks for barns, paddocks and manure piles.

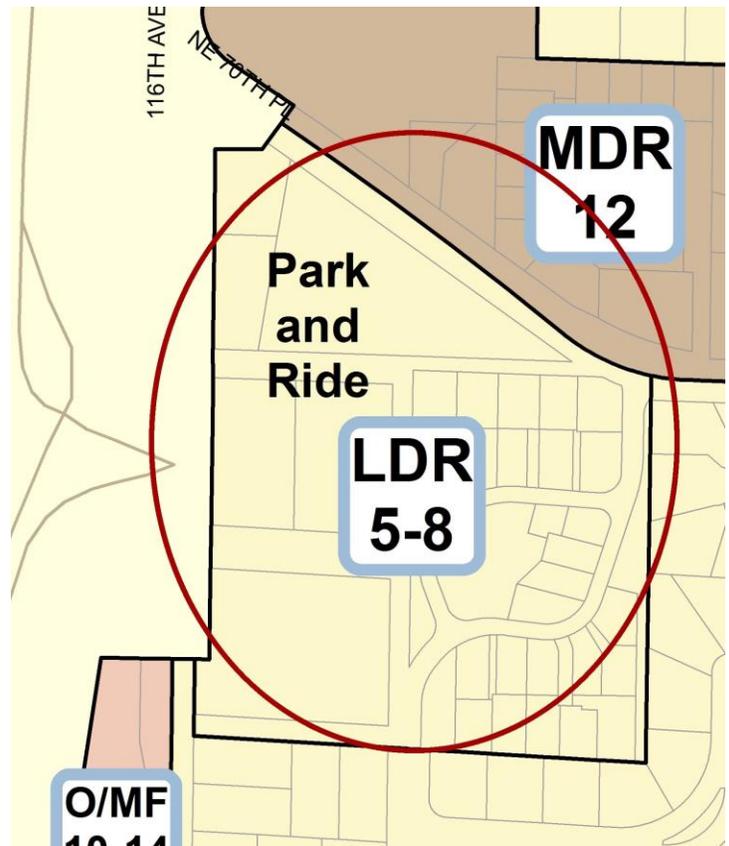
In equestrian areas, standards for public improvements, such as paths, sidewalks, roadway improvements, transit connections and signage, consistent with Kirkland's Active Transportation Plan shall reflect and support the character and equestrian use of the neighborhood.



Clustered or common-wall housing at up to eight dwelling units per acre is allowed on the south side of NE 70th Street and east of the park and ride lot subject to standards.

The south side of NE 70th Street, east of the park and ride lot and west of existing single-family residential development is developed with common-wall housing under a Planned Unit Development. The standards of the approved Planned Unit Development are required for any future redevelopment of the site. ~~Medium density of up to eight dwelling units per acre is allowed, subject to the following standards:~~

- ~~(1) — The site (identified in the Land Use Map in Figure BT 1) is developed as a whole under a Planned Unit Development, with clustering or common wall housing.~~
- ~~(2) — The existing natural vegetation is maintained to the greatest possible extent.~~
- ~~(3) — Access is primarily through 117th Avenue NE and NE 67th Street to 116th Avenue NE with limited access via NE 70th Street.~~
- ~~(4) — The scale of all buildings is in accord with the scale of adjoining single-family development.~~
- ~~(5) — Large setbacks with a substantial vegetative buffer are maintained adjoining the existing single-family areas and along the abutting arterials.~~
- ~~(6) — Parking areas are aggregated and visually landscaped from the surrounding single-family areas.~~



Medium density should be permitted on lands west and south of the Bridle Trails commercial center.

Existing vacant land to the west and south of the Bridle Trails commercial center should be allowed to develop at a medium density (12 dwelling units per acre) to provide a transition between adjacent low-density residential areas and the commercial center. Such development should be subject to the following performance standards:

- (1) The scale of all buildings is in accord with the scale of adjoining single-family development.
- (2) Large setbacks with a substantial vegetative buffer are maintained adjoining the existing single-family development.
* South of the Bridle Trails commercial center, a development with a density higher than recommended by this Plan has been approved by King County. The development, however, has been designed to cluster units away from the single-family residences to the south and, therefore, should not be construed to be in conflict with the intent of this Plan.
- (3) The existing natural vegetative cover is maintained to the greatest extent possible.
- (4) Access for development west of the shopping center is primarily via 130th Avenue NE and not towards the west or south through the adjacent single-family development nor north via NE 70th Street. Access for the southern parcel should be primarily via NE 65th Street towards the east to 132nd Avenue NE and not west or south towards the adjoining single-family development.
- (5) Parking areas are aggregated, landscaped, and visually screened from adjoining single-family development.

City's water tower and administrative facility should be permitted to remain.

The City's water tower and an administrative building are located south of NE 65th Street and the Bridle Trails commercial center and east of 130th Avenue NE. The City's water tower facility is an important public facility that exists in the neighborhood. Any expansion required to continue level of service standards must go through a public review process and provide should be permitted to remain, since it is necessary to permit effective service to the area. Expansion of the City's facility should be permitted if adequate setbacks and buffering are provided, and if future buildings are compatible in scale and in design with adjoining single-family development. It should be a priority to maintain a public pedestrian and bicycle pathway along the west side of the water tower property. This is currently unimproved but a very popular local pathway.

Bridlewood Circle, Silver Spurs Ranch, and Bridle View should remain at a very low residential density.

Bridlewood Circle, Silver Spurs, and Bridle View areas should remain very low density (one dwelling unit per acre) with private stable facilities permitted on these large lots.

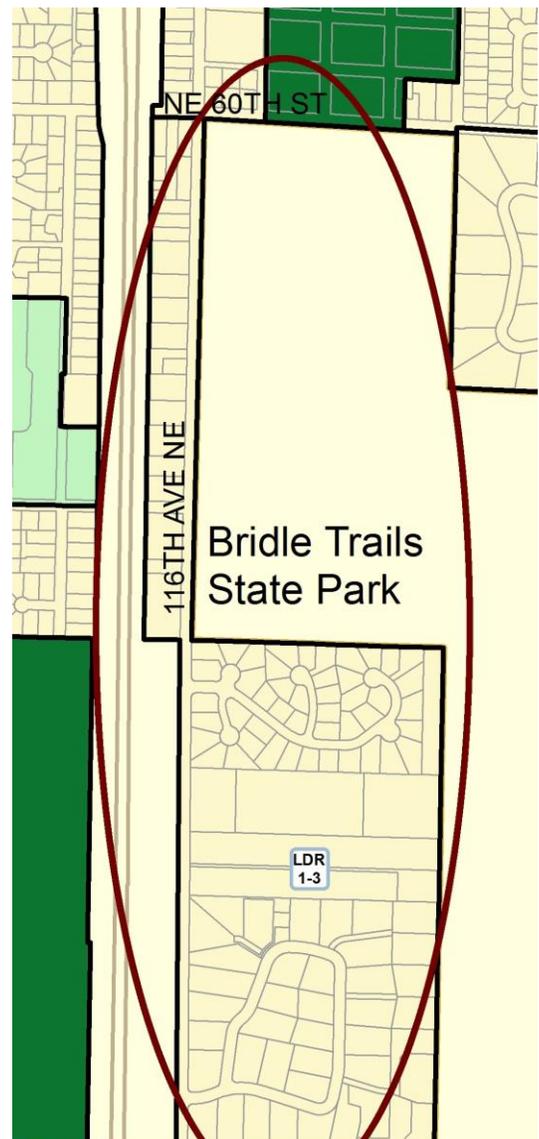
Low-density development and equestrian facilities should be permitted along 116th Avenue NE southwest of Bridle Trails State Park.

Southwest of Bridle Trails State Park and adjacent to 116th Avenue NE is an area which contains low-density residential development (one to three dwelling units per acre) and large stable facilities. Existing equestrian access to Bridle Trails State Park from this area should be preserved and new access should be provided with future development.

Problems with utilities and traffic are discussed for the area.

Present utility service levels throughout this area are inadequate to support the prescribed residential development. Sewer service is presently unavailable and will have to be provided by cross-agreement with the City of Bellevue. Water services are available from the north or south by cross-agreements with either the City of Kirkland or the City of Bellevue. In all instances (water and sewer services) developer extensions should be a condition of development with the potential of a latecomer agreement to charge benefited properties which defer development. Access is limited to 116th Avenue NE. Besides utility concerns, traffic is an important consideration. Higher density residential uses would increase traffic volumes, noise, and hazards in the area committed to low density residences.

Higher density residential development should not be permitted limited to low density in this area.



~~Based upon the above considerations~~ Due to the equestrian nature of the area, development in ~~the vicinity~~ this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre) ~~(see Figure BT-3)~~. In addition, the existing commercial stable facilities should be encouraged to remain, and new equestrian facilities should be allowed as appropriate to complement Bridle Trails State Park. Such facilities should be maintained in a condition compatible with surrounding residential uses.

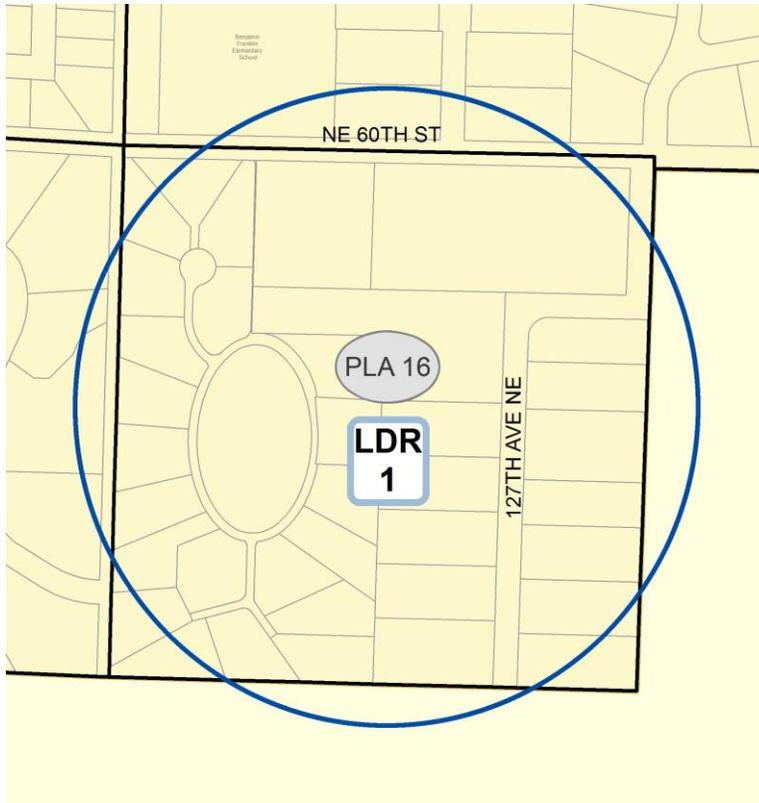
Noise impacts adjacent to the Interstate should be minimized.

Bordering the Bridle Trails Neighborhood on the west, I-405 creates noise impacts on adjacent land uses. All developments, particularly residential, adjacent to the Interstate should seek to reduce these noise impacts. Residential subdivisions ~~developments of two dwelling units or more~~ should be required to protect against noise through site, building, sound walls, and landscaping design or construction techniques.



Planned Area 16

Planned Area 16 ~~Central Park Area~~ is designated as a planned area because of its mix of equestrian, residential, and commercial recreation.



The area lying east of Bridlewood Circle and south of NE 60th Street has been designated as a "planned area." This area, commonly referred to as Central Park, contains a master plan approved for mix of a commercial equestrian stables facility and an indoor arena, surrounded by low residential density development (two dwelling units per acre) in the western portion of the site, very low residential density development (one dwelling unit per acre) with associated equestrian stables and pastures in the eastern portion, and a commercial tennis club facility with indoor and outdoor courts and a clubhouse in the center of the planned area. The Central Park Area has been designated as a planned area due to this mix of uses and the potential impacts of the uses on the surrounding residential development and the Bridle Trails State Park equestrian park. The planned area designation will permit the application of special development procedures and standards to allow for full development of the area subject to standards while maintaining the equestrian character including. However, future development in this area should not be permitted to adversely affect the unique equestrian and natural environment of the State Park and its uses by the general public.

Very-Low- density development should be maintained, and commercial equestrian facilities should be permitted in Planned Area 16 in the Central Park Area.

To be compatible with nearby residential density uses and the adjacent Bridle Trails State Park equestrian park permitted development should include very-low-density residential (one

~~dwelling unit per acre) in the eastern portion of the area along with ancillary private stables and pastures. Low density residential development (two dwelling units per acre) is permitted in the western portion of the site as part of the master plan that includes a commercial equestrian facility. Retaining a commercial equestrian facility in the western portion of the planned area is a requirement of the master plan. and equestrian facilities. The equestrian facilities could include private or commercial stables, pastures, arenas, and appropriate ancillary equestrian activities. Private and commercial equestrian stables facilities and arena buildings should be permitted if the following performance standards are met:~~

- ~~(1) To the extent possible, commercial equestrian buildings are placed partially below existing grade, have large yard setbacks, and are screened by vegetated earthen berms.~~
- ~~(2) Commercial pParking areas are aggregated and visually screened from adjoining single-family development.~~
- ~~(3) Equestrian fFacilities are designed and maintained in a manner compatible with nearby residential uses.~~
- ~~(4) Existing equestrian access to Bridle Trails State Park, the master plan site and right-of-ways from this area should be preserved.~~

~~Slightly more than one dwelling unit per acre should be permitted in the planned area subject to standards.~~

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~~To encourage a more creative development and still be in character with the surrounding very low density equestrian oriented residential development, low density residential uses (slightly more than one dwelling unit per acre, but no less than a minimum lot size of 26,000 square feet) should be permitted in the planned area if the following performance standards are met:~~

- ~~(1) A master plan for a development of at least 16 contiguous acres is reviewed through a public hearing process.~~
- ~~(2) Each residential lot contains an area of sufficient size and location for a horse paddock area, exclusive of any residential and equestrian structures.~~
- ~~(3) Each residential lot is designed to allow truck access for equestrian services, such as hay delivery and manure disposal.~~
- ~~(4) A public equestrian access trail with appropriate identification signs is provided between NE 60th Street and the Bridle Trails State and King County Parks.~~
- ~~(5) A coordinated vehicular and pedestrian system is provided for the property and the surrounding area.~~
- ~~(6) An equestrian facility, available to the public, is provided on the property.~~

Expansion of the existing ~~Central Park~~ Tennis Club along NE 60th Street should be permitted.

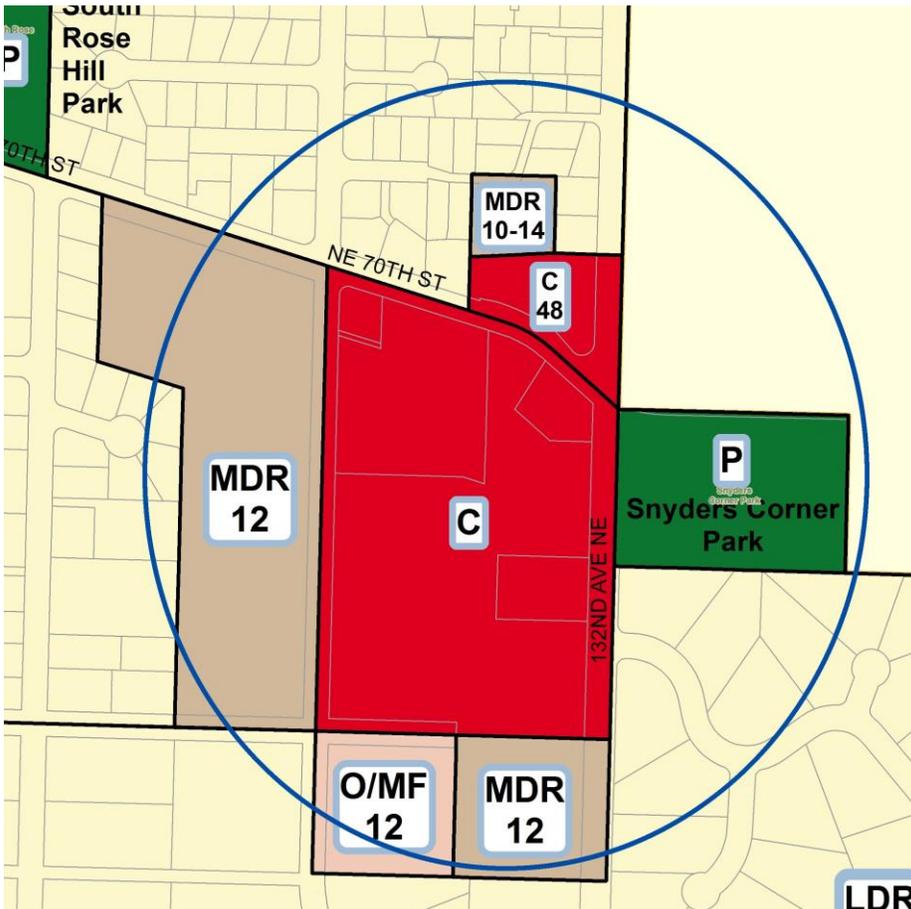
The existing ~~Central Park~~ Tennis Club has been generally compatible with the surrounding residential and equestrian uses. The tennis club should be permitted to expand to the degree that the following performance standards are met:

- (1) Development is reviewed through a public hearing process.
- (2) To the extent possible, commercial buildings are placed partially below existing grade, have large setbacks, and are screened by vegetated earthen berms.
- (3) Large setbacks with a substantial vegetative buffer should be required along the south and west borders of the subject property.
- (4) Parking areas are aggregated and visually screened from adjoining single-family development.
- (5) Vehicular and pedestrian circulation to and from the property should be coordinated with other properties in the vicinity.
- (6) Right-of-way improvements along NE 60th Street, including a sidewalk and equestrian trail, should be completed with any future expansion of buildings, parking lot or outdoor courts.



Commercial

The existing Bridle Trails commercial center should be the primary commercial center for the Bridle Trails Neighborhood. ~~The~~ and boundaries of the commercial area should not be expanded.





The primary site of economic activity in the Bridle Trails Neighborhood is at the southwest corner of NE 70th Street and 132nd Avenue NE where there are over 12 acres of commercially-zoned land. ~~Some of the 12 acres is undeveloped which allows for some commercial expansion.~~

A mix of retail, office and upper floor residential uses is appropriate in this area. The variety of uses should be geared to serving the neighborhood including restaurants, grocery stores, hardware stores, health centers etc. However, a portion of the ground floor should be devoted to commercial uses with residential above. Commercial uses should be oriented to adjacent arterials and pedestrian pathways. Surface parking areas should be located to the side or rear of buildings. Pedestrian pathways should connect uses on site and with adjacent properties.

Develop a plan for future development of the commercial center that involves both the South Rose Hill and Bridle Trails neighborhoods. The plan should include establishing new design guidelines for the commercial center for all new, expanded or remodeled commercial, multi family or mixed use buildings.

To mitigate impacts for the adjoining residential areas, future redevelopment should be subject to the following performance standards:

- (1) Building modulation is used to reduce the scale and massing of buildings into smaller sections and pedestrian oriented design elements are incorporated into the development. ~~The scale of all buildings is in accord with the scale of adjoining residential development.~~
- (2) Large setbacks with a substantial vegetative buffer are provided adjoining the residential development.
- (3) Access is provided via NE 70th Street and 132nd Avenue NE and not via 130th Avenue NE and NE 65th Street.
- (4) Parking areas are aggregated and, landscaped or place underground to, ~~and~~ visually screened from adjoining residential development.

- (5) The number and size of signs are minimized to avoid a cluttered, intensive commercial appearance. A comprehensive sign program should be implemented.
- (6) Commercial uses in the Bridle Trails commercial center should be oriented to the needs of the neighborhood and include a grocery store. ~~More intensive commercial activities should locate in the Central Business District, on NE 85th Street, and in the Totem Lake commercial center.~~
- (7) Wide sidewalks are provided adjacent to the shopping center.
- (8) Gateway feature is provided with redevelopment.

Office and/or medium-density residential development should be permitted in the southeast corner of the I-405 interchange with NE 70th Street.

Property on the west side of 116th Avenue NE, across from the park and ride lot and along I-405, is suitable for office and/or medium-density residential development. The property contains an existing office building. ~~subject to the following standards:~~

- ~~(1) Building height, bulk and modulation, window treatments, and roofline design should reflect the scale and character of single family development to the south and east.~~
- ~~(2) To preserve a vegetated setback along 116th Avenue NE, surface parking should be limited to the northern, western, or southern portions of the site, and should not be located between buildings and 116th Avenue NE.~~
- ~~(3) Significant trees on the site should be retained to the maximum extent possible.~~
- ~~(4) A 15 foot heavily landscaped buffer should separate new development from adjacent single family residences to the east and south.~~

Commercial recreation facilities should be permitted to expand.

The other ~~major~~ economic activity in the Bridle Trails Neighborhood is commercial recreation. Commercial equestrian stables and tennis courts are located south of NE 60th Street between the Bridle Trails ~~King County~~ State Park and the Bridlewood Circle area. ~~In addition,~~ Other commercial equestrian stables are located along 116th Avenue NE. These facilities should be permitted to expand if certain performance standards are met (see page ---- _).

. OPEN SPACE/PARKS

Bridle Trails State Park serves both local and regional open space/park needs.

Bridle Trails State Park comprises a 480-acre facility that provides primarily equestrian recreational facilities on a regional scale. In addition, the park serves a broader public interest as it is used by joggers, hikers, nature groups, and picnickers. This large, mostly wooded tract also serves as a significant open space for local residents. Equestrian and pedestrian access to the parks should be made available from adjacent properties where appropriate and feasible. Signing which identifies access to the parks should be provided. This park should remain essentially as a large wooded open space.

In the future, the City should consider a joint agreement if the State seeks to share management of the park.

Development of Snyder's Corner Park should be completed.

The Snyder's Corner Park site is currently undeveloped. This 4.5-acre property is located at the southeast corner of NE 70th Street and 132nd Avenue NE. A storm water detention area comprises a portion of the site. Development of the park site should be completed.

Ben Franklin Elementary School and playfield provides important neighborhood park and recreation opportunities.

In 2007 the City of Kirkland invested in civic improvements to Ben Franklin Elementary School, including expansion of the school playground, improvements to the playfield, a new picnic shelter, group seating areas, and interpretive trails. These amenities are maintained by the City's Parks and Community Services Department. Per the City's agreement with the School District, these amenities are available for community use during non-school hours, including evenings, weekends, and summer months. Neighborhood use of the school site during these times should be ensured as it helps meet many important park and recreation needs particularly for those residing in the southwest portion of the neighborhood.

Impacts from the King County Transfer Station and sports fields should be minimized.

North of NE 60th Street and east of 116th Avenue NE is the King County transfer station for solid waste distribution with baseball and soccer fields located north of the transfer station. Most of the approximately 25 acres were once used as a landfill. The sports fields are self-contained with separate access roads and on-site parking. The traffic for the transfer station and sports fields should be managed to minimize impacts on the surrounding neighborhoods. The northeast area of the site contains a wooded undeveloped area appropriate for passive recreational use, such as a community garden and off leash dog park.

Pedestrian and bicycle pathways are discussed.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Bridle Trails Neighborhood should be established according to the designations in Figure BT-5 and 6 42.

. PUBLIC SERVICES/FACILITIES

Sewer Service

~~Adequate water and sewer service should be required in all new developments. New septic tanks are prohibited.~~

~~Developers should be required to make adequate service extensions before new developments are occupied. These required public service extensions should be adequate to meet the requirements of designated land uses in the area. The use of septic tanks in new developments, including single family homes, should be prohibited. Existing uses relying on septic tanks, when sewer services are available, should be required to hook up to sanitary sewers. Of particular concern is a large parcel southwest of the State Park. Due to the topography, sewers will have to be extended from the south for a distance of a mile. The developer of this property should bear the responsibility and cost for this extension before the property can be developed~~

Storm Water

Storm water runoff should be limited. The natural drainage system should be maintained or restored.

The problems associated with urban runoff should be dealt with on site where the problems are usually created. Streams and other natural watercourses should be maintained or restored, if necessary, to a natural, stable condition with the use of low impact development and other techniques. Storm water runoff from developed sites should be limited to predevelopment levels (see Environment Chapter).

Overhead Power Lines

Undergrounding of overhead utilities is to be actively encouraged.

In order to enhance views, promote a sense of neighborhood identity, and increase public safety, the undergrounding of overhead utility lines should be actively encouraged (see Public Services/Facilities/Utilities Element, Community Goals and Policies chapters).

Transportation

***~~Modifications to major roadways in the Bridle Trails area are listed~~
Pedestrian, bicycle and equestrian facilities should be made maintained and upgraded according to the Active Transportation Plan.***

Vehicular circulation patterns in the Bridle Trails Neighborhood are fairly well established. NE 70th Street is the primary east/west corridor for through traffic. Other arterials, 116th Avenue NE, NE 60th Street, 122nd Avenue NE, and 132nd Avenue NE facilitate access from most residential uses to the main arterials (see Figure BT-42).

***~~(1) NE 60th Street and 122nd Avenue~~
NE are collector arterials.***

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~~NE 60th Street, 122nd Avenue NE, and 132nd Avenue NE should remain as collector arterials. No change in the road configuration should be necessary. However, there should be maintenance or improvements to pedestrian/bicycle/equestrian trails facilities should be made, especially on NE 60th Street, 116th Avenue NE and 132nd Avenue NE where provisions for a trail system separated from traffic should be included. Also, the removal of the transfer station would minimize reduce adverse impacts associated with trucks and vehicles utilizing this facility via the major roadways in the Bridle Trails area.~~

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~~**(2) NE 70th Street should be designated as a secondary arterial.**~~

~~NE 70th Street should remain as a secondary arterial. This roadway provides through access from south Kirkland to Redmond. Future improvements to NE 70th ST this traffic corridor should include a three lane road, bicycle lanes, sidewalks, and provisions for the Metro bus system.~~

~~**(3) 116th Avenue NE should remain as a collector arterial.**~~

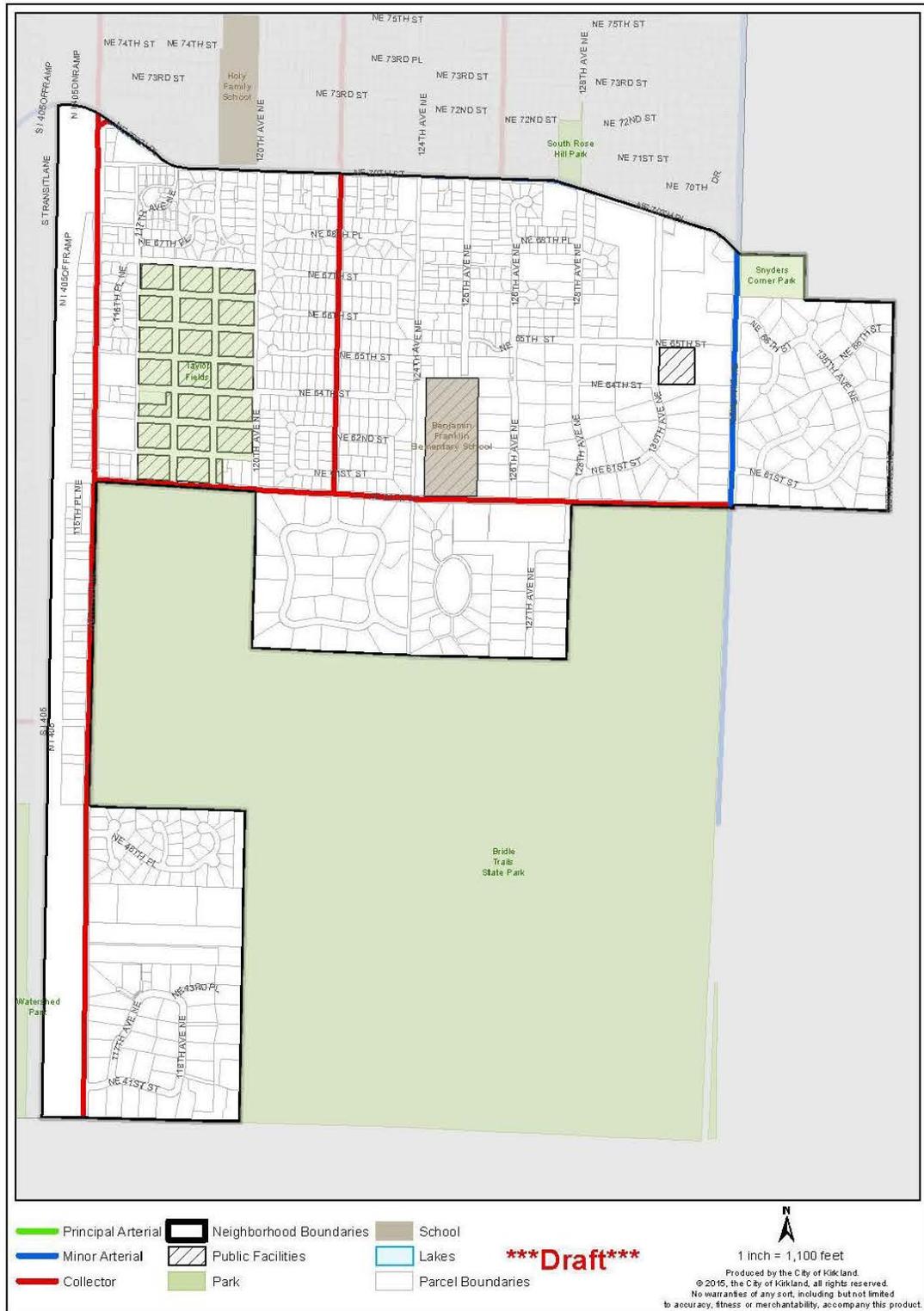


Figure BT-4: Bridle Trails Street Classifications

One hundred sixteenth Avenue NE is designated as a collector arterial which provides

~~access to Bellevue. Along most of 116th Avenue NE this arterial are single family residences as well as access to Bridle Trails State Park. Additional traffic should not be generated on this roadway due to the many adjacent residences. Provisions for a pedestrian/bicycle/equestrian trail separated from traffic should be included.~~

~~Within the Bridle Trails Neighborhood, bicycle and pedestrian paths the path system are shown in the Transportation Element and Active Transportation Plan. Figure BT_5 does not include all existing and future sidewalks and paths but merely the major elements.~~

~~The A bicycle/pedestrian overpass located at NE 60th Street and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond, as well as a connection to the Houghton commercial district and the Cross Kirkland Corridor. Any proposed right-of-way improvements to 116th Avenue NE and NE 60th Street should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic with high-comfort crossings of arterials to connect to this overpass.~~

~~Bridle Trails due to its proximity to the NE 60th St pedestrian/bicycle overpass over I-405 as well as the fact that all residents in the neighborhood live within two relatively flat miles of the Bridle Trails Shopping Center, places a high priority on safe bicycle access within and through the neighborhood. Bicycles are permitted on all public streets. However, the major, minor and collector arterials that bound the neighborhood are an impediment to safe and comfortable bicycle access for many residents. Potential improvements for bicycling include providing protected bicycle lanes on arterial/collector streets and providing improved safe crossings of arterials, particularly 132nd Ave NE, 116th Ave NE and NE 70th St. Maintenance or improvements to pedestrian/bicycle/equestrian facilities should be made. The removal of the transfer station would reduce adverse impacts associated with trucks and vehicles utilizing this facility via the major roadways in the Bridle Trails area. If the removal of the transfer facility occurs, improving the trails through the park to connect to the NE 60th St pedestrian/bicycle bridge should be considered a priority.~~

~~The bicycle pedestrian overpass located at NE 60th St and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond. Any proposed right of way improvements to 116th Ave NE and NE 60th St should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic with safe crossings of arterials to connect to this overpass.~~

~~On the west side of Ben Franklin Elementary School under the high voltage power lines, there is an unimproved pedestrian/bicycle path. This path provides a convenient safe link between the neighborhoods to the north to the NE 60th ST pedestrian/bicycle overpass. This path should be improved for use by bicycles/pedestrians surrounding residences and the school and should be improved with public signs provided to designate the path.~~

The Washington State Department of Transportation Highway Department should seek to mitigate existing and possible future impacts of I-405.

The Interstate 405 highway borders this area on the west and creates severe noise impacts on adjacent uses. ~~As If the State Department of Transportation Highway Department makes further future improvements to this facility, the City should encourage certain mitigating actions by the State. This would include the purchase of existing and undevelopable lots adjacent to the right-of-way, extension of the sound walls, and planting of trees. and an extensive program of berm or other noise deflector construction.~~

Impacts from the Houghton ~~Kirkland~~ Park and Ride lot should be minimized.

The State Department of Transportation owns a park and ride facility at the southeast corner of NE 70th Street and 116th Avenue NE to serve the needs of commuters in and around the Bridle Trails Neighborhood. ~~Any future redevelopment expansion of the facility should be carefully designed to protect the adjacent residences to the east and south as well as enhanced as a transit hub. If the site is identified for a Transit Oriented Development, the City and State should work closely with the community to establish design guidelines and development standards for the site. Such standards should include appropriate building scale and massing for the site and adjacent residential uses, mitigate traffic, visual, noise and other impacts of the park and ride to the surrounding streets and residential areas. Vehicular Points of access points should be minimized to avoid congestion and safety problems. Pedestrian and bicycle access should be enhanced.~~ Improvements to adjacent streets should be made to facilitate through traffic as well as traffic to and from the park and ride lot.

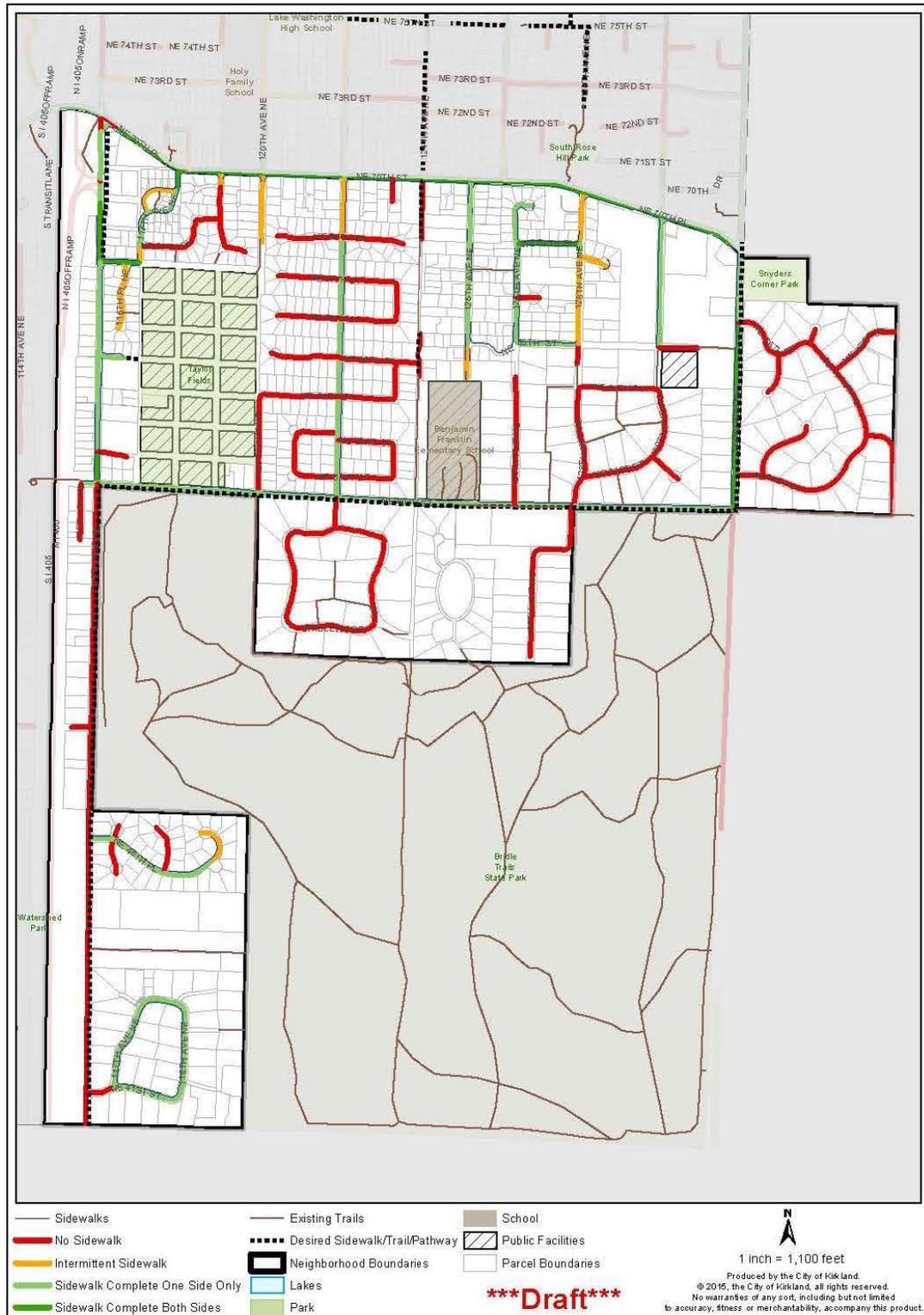


Figure BT:5 Bridle Trails Pedestrian System



Figure BT:6 Bridle Trails Bicycle System

URBAN DESIGN

Urban design assets are identified.

On the whole, the Bridle Trails Neighborhood has a clear and vivid visual image and identity. The neighborhood has a limited number of urban design assets, but they are very important in establishing neighborhood character (see Figure BT-7).

~~'Edges' and 'visual landmarks' are discussed.~~

The neighborhood's western border is vividly and effectively provided by a ~~'hard edge'~~ Interstate 405. Major visual landmarks are the Bridle Trails State Park, the Bridle Trails ~~c~~Commercial Center, and the ~~high-voltage~~transmission power lines. The dominant visual landmark ~~is the~~ of the wooded State Park ~~creates a 'soft edge' which in turn reflects and reinforces the wooded and equestrian image of the neighborhood.~~ This image is quite apparent from the major 'pathways' through the neighborhood, NE 70th Street, NE 60th Street, 116th Avenue NE, and 132nd Avenue NE.

As an activity 'node,' the Bridle Trails commercial center is a focus of daily local commercial needs. The ~~high-voltage~~transmission power lines ~~and~~ 124th Avenue NE, an unopened right-of-way, run north and south dividing the neighborhood in half and are used as a point of reference.

'Major view' is discussed.

A major view in this neighborhood is identified on Figure BT-~~73~~ -Urban Design. NE 70th Street and 116th Avenue NE present sweeping territorial views of Lake Washington, Seattle, and the Olympic Mountain range. The NE 70th view can be protected by limiting building heights of future structures directly west of I-405 in the northeast portion of Central Houghton and southeast portion of Everest Neighborhoods and by undergrounding utility lines.

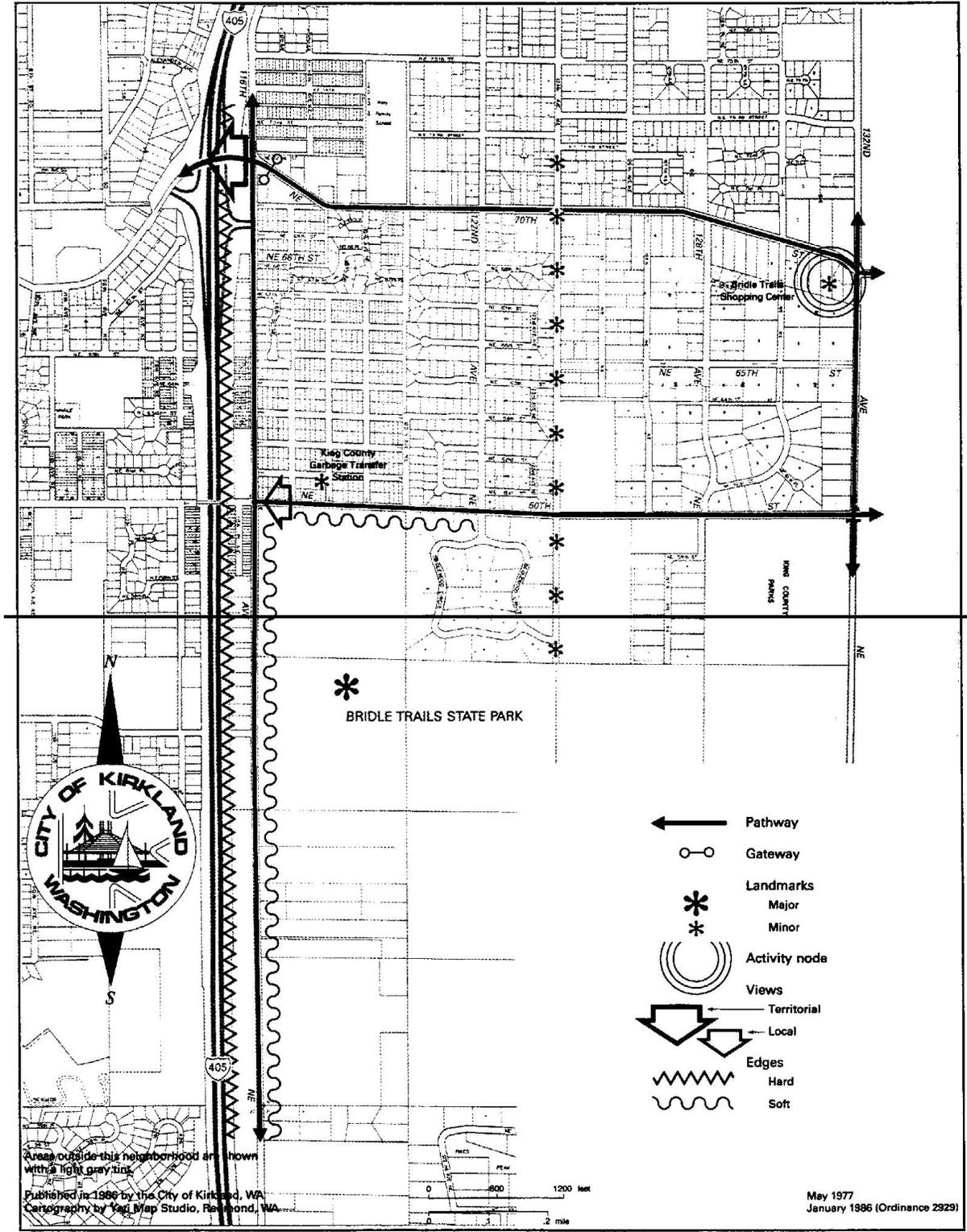


Figure BT-7: Bridle Trails – Urban Design Elements



Figure BT-7: Bridle Trails Urban Design Features