

Desiree Goble

From: Linda Lambert <chipandlinda@gmail.com>
Sent: Thursday, February 25, 2016 7:44 PM
To: Desiree Goble
Subject: Bridlestone Estates

Dear Desiree,

I am writing to voice my concern and object to the Bridlestone Estates rezone. Anyone who owns a horse in the Pacific Northwest knows about Bridle Trails. It is a gem in the heart of Kirkland. If developers continue to successfully rezone the area surrounding the park, eventually the neighborhood will no longer be a horse community. Please do not let this happen to the Bridle Trails neighborhood.

Thank you,

Linda Lambert
825 - 8th Avenue South
Kirkland, WA 98033

Desiree Goble

From: Jim Erckmann <jim.erckmann2@gmail.com>
Sent: Monday, February 22, 2016 3:42 PM
To: Desiree Goble
Subject: Comments for Hearing Examiner on Bridlestone Development Proposal - Jim Erckmann
Attachments: Erckmann Letter re Bridlestone 02-22-16.pdf; Bridle Trails Neighborhood Plan 2011.pdf; Bridle Trails Neighborhood Plan 2015.pdf; Kirkland Zoning Code 115.20.pdf

Ms. Goble-

Please find attached a letter (with three attachments) intended for the Hearing Examiner in advance of the the hearing on the Bridlestone development. Please add this letter to the file for the Hearing Examiner or let me know how I should otherwise do that. As you will see from the letter, I do not think the rezone should be approved, as it fails to meet the criteria for a rezone.

I also would like to point out that the tentative date for the hearing on this project (March 8) is the same evening that the South Rose Hill/Bridle Trails Neighborhood Association has its monthly meeting. This presents an unfortunate conflict. This is the neighborhood association with the greatest interest in the proposed development, and I know that some in the neighborhood are interested in testifying.

If you need any more information, please let me know.

Thank you for considering my comments.

Regards,

Jim Erckmann
26 Bridlewood Circle
Kirkland, WA 98033
(425) 827-6595

26 Bridlewood Circle
Kirkland, Washington 98033

Date: February 22, 2016

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Hearing Examiner:

Please accept this letter as my written testimony opposing the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 because it is inconsistent with the City of Kirkland rezone criteria, the City's Comprehensive Plan, and Chapter 115 of the Kirkland Zoning Code, as explained further below. The applicant should be directed to develop the property consistent with both the existing zoning (RS 35) and the Comprehensive Plan, which specifies that development in this area should be limited to low-density, equestrian-oriented residential development.

The proposed Bridlestone Development is adjacent to the 482-acre Bridle Trails State Park and is currently zoned in a manner that allows for horse-keeping. Until recently this property supported two boarding stables. The approval of this development would replace current properties, which support horses, with RS 12.5 lots, which are too small to support horse-keeping under the Kirkland Zoning code, as described below. The consequent significant loss of properties capable of keeping horses adjacent to the Park is inconsistent with the neighborhood and Comprehensive Plan goals and policies for this property.

The Requested Rezone Does Not Meet the City's Rezone Criteria

KZC 130.40 states that the City may approve an application for a quasi-judicial rezone only if it finds that:

1. Conditions have substantially changed since the property was given its present zoning or the proposed rezone implements the policies of the Comprehensive Plan; and
2. The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property; and
3. The proposed rezone bears a substantial relationship to the public health, safety, or welfare; and
4. The proposed rezone is in the best interest of the community of Kirkland; and
5. If the rezone is to place or remove an overlay zoning designation on the Zoning Map, the proposal meets the applicable designation criteria of Chapters 70 through 80 KZC.

According to the code cited above, the applicant must demonstrate how its application meets each of these criteria. (The fifth criterion does not apply in this case because the property is not subject to an overlay.) The applicant has failed to make this showing. As explained further below, this rezone application fails each criterion.

Criterion 1: There has been no change in conditions since the property was originally zoned RS 35:

There has been no substantial change in surrounding conditions since the subject property was zoned RS 35, probably in 1989. The residential developments to the north and south of the subject property have existed for more than 30 years and were existing at the time of the last major update to the Comprehensive Plan for the Bridle Trails neighborhood in 1986 (the neighborhood plan in effect when the application was submitted). I-405 and undeveloped land are still to the west of the property and Bridle Trails State Park remains to the east.

The recent Comprehensive Plan update process provides further evidence that conditions have not changed for this property and the surrounding area. The 2011 version of the Bridle Trails Neighborhood Plan (BTNP (2011)) saw its last major update in 1986. The City made relatively few changes to that Neighborhood Plan as part of the 2015 Comprehensive Plan update. Although the subject application is vested to the prior Comprehensive Plan, the City's 2015 Comprehensive Plan update serves as evidence that this area is intended to remain an equestrian-oriented, low density residential area. In fact, the Comprehensive Plan update reaffirms this type and degree of development for this subject property and encourages retention of the recently closed commercial stable facilities that this rezone and subdivision would replace. BTNP (2011), page XV.C-4. This proposed redevelopment would represent a dramatic and detrimental change to this neighborhood – not the continuation of some ongoing neighborhood evolution. The applicant has failed to demonstrate any change in circumstances supporting this rezone.

Criterion 1: The proposed rezone is inconsistent with the Comprehensive Plan:

The development is not consistent with the policies of the BTNP (2011). The BTNP (2011) provides: "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." (BTNP (2011), XV.C-1). With regard to the specific property that is the subject of this rezone application, the BTNP (2011) calls for "**development to be limited to low-density equestrian-oriented residential** (one to three dwelling units per acre)" and specifically states that "the existing stable facilities should be encouraged to remain, and new equestrian facilities should be allowed as appropriate to complement Bridle Trails State Park." (BTNP (2011), page XV.C-4 (1986)). (Emphasis added).

While the lot size proposed as part of this rezone application is within the 1-3 dwellings units per acre mentioned in the BTNP (2011), cited above, the subdivision layout provided by the applicant for approval with the rezone application *does not include a single horse property or equestrian facility* (other than the continuation of the existing equestrian access to the Park – but there will be no horses to use this access.)

Further, a close review of the City's Zoning Code illuminates that it is simply not feasible to keep horses on lots developed to RS 12.5 zoning, which has a minimum lot size of 12,500 square feet. See Kirkland Zoning Code, chapter 115 (115.20, Animals in Residential Zones). While section 5(a)(2)(b) of KZC 115.20 ostensibly allows horses on lots smaller than 35,000 square feet (the current zoning of RS 35, which requires minimum lot sizes of 35,000 square feet), the Code applies so many requirements to land owners with horses that it is not possible to legally keep a horse on a typical lot developed using RS 12.5 zoning. Specifically, to locate a horse in an RS 12.5 zone, the property owner must request and receive a separate permit approval from the City (KZC 115.20 (5)(b)(3)(b) and 5(c)(2)(b)). Moreover, KZC 115.20(5)(d)(1) also requires a suitable barn that must be set back at least

40 feet from each property line, unless the neighbor agrees (KZC 115.20(5)(d)(3)(b)). Further, KZC 115.220(5)(e)(2)(a) requires that **each lot include a contiguous paddock of at least 14,500 square feet**, including manure piles and feed storage, as well as direct access for trucks to deliver feed and pick up manure (KZC 115.20(5)(e)(2)(a)). The paddock itself is larger than the minimum RS 12.5 lot size. In addition, this paddock area also must be set back a minimum of 20 feet from each property line, unless neighbor agrees (KZC 115.20(5)(e)(2)(b)). (Emphasis added).

These requirements render it practically and legally impossible for horse ownership in RS 12.5 zoning (lots with a minimum size of 12,500 square feet), as lots of only 12,500 square feet are far too small for an owner to meet the requirements for “providing a sanitary and healthy living environment for horses” (BTNP (2011), page XV.C-3). In summary, to legally keep a horse under the Kirkland Zoning Code, the horse-keeping lot needs to include:

- A 14,500 square foot, contiguous paddock with 20-foot setbacks from property lines, with paddock and setbacks potentially totaling more than 19,000 square feet if in the corner of the lot
- A barn (small barn would be about 900 square feet) with 40-foot setbacks from property lines, with barn and setbacks potentially totally more than 4,000 square feet if in the corner of the lot, but which could be inside the paddock to avoid requiring extra area for setbacks
- Direct access to the barn and manure piles, with the likely addition of a road about 10 feet wide.

Thus, rezoning to RS 12.5 would be incompatible with the policies of the BTNP (2011, 2015) cited above unless the lots were to be considerably larger than the minimum of 12,500 square feet. The total of the above requirements is probably more than 20,000 square feet, depending on lot configuration. When one adds a primary dwelling of the size shown for the proposed development (about 3,000 square feet), a driveway and parking area for the house (at least about 700 square feet as shown for the proposed dwellings), and a yard, it is clear that keeping horses in RS 12.5 zoning is not legally or physically possible. The overall total area needed to keep horses on a residential lot would be probably be in excess of 24,000 square feet. Yet, the proposed subdivision layout provided with the proposed rezone includes only six lots over 20,000 square feet, with only one greater than 24,000 square feet. Development on five of these six lots is significantly restricted by existing steep slopes, wetland buffers, or both. **And, as clearly shown in the proposed subdivision, these lots are not intended or designed for horse-keeping.** Thus, the change in zoning to RS 12.5 zoning proposed for the Bridlestone development cannot be consistent both with the BTNP element of the Comprehensive Plan and the Zoning Code. The current zoning of RS 35 should be maintained.

The development is also inconsistent with general provisions of the previous Comprehensive Plan (1995) and the recently approved Comprehensive Plan (2015). The 1995 Comprehensive Plan states (1) as a goal to “Maintain and enhance **Kirkland’s unique character**” (Comprehensive Plan (1995), page II-3); (2) a policy to “**Enhance City and neighborhood identity** through features that provide a quality image **that reflects the City’s unique characteristics and vision**” (Comprehensive Plan (1995), page IV-10.1); and (3) a policy to “Consider **neighborhood character and integrity when determining the extent and type of land use changes**” (Comprehensive Plan (1995), page II-3). (Emphasis added).

Demonstrating that these values and principles have changed little with the Comprehensive Plan update in 2015, the Comprehensive Plan (2015) states that (1) Kirkland should (1) “...ensure that growth is accommodated in a manner that complements rather than detracts from **Kirkland’s unique character**...” (Comprehensive Plan (2015), page II-7), (2) “Kirkland and its neighborhoods are special places. **Each neighborhood has a distinctive identity** which contributes to the community’s image.”

(Comprehensive Plan (2015), page IV-10.1) and (3) Kirkland should “Consider **neighborhood character and integrity when determining the extent and type of land use changes.**”

(Comprehensive Plan (2015), page VI-13). (Emphasis added).

Without question, the neighborhoods near Bridle Trails State Park are distinctive and unique, and they add considerable character to Kirkland’s wonderful and diverse mix of neighborhoods. Altering these properties from capable of keeping horses to not capable would degrade this uniqueness and character.

In summary, the area of the proposed Bridlestone development has a unique and distinctive identity that is a product of nearby Bridle Trails State Park and the existence of many equestrian oriented properties. The proposed rezoning would be fundamentally inconsistent with the general intent of the Comprehensive Plan and the goals of the BTNP. The BTNP encourages equestrian facilities on this specific property, yet this proposed development would replace two commercial stables with lots incapable of keeping horses. There are more appropriate places for RS 12.5 zoning than in a unique, equestrian oriented neighborhood adjacent to a 482-acre equestrian/pedestrian park.

Criterion 2: The proposed rezone is not compatible with existing land uses:

The proposed rezone is consistent with some, but not all land uses, in the immediate area. While the proposed rezone would not conflict with the existing subdivisions to the north and south, the rezone to RS 12.5, lacking the capability to support horse ownership, is not compatible with the equestrian uses and purpose of the largest neighbor – Bridle Trails State Park. The proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park. Instead of the 50-100 horses recently stabled on the properties, the requested rezone to RS 12.5 and subdivision as currently proposed would support no horses at all.

Criterion 3: The proposed rezone is inconsistent with public health, safety, or welfare:

The proposed rezone does not bear a substantial, positive relationship to public health, safety, or welfare, and the applicant has presented no specific and convincing arguments to that effect. On the contrary, there are benefits to public health and welfare by retaining the unique character of these properties. The equestrian community in this neighborhood is part of the unique character of the City of Kirkland. The proposed rezone will reduce the number of horses and equestrian people in the area who will utilize the Bridle Trails Park, and it provides no offsetting benefits to the City.

Equestrian activities are good for both physical and mental health, which is especially important in a growing city like Kirkland. Equestrian activities contribute to the diversity of recreational activities available in Kirkland. There are no comparable benefits from the proposed rezone and subdivision.

Criterion 4: The proposed rezone is not in the best interest of the community of Kirkland:

The 482-acre Bridle Trails State Park is an equestrian/pedestrian park of great value to Kirkland residents, especially those who own or ride horses. The park adds significantly to the regional diversity of outdoor recreational opportunities, not just for horseback riders but also for joggers, dog walkers, and nature lovers. The park’s use for outdoor recreation depends a great deal on maintaining the capability of adjacent neighborhoods to keep horses. The residents of Kirkland have a substantial stake in maintaining and sustaining the park.

The proposed rezone is not in the best interest of the community of Kirkland. As stated above, the long-

term sustainability of Bridle Trails State Park is to a large extent dependent on the surrounding equestrian community, a community that is distinctive, unique, and important as a component of a diverse Kirkland. The proposed rezone and subdivision provide no similar benefits. It is not in the best interest of the City to trade a unique amenity area for another mid-sizes subdivision. As argued above, this is not an appropriate area to use to meet the City's density targets.

Traffic on the already congested 116th Ave NE would likely result in the failure to meet Kirkland's minimal level of service

Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour near the intersection with NE 60th St. According to the applicant's traffic study, the project's additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds. Traffic on 116th Ave NE near the intersection with NE 60th St will only deteriorate as more people move into the area, and it will not be long before the road does not meet LOS D.

Furthermore, the traffic study did not include an analysis of the potential effects of I-405 tolling. Yet, the Bridle Trails State Park Ranger, who uses 116th Ave NE many times a week, has stated that she thinks traffic has increased at least 50% since I-405 tolling began. This suggests that the impacts of the development will be much greater than projected, and that the increased traffic might not meet the minimum level of service for the City of Kirkland.

Conclusion and Requested Action

For each of the above reasons, the applicant has failed to meet its burden to support the rezone. I ask that the City deny the rezone from RS 35 to RS 12.5 and, instead, enable the property to be developed consistent with existing City regulations and policies, which today encourage equestrian uses in this area, just as they did 30 years ago. If this rezone is approved, the City would be acting contrary to its own planning efforts and would not be acting in the best interests of its citizens and community, with no apparent offsetting benefits.

Further, I ask that the City require the applicant to produce a subdivision plan that shows lots that are capable of supporting horses. The BTNP (2011 and 2015) calls for this area to remain a low-density equestrian-oriented residential area, but not one of the lots shown in the applicants proposal is designed to accommodate equestrian uses. I conclude that the current zoning is the appropriate zoning for this property. Whatever project is approved for these properties, I ask that the capacity and ability to keep horses be made requirement in the conditions of approval. Thank you for considering my comments.

Jim Erckmann

cc: Désirée Goble, Planner, City of Kirkland

Attachments:

- Bridle Trails Neighborhood Plan 2011 (BTNP, 2011)
- Bridle Trails Neighborhood Plan 2015 (BTNP, 2015)
- Kirkland Zoning Code 115.20, Animals in Residential Zones

XV. NEIGHBORHOOD PLANS

(Printed September 2010)

XV.C. BRIDLE TRAILS NEIGHBORHOOD

**Bridle Trails
Neighborhood**



City of Kirkland Comprehensive Plan
(Printed September 2011)

XV.C. BRIDLE TRAILS NEIGHBORHOOD

Note: The Bridle Trails Neighborhood Plan had its last major update in 1986. Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.

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-1. 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 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

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

An environmentally sensitive and potentially hazardous slope in the Bridle Trails Neighborhood occurs mostly on publicly owned land in the State Park and the transfer station site. 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 slope south of the State Park. A slope stability analysis



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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).

The functional integrity of watercourses should be maintained or improved.

The open watercourses in this area, specifically Yarrow Creek, 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. Structures should not be located near streams where such structures may cause damage by flooding or impeding water flows.

3. LIVING ENVIRONMENT

Low-density residential uses are to be maintained.

The residential developments east of I-405 are relatively new with the exception of a few older homes. 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.



Figure BT-1: Bridle Trails Land Use

The single-family area north of Bridle Trails State Park and south of NE 70th Street contains some large lots capable of keeping horses. Residential sites 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.

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. 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.



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- (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 facility 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.

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.



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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.

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 in the area.

Based upon the above considerations, development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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 developments of two dwelling units or more should be required to protect against noise through site, building, and landscaping design or construction techniques.

4. 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.

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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 mix of a master plan with a commercial equestrian facility, stables, 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 while maintaining the equestrian character. 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- to low density development should be maintained, and commercial equestrian facilities should be permitted in Planned Area 16 the Central Park Area.

To be compatible with nearby residential density 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. ~~and Low density residential development (two dwelling units per acre) is permitted in the western portion of the site as part of a master plan that includes an equestrian facility. Retaining a commercial equestrian facility is a performance standard for the master plan.~~ equestrian facilities. ~~The equestrian facilities could include private or commercial stables, pastures, arenas, and appropriate ancillary equestrian activities.~~

Private and commercial equestrian ~~facilities, stables, 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 parking areas are aggregated and visually screened from adjoining single-family development.
- (3) Equestrian facilities are designed and maintained in a manner compatible with nearby residential uses.

Existing equestrian access to Bridle Trails State Park from this area should be preserved.



XV.C. BRIDLE TRAILS NEIGHBORHOOD

Note: Kirkland Hunt Club master plan completed in late 1980's. No longer need text below

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

~~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.

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- (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.

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5. ECONOMIC ACTIVITIES

The existing Bridle Trails commercial center should be the primary commercial center for the Bridle Trails Neighborhood and 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. To mitigate impacts for the adjoining residential areas, future development should be subject to the following performance standards:

- (1) 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, landscaped, 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.

Also, commercial uses in the Bridle Trails commercial center should be oriented to the needs of the neighborhood. More intensive commercial activities should locate in the Central Business District, on NE 85th Street, and in the Totem Lake commercial center.

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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, is suitable for office and/or medium-density residential development, 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 Park and the Bridlewood Circle area. In addition, commercial equestrian stables are located along 116th Avenue NE. These facilities should be permitted to expand if certain performance standards are met (see page C-6).

6. 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

XV.C. BRIDLE TRAILS NEIGHBORHOOD

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.

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 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.

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-2.

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7. PUBLIC SERVICES/FACILITIES

Storm 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. Storm runoff from developed sites should be limited to predevelopment levels.

Undergrounding of utilities is to be actively encouraged.

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

Modifications to major roadways in the Bridle Trails area are listed.

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-2).

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

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, especially on NE 60th Street 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 adverse impacts associated with vehicles utilizing this facility.

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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 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.

One-hundred-sixteenth Avenue NE is designated as a collector arterial which provides access to Bellevue. Along most of 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.

Figure BT-2: Bridle Trails Circulation

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

The Interstate highway borders this area on the west and creates severe noise impacts on adjacent uses. If the State Highway Department makes further 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 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 has 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 expansion of the facility should be carefully designed to protect the adjacent residences to the east and south. Points of access should be minimized to avoid congestion and safety problems. Improvements to adjacent streets should be made to facilitate through traffic as well as traffic to and from the park and ride lot.

Bicycle and pedestrian paths are planned for this area.

Within the Bridle Trails Neighborhood, the path system shown in Figure BT-2 does not include all existing and future sidewalks and paths but merely the major elements. 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. 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.

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 surrounding residences and the school and should be improved with public signing provided to designate the path.

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



XV.C. BRIDLE TRAILS NEIGHBORHOOD

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.

8. 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-3).

'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 Commercial Center, and the high voltage power lines. The dominant visual landmark of the wooded 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 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-3 - 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-3: Bridle Trails – The Image of the City

Bridle Trails Neighborhood Plan Update

Final Draft Plan Strikethrough and Underlined Text

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 Trailsof 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.

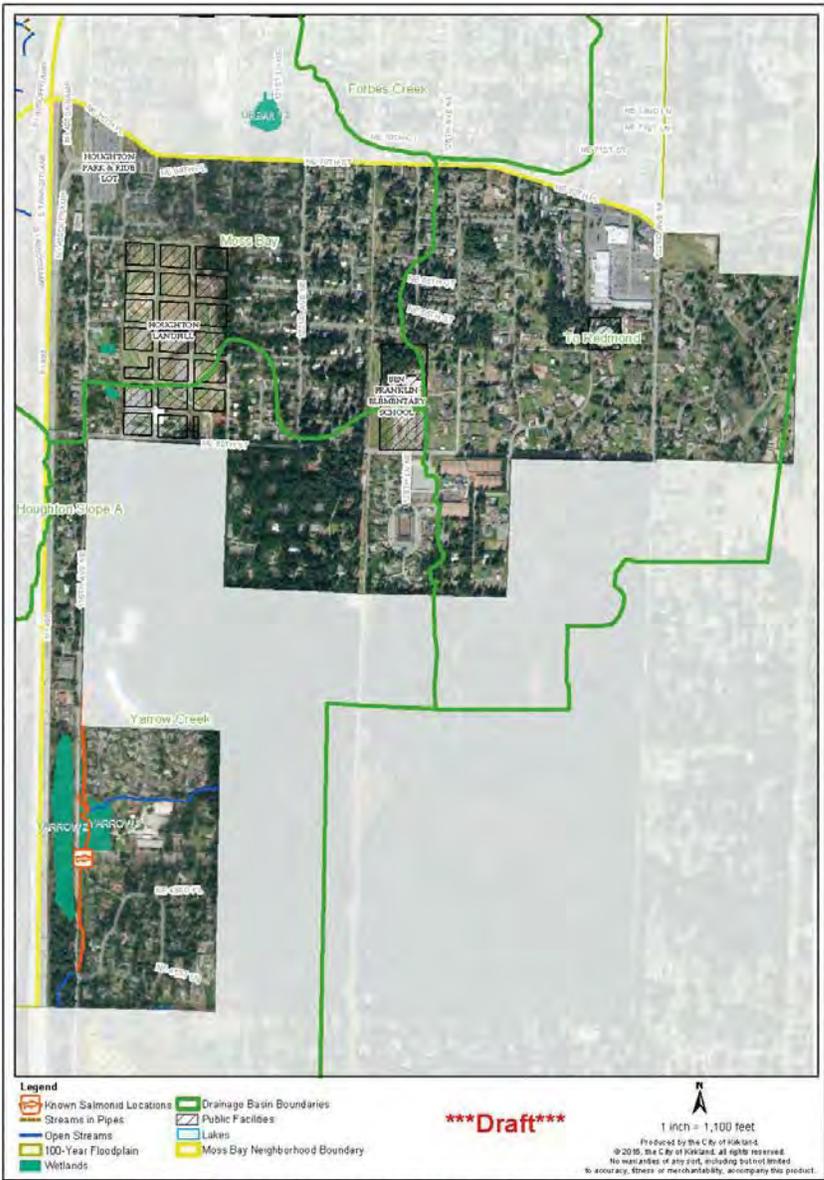


Figure BT-2: Bridle Trails Wetlands, Streams, and Lakes

3. LIVING-ENVIRONMENT LAND USE

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.~~

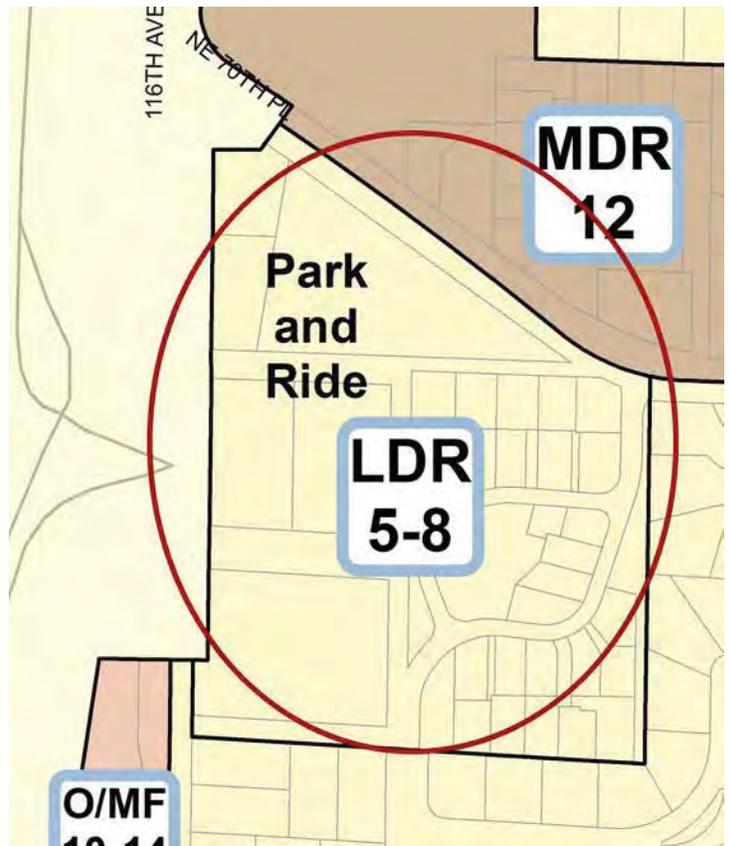
~~(2) — The existing natural vegetation is maintained to the greatest possible extent.~~

~~(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.

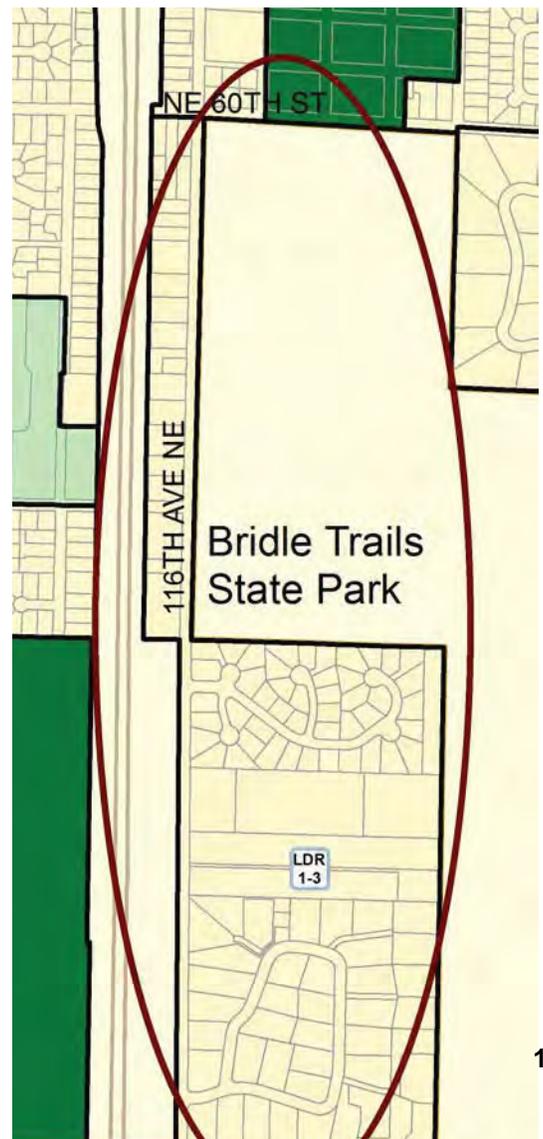
Low-density development and equestrian facilities should be permitted along 116th Avenue NE southwest of Bridle Trails State Park.

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.

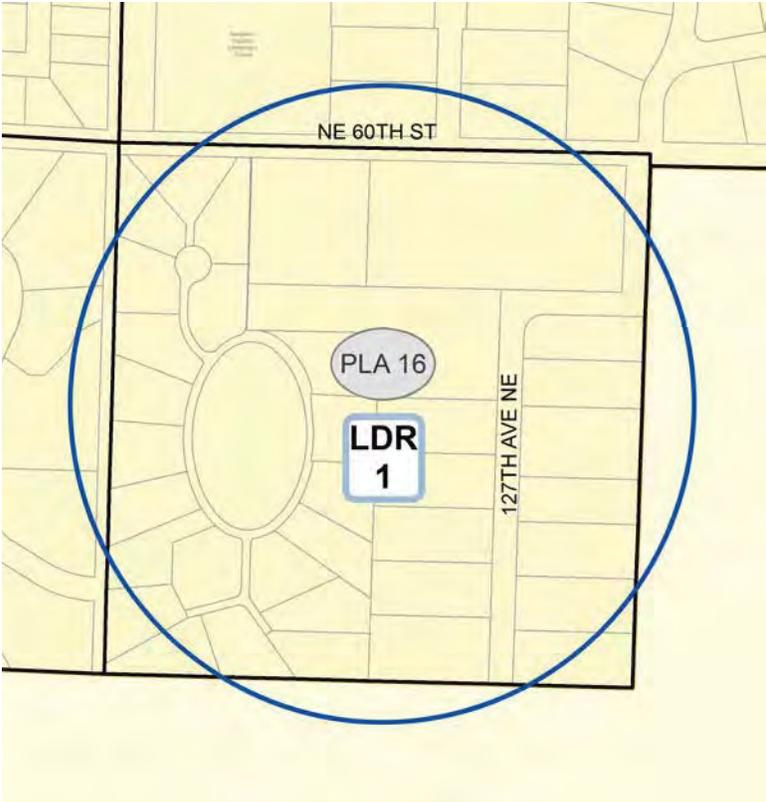
Noise impacts adjacent to the Interstate should be minimized.

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.

4. ~~PLANNED AREA 16~~

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~~ allows 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 parking areas are aggregated and visually screened from adjoining single-family development.
- (3) Equestrian facilities 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.~~

~~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.

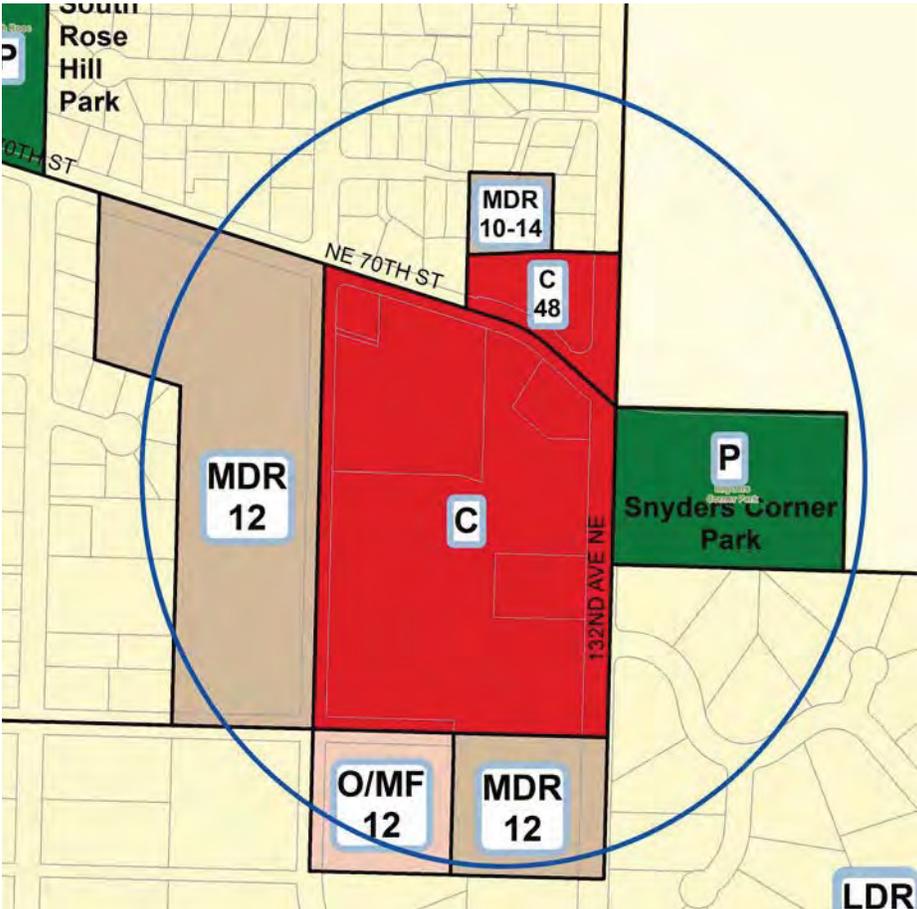
The existing ~~Central Park~~ Tennis Club has been generally compatible with the surrounding residential and equestrian uses. The tennis club should be permitted to expand to the degree that the following performance standards are met:

- (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.

**5. COMMERCIAL-ECONOMIC
ACTIVITIES**

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 ----).

46. 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.

57. 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.***

-
~~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.~~

~~**(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 F~~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

6.8. 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.

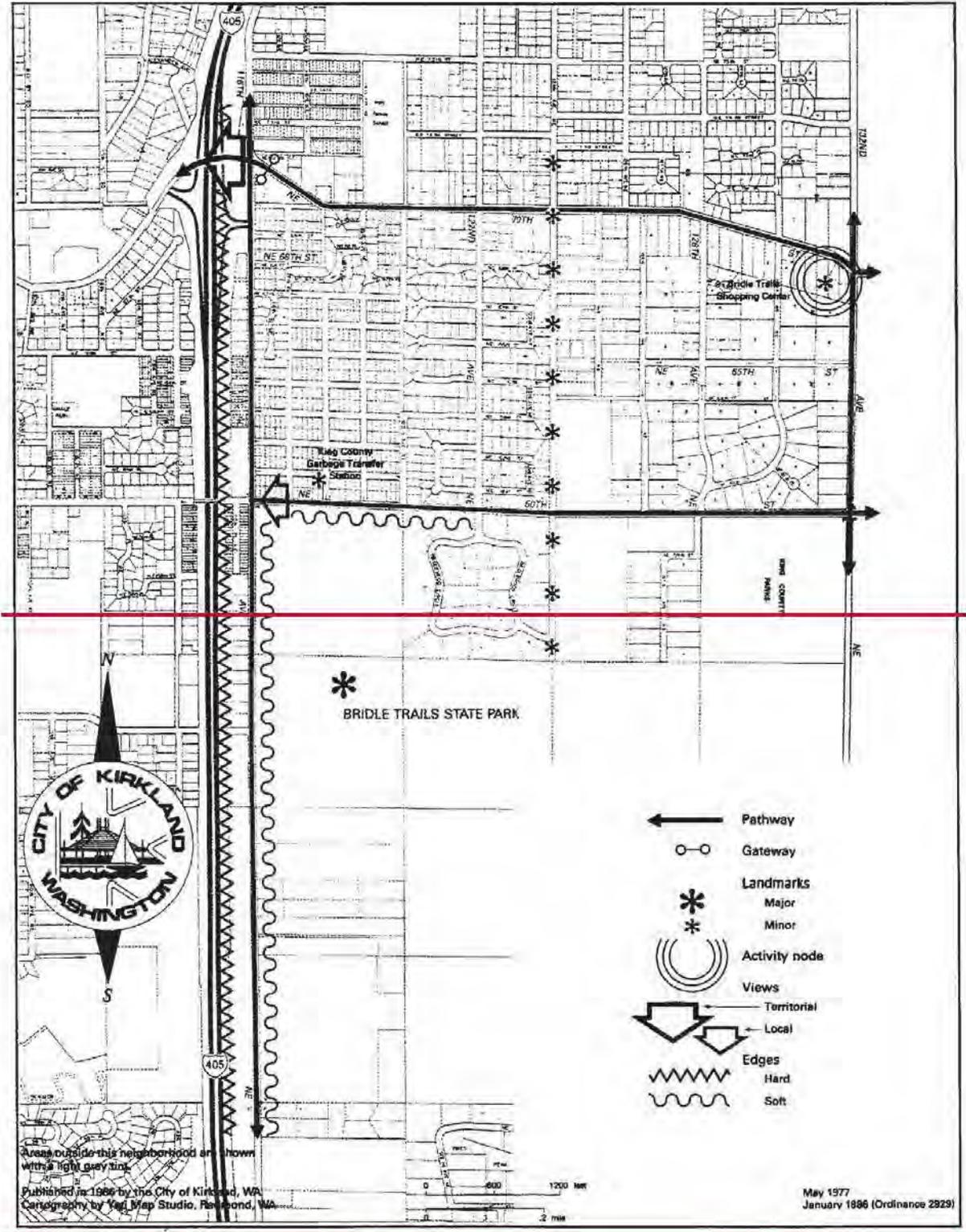


Figure BT-7: Bridle Trails – Urban Design Elements



Figure BT-7: Bridle Trails Urban Design Features

Excerpt from the Kirkland Zoning Code

115.20 Animals in Residential Zones

1. General – This section establishes special regulations that govern the keeping of animals as an accessory use in zones where a dwelling unit is permitted.
 - a. In addition to the maximum number of adult animals permitted, offspring from one (1) female are permitted at any given time until those offspring are able to survive independently.
 - b. Animal Waste – Measures must be taken to properly dispose of animal waste.
 - c. Other Regulations – Nothing in this section eliminates the need to comply with King County animal control regulations, state law regulating the keeping of animals, and any other ordinance of the City of Kirkland regulating the keeping of animals.

2. Household Pets
 - a. Types – The following animals will be regulated as household pets: dogs, cats, rabbits, gerbils, guinea pigs, hamsters, mice, cage birds, nonvenomous reptiles and amphibians, and any other animals normally associated with a dwelling unit, and which are typically housed within the dwelling unit.
 - b. Required Review Process – None.
 - c. Maximum Number of Adult Animals per Dwelling Unit
 - 1) Three (3) dogs.
 - 2) Three (3) cats.
 - 3) A total of four (4) dogs and cats.
 - 4) Four (4) rabbits.
 - 5) Other: No maximum.
 - d. Minimum Lot Size – None.
 - e. Minimum Setback – Structures and pens must be at least five (5) feet from each property line.

f. Special Regulations

- 1) Dogs, cats, and rabbits may be housed either inside or outside the dwelling unit.
- 2) Other household pets must be housed within the dwelling unit. If housed outside of the dwelling unit they will be regulated as small domestic animals.

3. Small Domestic Animals

a. Fowl.

- 1) Permitted Locations – Low density zones.
- 2) Required Review Process – None.
- 3) Maximum Number of Adult Animals per Lot
 - a) On lots with an area of less than 35,000 square feet:
 - i) Three (3) fowl, regardless of lot size.
 - ii) One (1) additional chicken for each 1,000 square feet of lot area above 5,000 square feet, up to a maximum of 20 chickens.
 - iii) Roosters are prohibited except for those in RSA zones existing prior to August 15, 2012.
 - b) On lots with an area of 35,000 square feet or more: 20, plus one (1) additional for each 500 square feet of lot area above 35,000 square feet.
- 4) Minimum Setback
 - a) Structures shall not be located in required yards except as allowed by KZC [115.115](#) and except for the following:
 - i) Mobile structures (chicken tractors) may be anywhere within a fenced yard.
 - ii) Structures may be located within five (5) feet of any property line; provided, that the property adjacent to the proposed location of the structure is either:

A) Occupied primarily by a nonresidential use such as a church, school or park; or

B) A permanently dedicated easement or tract that is at least 10 feet in width.

b) Structures larger than 100 square feet shall be at least 40 feet from each property line.

5) Special Regulations

a) Must provide a suitable structure or pen to house the animals.

b) Must maintain structures and pens in a clean condition.

c) Fowl may forage or roam freely anywhere within a fenced yard, but adequate measures must be taken to provide safety for the fowl and prevent them from straying onto adjacent property.

b. Other Small Domestic Animals – Small domestic animals exceeding the numbers specified in subsection (2)(c) of this section.

1) Required Review Process – None.

2) Maximum Number of Adult Animals – 20 per 35,000 square feet of lot area and one (1) per each additional 500 square feet of lot area.

3) Minimum Lot Size – 35,000 square feet per dwelling unit.

4) Minimum Setback – Structures and pens used to house animals must be at least 40 feet from each property line.

5) Special Regulations

a) The City may limit the number of animals allowed to less than the maximum considering:

i) Proximity to dwelling units both on and off the subject property; and

ii) Lot size and isolation; and

iii) Compatibility with surrounding uses; and

iv) Potential noise impacts.

- b) The applicant must provide a suitable structure or pen to house the animals, and must maintain that structure or pen in a clean condition.

4. Bees

- a. Required Review Process – None.
- b. Maximum Number
 - 1) Lots containing 15,000 square feet or less – maximum of two (2) hives.
 - 2) Lots containing more than 15,000 square feet but less than 35,000 square feet – maximum of five (5) hives.
 - 3) Lots containing 35,000 square feet or more – maximum of 15 hives.
- c. Minimum Lot Size – 7,200 square feet.
- d. Minimum Setback – Hive must be at least 25 feet from any property line. See also special regulation in subsection (4)(e)(5) of this section.
- e. Special Regulations
 - 1) Colonies must be in movable frame hives.
 - 2) Adequate space must be maintained in the hive to prevent overcrowding and swarming.
 - 3) Colonies must be requeened following any swarming or aggressive behavior.
 - 4) All colonies must be registered with the Washington State Department of Agriculture.
 - 5) Hives may be located closer than 25 feet to any property line if:
 - a) Situated eight (8) feet or more above adjacent ground level; or
 - b) Situated less than six (6) feet above adjacent ground level and behind a solid fence or hedge six (6) feet in height parallel to any property line within 25 feet of the hive and extending at least 20 feet beyond the hive in both directions.

- 6) Bees living in trees, buildings, or any other space except in movable frame hives; abandoned colonies or diseased bees shall constitute a public nuisance.

5. Horses

a. Required Review Process

- 1) PLA 16 zone, if part of a recorded master plan: none.
- 2) All other zones, including in PLA 16 on lots which are not part of a recorded master plan:
 - a) On lots 35,000 square feet or greater: none.
 - b) On lots less than 35,000 square feet the City may approve up to two (2) horses, using Process I, Chapter [145KZC](#), pursuant to subsection (5)(b)(2)(b) of this section.

b. Maximum Number of Adult Horses

- 1) PLA 16 zone, if part of a recorded master plan: two (2) horses.
- 2) RS 35 and RSX 35 zones within the Bridle Trails neighborhood north and northeast of Bridle Trails State Park or residential lots in PLA 16 zone which are not part of a recorded master plan:
 - a) On lots of at least 35,000 square feet: two (2) horses per 35,000 square feet of lot area and up to two (2) additional horses may be kept on a residential lot, providing that an additional 3,000 square feet of paddock area is available for each additional horse. (See subsection (5)(e) of this section for minimum paddock standards.)
 - b) On lots less than 35,000 square feet the City may approve up to two (2) horses using Process I, Chapter [145KZC](#); based on the following criteria:
 - i) Proximity to dwelling units both on and off the subject property; and
 - ii) Lot size and isolation; and
 - iii) Compatibility with surrounding uses; and
 - iv) Potential noise impacts.

- 3) All other zones:
 - a) Two (2) horses per 35,000 square feet of lot area and one (1) horse per each additional 17,500 square feet of lot area.
 - b) If lot size is less than 35,000 square feet, the City may approve up to two (2) horses using Process I, Chapter [145](#) KZC; pursuant to subsection (5)(d)(1)(b)(ii) of this section.

c. Minimum Lot Size

- 1) PLA 16 zone, if part of a recorded master plan: 26,000 square feet.
- 2) All other zones, including in PLA 16 on lots which are not part of a recorded master plan:
 - a) 35,000 square feet.
 - b) May be less than 35,000 square feet if approved through Chapter [145](#) KZC, Process I.

d. Barn Size and Setback

- 1) The applicant must provide a suitable barn to house the horses, and must maintain it in a clean condition.
- 2) RS 35 and RSX 35 zones within the Bridle Trails neighborhood north and northeast of Bridle Trails State Park or residential lots in PLA 16 zone, which are not part of a recorded master plan:
 - a) Size – Barns within the designated paddock area may not exceed 1,200 square feet in footprint, excluding covered overhangs, and must be designed solely for housing of animals and storage of tack, feed, shavings or ancillary equipment.
 - b) Setbacks – Barns to house horses must be a minimum of 40 feet from habitable dwellings, both on and off the subject property.
- 3) All other zones, including in PLA 16 on lots that are part of a recorded master plan:
 - a) Size – Barns must not exceed 1,200 square feet, plus 10 percent of the lot area that exceeds 7,200 square feet and must meet all other requirements of KZC [115.08](#), Accessory Structure.

b) Setbacks – Barns to house horses must be a minimum of 40 feet from each property line. The City may permit barns to extend into the property line in common with the abutting property; provided, that:

- i) An abutting property owner files a signed and notarized statement with the City in support of the request; and
- ii) The barn complies with all other regulations pertaining to setbacks in that zone.

e. Paddock Size and Setbacks

1) RS 35 and RSX 35 zones within the Bridle Trails neighborhood north and northeast of Bridle Trails State Park or residential lots in PLA 16 zone which are not part of a recorded master plan:

a) Size – Each residential lot must contain an area of at least 10,000 permeable square feet for the purpose of accommodating two (2) horses, capable of being used for or easily converted to a paddock area and barn, and meeting the following standards:

- i) The paddock must have a minimum width of 40 feet and configured in a contiguous and usable manner to accommodate the feed, storage and manure pile. “Configured in a contiguous and usable manner” shall mean an area, uninterrupted by non-paddock area, having a shape as close to square or rectangular as possible. While the minimum width allowed is 40 feet, the majority of the area must have a width of at least 80 feet.
- ii) The Planning Official is authorized to approve minor deviations from the required dimensions and/or shape of the paddock area due to pre-existing improvements and/or size, shape, or topography of the property.

b) Setbacks

- i) The paddock areas must be five (5) feet from each property line which abuts a school use or a residential zone other than RS 35, RSX 35 or PLA 16, including part of a recorded master plan, otherwise there is no setback.
- ii) The paddock areas must be 10 feet from habitable dwellings and five (5) feet from significant improvements outside the paddock area, such as swimming pools, sports courts, decks and patios, both on and off the subject property.

c) Additional Paddock Requirements

i) The area used or reserved for paddock area must be pervious and exclusive of any structures or improvements (except barns) such as storage sheds, residential units, carports, decks, patios, swimming pools, ponds, sports courts, rockeries, or paving, but may contain easily removed features such as children's play equipment, landscaping, trellises, and flagpoles, as long as such features are not embedded in concrete or otherwise permanently mounted. The area shall not be located over a septic tank, drain field, or reserve drain field. Paddock areas shall not be located on steep slopes (over 15 percent grade) or in areas regulated under Chapter [90](#) KZC, Drainage Basins.

ii) Direct access to the paddock area must be available to deliver feed and pick up manure from an alley, an easement or an adjacent right-of-way across a side yard of the lot. The access route shall have a minimum unobstructed width of 15 feet and a grade no greater than 12 percent, except that for the first 15 feet in back of the existing or future curb line the grade shall not exceed six (6) percent. Any portion of an access route located within an adjacent equestrian trail easement shall not be paved, but may be surfaced with gravel up to 5/8-inch size.

2) All other zones, including in PLA 16 on lots which are part of a recorded master plan:

a) Size – Each lot must contain an area of at least 14,500 square feet capable of being used as a horse paddock area and configured to meet the following standards:

i) The paddock must be designed in a contiguous and usable manner to accommodate the feed storage and manure pile for two (2) horses. This area must be exclusive of any structures, including storage sheds, barns, residential units and carports.

ii) Direct access to this area must be available for trucks to deliver feed and pick up manure from an alley, easement, or an adjacent right-of-way across a side yard of the lot.

b) Setbacks – Paddocks must be a minimum of 20 feet from each property line. The City may permit horse paddocks to extend into the property line in common with the abutting property; provided, that:

i) An abutting property owner files a signed and notarized statement with the City in support of the request; and

ii) The paddock complies with all other regulations pertaining to setback in that zone.

f. Outdoor Manure Piles

1) PLA 16 zone: No outdoor manure pile may be placed closer than 65 feet to any adjacent residential structure.

2) All other zones: No outdoor manure pile may be placed closer than a point equidistant to any adjacent residential structure.

6. Large Domestic Animals

a. Types – The following animals will be regulated as large domestic animals: cattle, sheep, pigs, goats, and other grazing or foraging animals.

b. Required Review Process

1) On lots 35,000 square feet and greater: none.

2) If the lot size is less than 35,000 square feet the City will decide on the permitted number of large domestic animals using Process I, Chapter [145](#) KZC; based on the following criteria:

a) Proximity to dwelling units both on and off the subject property; and

b) Lot size and isolation; and

c) Compatibility with surrounding uses; and

d) Potential noise impacts.

c. Maximum Number of Adult Animals

- 1) Two (2) per 35,000 square feet of lot area and one (1) per each additional 17,500 square feet of lot area.
 - 2) The City may limit the number of animals allowed to less than the maximum pursuant to the criteria in subsection (6)(b)(2) of this section.
- d. Minimum Lot Size
- 1) 35,000 square feet.
 - 2) May be less than 35,000 square feet if approved through Chapter [145](#) KZC, Process I.
- e. Structures, Barn and Pen Size and Setback
- 1) The applicant must provide a suitable barn or pen to house the animals, and must maintain that barn or pen in a clean condition.
 - 2) Size – Barns must not exceed 1,200 square feet, plus 10 percent of the lot area that exceeds 7,200 square feet and must meet all other requirements of KZC [115.08](#), Accessory Structure.
 - 3) Setbacks – Barns and pens used to house animals must be a minimum of 40 feet from each property line. The City may permit barns and pens to extend into the property line in common with the abutting property; provided, that:
 - a) An abutting property owner files a signed and notarized statement in support of the request; and
 - b) The barn or pen complies with all other regulations pertaining to setback in that zone.
- f. Roaming and Grazing Areas – Roaming and grazing areas must be at least 20 feet from each property line. The City may permit barns and pens to extend into the property line in common with the abutting property; provided, that an abutting property owner files a signed and notarized statement in support of the request.
- g. Outdoor Manure Piles
- 1) PLA 16 zone: No outdoor manure pile may be placed closer than 65 feet to any adjacent residential structure.

2) All other zones: No outdoor manure pile may be placed closer than a point equidistant to any adjacent residential structure.

7. Bonds – The City may require a bond under Chapter [175](#) KZC to ensure that the subject property is maintained in a clean condition.

(Ord. 4450 § 1, 2014; Ord. 4392 § 1, 2012; Ord. 4370 § 2, 2012; Ord. 4250 § 1, 2010; Ord. 4196 § 1, 2009; Ord. 4072 § 1, 2007; Ord. 3954 § 1, 2004)

Desiree Goble

From: Karen Walter <KWalter@muckleshoot.nsn.us>
Sent: Friday, February 12, 2016 4:57 PM
To: Desiree Goble
Subject: RE: Bridlestone Estates Subdivision, SUB15-00572, Determination of Non-Significance

Desiree,

We have reviewed the Determination of Non-Significance for the proposed Bridlestone Estates subdivision project referenced above. As you know, we provided timely comments to the Notice of Application for this project via the email below. Since that time, we received responses from Kirkland (also shown in the emails below). Based on this information, we offer additional comments as noted:

The SEPA determination does not adequately address our concerns with potential stormwater impacts from this project to Yarrow Creek and its salmon resources. While the project may not be required to treat its stormwater using enhanced treatment techniques, this is merely a result of the current stormwater manuals lacking behind latest research regarding stormwater impacts to salmon, not the lack of impacts. There are several scientific studies from the Northwest Fisheries Science Center at Montlake, WA that demonstrate that coho salmon, a species in Yarrow Creek, are susceptible to lethal and sublethal impacts at the egg, fry, and adult life history stages. Please see <http://www.nwfsc.noaa.gov/research/divisions/efs/ecotox/ecoimpacts.cfm> for a summary of these impacts and scientific publications.

See also:

http://www.oregonlive.com/environment/index.ssf/2013/01/study_links_coho_salmon_deaths.html

<https://wsg.washington.edu/urban-runoff-killing-coho-salmon-but-simple-solution-within-reach/>

<http://cedar.wvu.edu/cgi/viewcontent.cgi?article=1244&context=ssec>

Development projects that cannot treat and infiltrate their stormwater that will be discharging to known salmon streams need to minimize their stormwater impacts to salmon in these streams, in part, by treating the discharged stormwater to enhanced treatment levels, not basic .

Please let me know if you have any questions. We appreciate the opportunity to continue input to this project and look forward to the City's timely responses.

Thank you,
Karen Walter
Watersheds and Land Use Team Leader

*Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116*

From: Desiree Goble [<mailto:DGoble@kirklandwa.gov>]
Sent: Monday, February 01, 2016 12:59 PM
To: Karen Walter
Subject: RE: Bridlestone Estates Subdivision Notice of Application - SUB15-00572

Karen,

I found a Draft e-mail that was never completed and sent. Sorry for the delay.

Désirée

From: Karen Walter [<mailto:KWalter@muckleshoot.nsn.us>]
Sent: Monday, February 01, 2016 12:54 PM
To: Desiree Goble <DGoble@kirklandwa.gov>
Subject: RE: Bridlestone Estates Subdivision Notice of Application - SUB15-00572

Hi Desiree,
Thank you for the prompt response. I couldn't find anything in our files. We'll review the draft email and the attachments along with the DNS materials and let the City know if we have further comments and questions.

Karen Walter
Watersheds and Land Use Team Leader

*Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116*

From: Desiree Goble [<mailto:DGoble@kirklandwa.gov>]
Sent: Monday, February 01, 2016 12:50 PM
To: Karen Walter
Subject: RE: Bridlestone Estates Subdivision Notice of Application - SUB15-00572

Karen,

I found a draft e-mail that has since been updated to reflect the current status. Please let me know if the information I'm providing doesn't answer your question(s) or you have an additional question.

Sorry for the delay,
Désirée

From: Karen Walter [<mailto:KWalter@muckleshoot.nsn.us>]
Sent: Tuesday, July 21, 2015 2:24 PM
To: Desiree Goble <DGoble@kirklandwa.gov>
Subject: RE: Bridlestone Estates Subdivision Notice of Application - SUB15-00572

Désirée,

Thank you again for sending us additional information for the Bridlestone Estates project along 116th Ave NE referenced above. We have reviewed this information and offer the following questions and comments:

1. The Critical Areas Report and Mitigation Plan (CAR) notes that the only stream on or adjacent to the site is Yarrow Creek. However, Kirkland environmental maps suggest there is a stream ("no-name") flowing east to west that goes through Wetland A along and near the northern edge of the project site and eventually to Yarrow Creek. The CAR notes flowing water in and near Wetland A that goes through a culvert (see page 10 under hydrology). Is there an additional stream on or near the site? If so, will the project affect this stream and or its buffer?

Given its proximity to Yarrow Creek, a known fish-bearing stream, this stream, if it does exist, could be potential fish bearing waters especially given its proximity/association with Wetland A.

Did the Watershed Company's assessment address this stream?

Please see the attached wetland/stream delineation performed by Wetland Resources on February 13, 2013 and The Watershed Company (TWC) review. TWC determined that there wasn't a stream flowing along the north property line but there was a stream on or close to the NE corner of the property. This stream and its associated buffer is completely located within Wetland A.

2. More information is needed regarding the proposed crossing of Yarrow Creek with the new access road. Please note that for any necessary stream crossing on a fish-bearing water such as Yarrow Creek, the crossing needs to be either a bridge or a stream simulation culvert to ensure that both adult and juvenile salmon can pass throughout. The applicant is strongly encouraged to fully review WDFW's 2013 Water Crossing Guidelines which details the necessary evaluations and design approaches which should include avoid filling of Wetland C, too, as it is associated with Yarrow Cree per the CAR (page 12).

The latest version of the CAR report is too large to e-mail so here is a hyperlink to the webpage http://www.kirklandwa.gov/depart/planning/Development_Info/projects/Bridlestone.htm the document is titled "Sensitive Areas Maps 1 and Requests - Bridlestone Estates". Starting on page 13 there is discussion about the culvert, the applicant mentions that they have redesigned the project to comply with WDFW requirements (page 14), and applied for a HPA (page 17).

3. The project should treat its stormwater using enhanced treatment methods as the stormwater will eventually discharge to Yarrow Creek, a fish-bearing water. Enhanced treatment is necessary to avoid impacts to coho salmon, in particularly. See the attached article for more information.

This was addressed in the SEPA Determination.

We appreciate the opportunity to review this proposal and look forward to the City's responses to these questions and comments.

Best regards,
Karen Walter
Watersheds and Land Use Team Leader

*Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116*

From: Desiree Goble [<mailto:DGoble@kirklandwa.gov>]
Sent: Thursday, July 02, 2015 9:13 AM
To: Karen Walter
Subject: RE: Bridlestone Estates Subdivision Notice of Application - SUB15-00572

Désirée Goble
425.587.3251

From: Desiree Goble
Sent: Thursday, July 02, 2015 9:12 AM
To: 'Karen Walter'
Subject: RE: Bridlestone Estates Subdivision Notice of Application - SUB15-00572

Karen,

Below is a list of documents that I sent to you yesterday:

1. Geotech Onsite Stormwater Disposal- Bridlestone Estates, SUB15-00572
2. Geotech Report - Bridlestone Estates, SUB15-00572 (I didn't realize that this document is the same as the one above, sorry)
3. Storm Drainage Analysis, Preliminary (Technical Information Report) - Bridlestone Estates, SUB15-00572
4. Survey - Topographic - Bridlestone Estates, SUB15-00572

Here are the remaining document that I'm trying to send:

5. Geotechnical Investigation Ch 85 - Bridlestone Estates, SUB15-00572
6. Sensitive Areas Requests & Maps - Bridlestone Estates, SUB15-00572

I will try to send the documents above individually and hope that works.

Thanks for your patience.

Désirée Goble
425.587.3251

From: Karen Walter [<mailto:KWalter@muckleshoot.nsn.us>]
Sent: Thursday, July 02, 2015 8:44 AM
To: Desiree Goble
Subject: RE: Bridlestone Estates Subdivision Notice of Application - SUB15-00572

Hi Désirée,
Thanks for the geotech report.
What about the wetland report and stormwater plan?

Karen Walter
Watersheds and Land Use Team Leader

*Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116*

From: Desiree Goble [<mailto:DGoble@kirklandwa.gov>]
Sent: Wednesday, July 01, 2015 6:17 PM
To: Karen Walter
Subject: RE: Bridlestone Estates Subdivision Notice of Application - SUB15-00572

Désirée Goble
425.587.3251

From: Karen Walter [<mailto:KWalter@muckleshoot.nsn.us>]
Sent: Wednesday, July 01, 2015 5:39 PM
To: Desiree Goble
Subject: FW: Bridlestone Estates Subdivision Notice of Application - SUB15-00572

Hi Desiree,
We got this notice today and I am wondering if there is more information available, including any wetland delineation documents; narrative explaining the wetland filling/ buffer reduction; stormwater management details; and proposed mitigation.
We would appreciate a copy for our review before the July 21 deadline.

Thank you,
Karen Walter
Watersheds and Land Use Team Leader

*Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116*

From: Justine Lybeck [<mailto:jlybeck@kirklandwa.gov>]
Sent: Wednesday, July 01, 2015 10:05 AM
To: Karen Walter
Subject: Bridlestone Estates Subdivision Notice of Application - SUB15-00572

Attached for your information is the [Bridlestone Estates Subdivision](#) Notice of Application and Site Plan, File No. SUB15-00572.

If you have any questions regarding this project, please contact **Planner Desiree Goble** at 425-587-3251 or dgoble@kirklandwa.gov.

Thank you,

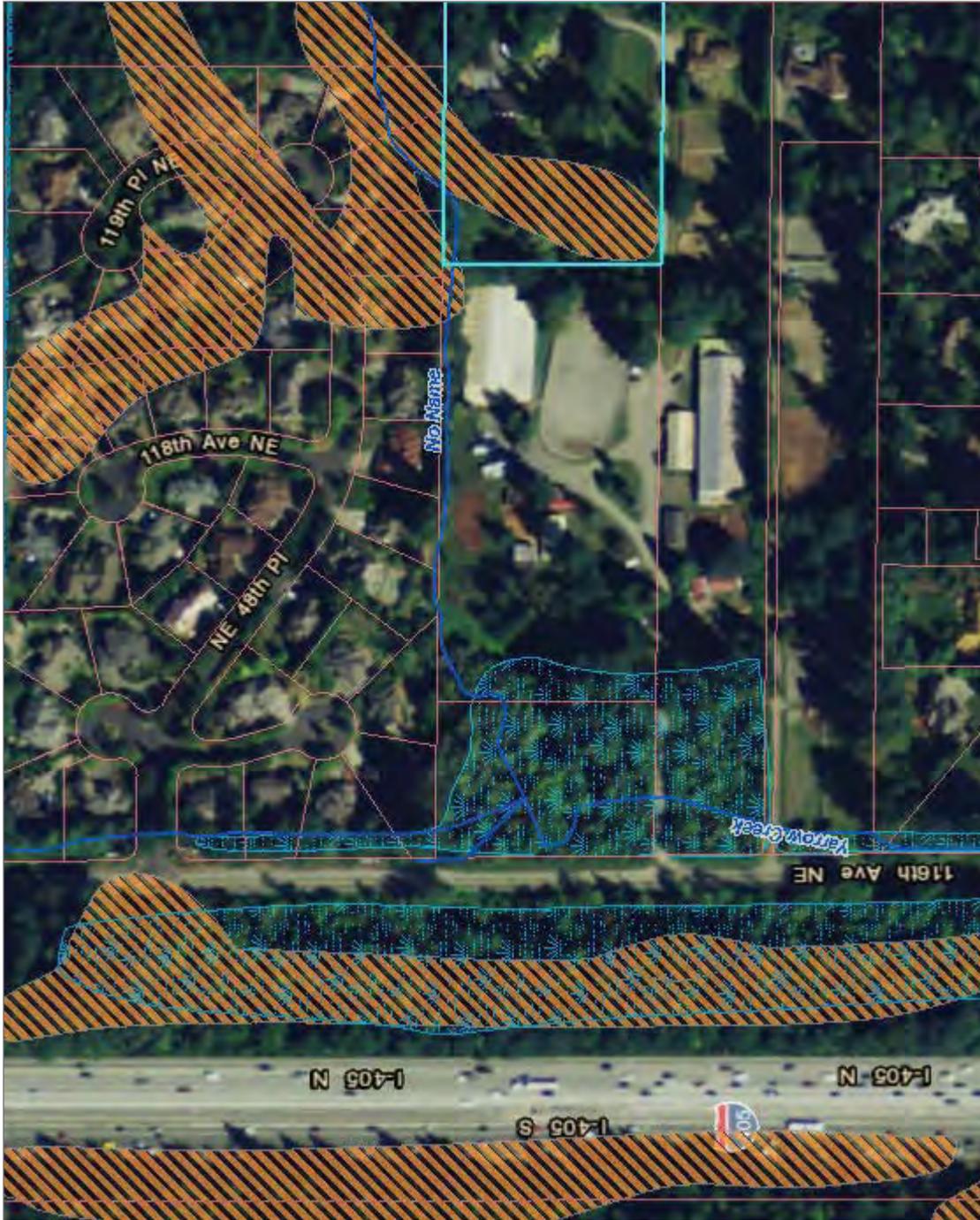
JUSTINE LYBECK
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Planning & Building Department
City of Kirkland
425-587-3238



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BRIDLESTONE ESTATES



- Nearby Search Area (.25mi)
- Search Result Location
- City Limit
- Stream
- Parcel
- Floodplain
- 100 Year
- Other
- Water Body
- Fish and Wildlife Habitat Area
- Wetland
- Wetland Buffer
- Stream Buffer
- Landslide Area
- Floodway
- Steep Slope
- Shoreline Jurisdiction Area

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Printed on 7/21/2015

Landscape Ecotoxicology of Coho Salmon Spawner Mortality in Urban Streams

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Abstract

In the Pacific Northwest of the United States, adult coho salmon (*Oncorhynchus kisutch*) returning from the ocean to spawn in urban basins of the Puget Sound region have been prematurely dying at high rates (up to 90% of the total runs) for more than a decade. The current weight of evidence indicates that coho deaths are caused by toxic chemical contaminants in land-based runoff to urban streams during the fall spawning season. Non-point source pollution in urban landscapes typically originates from discrete urban and residential land use activities. In the present study we conducted a series of spatial analyses to identify correlations between land use and land cover (roadways, impervious surfaces, forests, etc.) and the magnitude of coho mortality in six streams with different drainage basin characteristics. We found that spawner mortality was most closely and positively correlated with the relative proportion of local roads, impervious surfaces, and commercial property within a basin. These and other correlated variables were used to identify unmonitored basins in the greater Seattle metropolitan area where recurrent coho spawner die-offs may be likely. This predictive map indicates a substantial geographic area of vulnerability for the Puget Sound coho population segment, a species of concern under the U.S. Endangered Species Act. Our spatial risk representation has numerous applications for urban growth management, coho conservation, and basin restoration (e.g., avoiding the unintentional creation of ecological traps). Moreover, the approach and tools are transferable to areas supporting coho throughout western North America.

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Introduction

In recent decades, human population growth and development have continued to increase along the coastal margins of North America [1]. The associated changes in land cover and human land use have elevated land-based sources of pollution, and toxic stormwater runoff in particular, to become one of the most important threats to the biological integrity of basins, lakes, estuaries, and nearshore marine environments [2]. In the United States, concerns related to non-point source pollution have gained momentum over the past decade (e.g., [3,4]). This has culminated most recently in the designation of “water quality and sustainable practices on land” as one of nine National Priority Objectives for the newly established National Ocean Council, together with ecosystem-based management, marine spatial planning, climate change and ocean acidification, and changing conditions in the Arctic [2]. For toxic runoff, however, the connections between unsustainable practices on land and the decline of ecological resilience in aquatic habits remain poorly understood.

In western North America, semelparous anadromous salmonids (*Oncorhynchus* spp.) typically migrate thousands of kilometers in their lifetimes. They hatch and rear in freshwater, migrate seaward to capitalize on the productivity of the oceans to grow rapidly and reach sexual maturity, and then return to their natal streams to spawn and die. Certain salmonids, including pink (*O. gorbuscha*) and

chum (*O. keta*) migrate to the ocean relatively soon after hatching. Others, however, such as Chinook (*O. tshawytscha*), steelhead, (*O. mykiss*), sockeye (*O. nerka*), and coho (*O. kisutch*) may spend one or more years in freshwater lakes, rivers and streams. Because of this extended freshwater residency, juveniles of these species are potentially more vulnerable to anthropogenic modifications of freshwater habitat quality [5].

In contrast to the high mortality experienced by juvenile salmonids, mortality at the adult spawner life stage is relatively low. Familiar natural causes of mortality include predation, disease [6,7,8,9], stranding (following high flows), elevated stream temperatures, and competition – e.g., in habitats with abundant salmon returns and limited spawning substrate. Various human activities such as recreational and commercial fishing, stream dewatering, and the placement of migration barriers can also increase salmon spawner mortality. In general, however, salmon spawner mortality has not been attributed to toxic chemical contaminants in stormwater runoff – a data gap that may be due, in part, to 1) the relative rarity of salmon spawners in urban basins with poor water quality, and 2) the logistical difficulty of implementing toxicity studies on migratory, seawater-to-freshwater transitional adults.

The exception is a recently documented phenomenon of returning adult coho salmon dying at high rates in urban and urbanizing streams in lowland Puget Sound region, which includes

the greater Seattle metropolitan area [10]. Coho return to small coastal stream networks to spawn each fall. Entry into freshwater is triggered by early autumn rainfall and rising stream flows. Since there had been extensive habitat degradation and loss in these lowlands, many basins were targeted for stream restoration projects in the 1990s. Subsequent surveys to evaluate project effectiveness discovered that many coho salmon were dying in newly-accessible stream reaches before they were able to spawn – i.e., female carcasses were found in good condition (ocean bright colors) with skeins (membrane or sac that contains the eggs within the fish) filled with unspawned eggs [10]. In addition, affected coho from several different urban basins showed a similar progression of symptoms leading up to death, including disorientation, lethargy, loss of equilibrium, mouth gaping, and fin splaying. Systematic daily spawner surveys in recent years (2002–2009) have shown that adult mortality rates in urban streams are consistently high (relative to spawning coho salmon in more pristine areas), ranging from ~25–90% of the total fall runs [10]. Mortality rates of this magnitude likely have important negative consequences for maintaining viable coho populations [11]. Consistent with this, most coho mortalities observed over the past decade were spawners that strayed (did not home to their natal stream reaches) into these restored urban freshwater habitats.

The precise underlying cause of recurrent coho die-offs remains under investigation. An initial weight-of-evidence forensic study has systematically ruled out stream temperature, dissolved oxygen, poor overall spawner condition, tissue pathology (e.g., gill), pathogen prevalence or disease, and other factors commonly associated with fish kills in freshwater habitats (Scholz et al., unpublished data). These findings, together with the rapid onset of the syndrome, the nature of the symptoms (e.g., gaping and disequilibrium), and the consistent re-occurrence within and between urban basins over many years together point to toxic stormwater runoff from urban landscapes as the likely cause of coho spawner mortality. Urban runoff and stormwater-influenced combined sewer overflows (CSOs) contain an exceptionally complex mixture of chemical contaminants. Specifically, urban streams are receiving waters for runoff and discharges containing pesticides [12], metals [13], petroleum hydrocarbons [14], plasticizers, flame-retardants, pharmaceuticals, and many other potentially toxic chemicals. The list of possible causal agents is therefore long.

The above chemical complexity notwithstanding, there are several reasons to suspect motor vehicles as sources of toxics that are killing returning coho. Vehicles deposit many compounds on road surfaces via exhaust emissions, leaking fluids, and the wearing of tires, brake pads and other friction materials [15]. Emissions contain nitrogen and sulfur dioxide, benzene, formaldehyde, and a large number of polycyclic aromatic hydrocarbons (PAHs). Fluids, including antifreeze and motor oil, contain ethylene and propylene glycol and PAHs. Tire wear releases zinc, lead, and PAHs onto road surfaces [16], and brake pad wear is a major source of copper, zinc, nickel, and chromium [16,17]. Collectively, these contaminants accumulate on streets and other impervious surfaces until they are mobilized by rainfall and transported to aquatic habitats via runoff. Polycyclic aromatic hydrocarbons and metals such as copper are known to be toxic to fish, although acute lethality usually occurs at exposure concentrations that are higher (by orders of magnitude) than those typically detected in urban streams. It is likely that fall stormwater pulses contain higher concentrations than winter and spring due to the potential buildup of contaminants during the relatively dry summer months.

Although the adult die-off phenomenon has been observed in all Seattle-area urban streams where coho salmon occur, the overall

rate of mortality has varied among basins. In qualitative terms, a higher proportion of returning animals have survived to spawn in basins that have more open space (e.g., parks and woodlands). Conversely, mortality rates have been consistently higher in basins with proportionately greater “urban” land cover and land uses. This raises the possibility of a quantitative relationship between discrete basin characteristics and coho survival and spawning success. Such a relationship would be important for several reasons. First, if coho mortality is significantly correlated with one or more land cover or land use variables, the latter could be used to identify unmonitored lowland basins where coho populations are at greatest risk. Second, it could provide a means to evaluate how future human population growth and development might impact wild coho populations in Puget Sound (and elsewhere) that are currently healthy. Finally, it could narrow the list of potentially causative pollution sources in urban basins, thereby focusing future toxicological studies to identify the specific contaminants involved.

In this study we performed a spatial analysis to identify landscape variables that correlate most closely with surveyed rates of coho spawner mortality across six different basins in Puget Sound. The variables included land use and land cover, tax parcel types, roadways, and impervious surfaces. We then used the information from these correlations to generate spatially explicit predictions of recurrent spawner losses in unmonitored basins throughout the four most densely populated counties in the greater Seattle metropolitan area.

Materials and Methods

Study Sites

We characterized habitat conditions within the drainage basins from streams at six sites in the Puget Sound lowlands (Figure 1). We chose these sites because coho spawner mortality has been monitored at these locations for several years (2000–2009; [10]). The sites represent a wide range of anthropogenic alteration, from highly urbanized (e.g., Longfellow Creek) to relatively undisturbed (e.g., Fortson Creek). Fortson Creek is considered a non-urban site, whereas the other five sites are urban streams and have varying degrees of development. The urban streams have all been a focus of varying restoration project efforts aimed at enhancing habitat quality for anadromous Pacific salmon. With the exception of the relatively unaltered Fortson Creek site, all site basins had impervious surface proportions well above the levels (5–10%) commonly associated with the decline of biological integrity in streams [18,19].

Confirmed observation of the coho spawner mortality syndrome (see below) within a stream system was a key factor in study site selection. Importantly, natural production of coho in Seattle-area urban streams is very low. Not unexpectedly, recent modeling has shown that local coho population abundance declines precipitously at rates of spawner mortality documented for these drainages [11]. The adult returns to these streams are thus likely to be animals straying into sink or attractive nuisance habitats. Conversely, the syndrome has not been documented in streams where coho are relatively abundant – i.e., non-urban basins, as confirmed by a full season of daily stream surveys on Fortson Creek. Therefore, to evaluate the phenomenon in relation to land cover, we were constrained to streams where coho are affected, even if adult returns to these basins were low in certain years. Lastly, there is no evidence that the mortality syndrome is related to the origin of the spawners (i.e., hatchery vs. wild fish). For example, artificially propagated coho that return as adults to regional hatchery facilities in non-urban basins are unaffected.

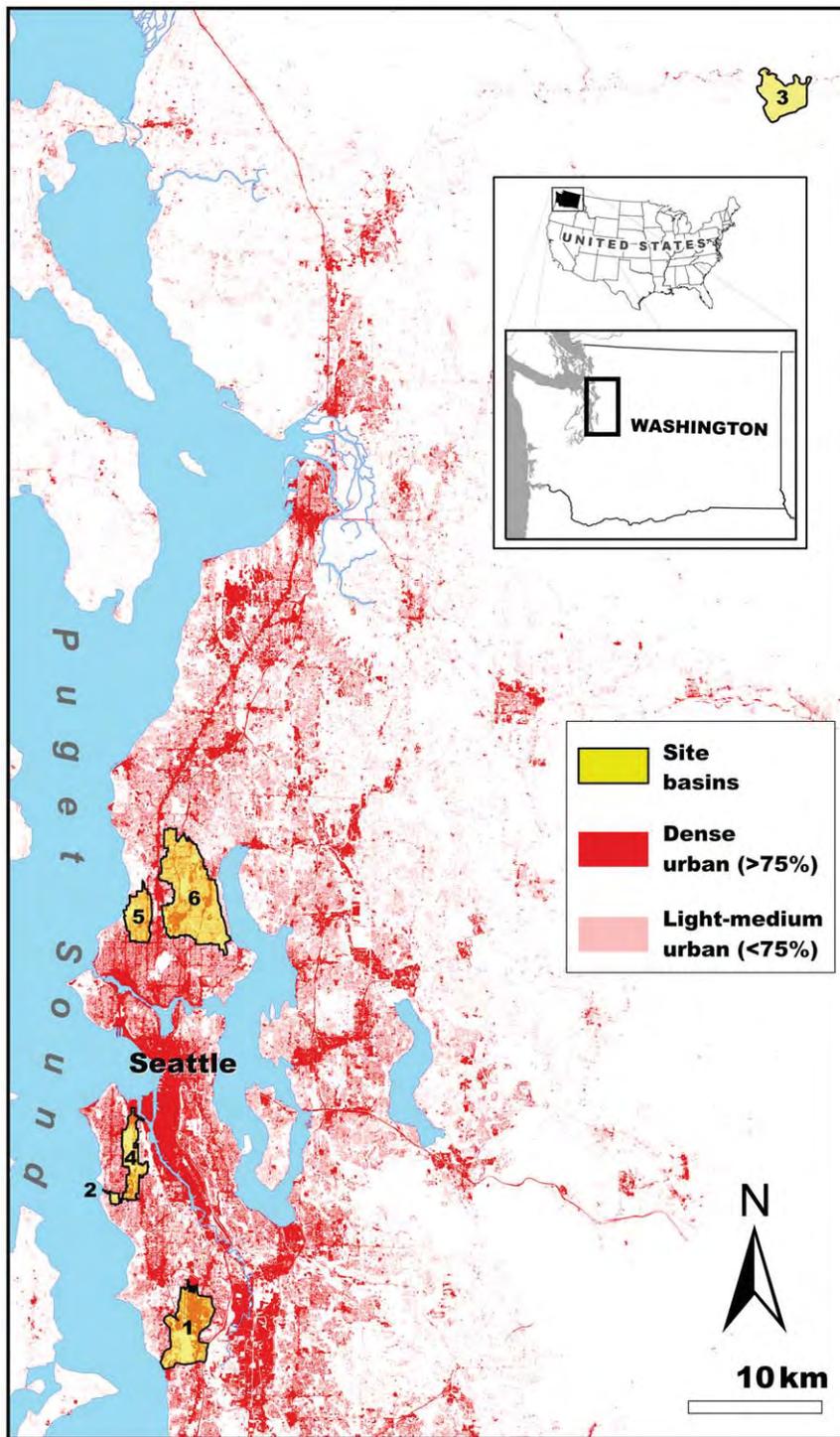


Figure 1. Six study sites where coho spawner mortality was monitored and landscape conditions were quantified. Main map depicts the Greater Seattle Metropolitan Area in Washington State, which is within the Puget Sound/Georgia Basin of the Pacific Northwest, United States of America (USA). Inset map illustrates location of the study sites within Washington State and the location of Washington State within the USA. For reference, red shading on main map represents the relative intensity of urbanization (light-medium and dense urban [23,24]). Drainage basins depicted in yellow shaded polygons represent the total basin flowing into a given stream reach site. Key for site numbers: 1=Des Moines; 2=Fauntleroy; 3=Fortson; 4=Longfellow; 5=Piper's; and, 6=Thornton Creek.
 doi:10.1371/journal.pone.0023424.g001

Study Subjects

Coho salmon in this study were all within the Puget Sound/Strait of Georgia Evolutionarily Significant Unit (ESU). An ESU is

defined as a group of populations that 1) are substantially reproductively isolated from conspecific populations and 2) collectively represent an important component in the evolutionary

legacy of the species [20]. Currently, Puget Sound/Strait of Georgia coho are designated a “species of concern” under the U.S. Endangered Species Act [21].

Coho typically spawn in small (lower order) streams in the Puget Sound lowlands in late fall and early winter and their fry emerge from stream substrates from March to May. Fry reside in riverine habitats for 14–18 months, smolt, migrate to marine environments where they grow rapidly and mature (16–20 months), and finally migrate to their natal basins where they spawn and die [22]. The adult spawners from the six study basins were both marked (adipose fin clipped) and unmarked, suggesting a mix of hatchery and wild origins.

Coho Spawner Mortality

We used existing monitoring data collected as part of daily and weekly spawner surveys in each of the six study locations (Table 1). Data were collected during the fall spawning season from 2000–2009 by Seattle Public Utilities (SPU), the Wild Fish Conservancy, and the Northwest Fisheries Science Center (NWFSC). Streams were checked every few days in the early fall (usually the first or second week in October, depending on rainfall) until the first adult coho was observed. The streams were then surveyed daily for the duration of the fall run, until the last carcass was documented, typically in the first or second week of December. For several years, biologists working for the City of Seattle (Wild Fish Conservancy) also surveyed many of the same urban streams for coho spawner mortality on a weekly basis. Side-by-side comparisons of daily and weekly survey data (e.g., for Longfellow Creek in 2005 and 2007) revealed practically no loss of carcasses to scavengers. Accordingly, we included the weekly survey data in our analyses.

The entirety of the available spawning habitat within a given urban drainage was surveyed for premature adult coho mortality. For some streams, including Longfellow Creek, mid-stream barriers to upstream migration confined adults to the lower portions of the drainage. This made it possible, in the course of a few hours as part of a daily survey, to inspect all sections of the stream that 1) had a gravel substrate suitable for redds (spawning “nests” built by females), and 2) were focal areas for repeated (year-to-year) redd building during successive spawner runs.

Monitoring data were not collected at all sites for all years (Table 1). Mortality among returning coho was quantified only for females on the basis of egg retention – i.e., the number of partially spawned or unspawned female carcasses observed in streams over an entire spawning season. Notably, the total number of returning adults was low for some years and some basins (Table 1). Nevertheless, the aggregate spawner survey data used in this analysis are the most comprehensive currently available.

Geospatial Datalayers

We used existing geospatial datalayers as our source of potential predictor variables and as a proxy for habitat type and condition. The datalayers were generated by a variety of organizations for planning and analytical purposes, making them suitable for running spatial analyses on habitat. They were also available over the entire spatial domain of our predictive model. We used four geospatial datalayers: Land-cover of the Greater Puget Sound Region [23,24]; impervious and impacted surfaces [25]; property type (compiled from King [26], Kitsap [27], Pierce [28] and Snohomish county [29] tax parcel databases), and roadways (Puget Sound Regional Council; PSRC [30]).

The Land-cover of Puget Sound datalayer is the highest quality and most accurate depiction of land use and land cover in the Puget Sound lowlands. The datalayer used 30 m gridded LANDSAT TM imagery from 2002, which was extensively analyzed and corrected to produce an accurate (83% overall accuracy, [24]) depiction of land use and land cover conditions. To reduce the total number of potential predictor variables, we only used the dense urban (>75%); light to medium urban (<75%); and grass, crops and/or shrubs categories. We also combined the mixed and deciduous forest with the coniferous forest category and named it forests.

The impervious and impacted surfaces datalayer was derived from a 2001 LANDSAT TM image with 30 m pixels and an accuracy of 83–91% [25]. This datalayer depicts high to completely impermeable surfaces such as building roofs; concrete or asphalt roads and parking lots; concrete, asphalt or brick sidewalks, pedestrian walkways, and malls; etc.

One of the limitations of these two datalayers was that the pixel size of the source LANDSAT TM imagery is 30 m, so smaller

Table 1. Coho spawner mortality proportion and cumulative number of female carcasses enumerated (in parentheses) by site (columns) and year (rows).

	Des Moines	Fauntleroy	Fortson ¹	Longfellow	Piper's	Thornton
2000	-	0.25 (12)	-	0.74 (135)	0.18 (17)	0.88 (33)
2001	-	0.22 (9)	-	0.61 (111)	0.70 (37)	0.82 (11)
2002	-	0.00 (1)	0.01 (114) ^a	0.86 (57) ^a	0.60 (10)	0.80 (5)
2003	-	(0)	-	0.67 (18) ^a	0.00 (1)	1.00 (2)
2004	0.63 (30) ^a	(0)	-	0.89 (9) ^a	0.33 (3)	1.00 (1)
2005	-	0.75 (4)	-	0.72 (75) ^a	0.75 (4)	0.50 (8)
2006	-	(0)	-	1.00 (4) ^a	1.00 (9) ^a	1.00 (4)
2007	-	0.75 (4)	-	0.73 (41) ^a	0.20 (5)	0.80 (5)
2008	-	-	-	0.67 (12) ^a	-	1.00 (2)
2009	-	-	-	0.78 (36) ^a	-	-
Overall	0.63 (30)	0.37 (30)	0.01 (114)	0.72 (498)	0.57 (86)	0.83 (71)

A dash (-) indicates survey was not conducted for that year/site.

^aNorthwest Fisheries Science Center (NWFSC) daily surveys, all others were weekly and collected by Seattle Public Utilities (SPU) or the Wild Fish Conservancy [51,52].

¹Non-urban site.

doi:10.1371/journal.pone.0023424.t001

features, such as roads and precise land cover boundaries, were not adequately captured. In order to address this deficiency, we analyzed property types and roadways, as they are represented as precise polyline and polygon delineations of the corresponding land cover variables. The boundaries in these geospatial datalayers were derived from precise survey data from major metropolitan areas, collected over many years by King, Kitsap, Pierce and Snohomish Counties.

The property types (parcels) datalayer was based on ground surveyed delineations of property, which are used for taxation purposes, with positional accuracy of ± 12 m or less [26,27,28,29]. The original number of parcel types described by each county was between 103 and 292. Using the descriptions in the documentation that accompanied the datalayers, we were able to place each of the original parcel types into one of the five following categories: apartments and condominiums; commercial; industrial; parks and open space; and, residential.

The roadways datalayer was based on ground surveyed road and street centerlines. Each segment had a corresponding functional classification (FC##) code and width, as defined by the Federal Highway Administration [31] Highway Performance Monitoring System, and the Puget Sound Regional Council [30], respectively. We reduced the original nine functional classification types down to two categories: 1) heavily used roads (rural minor collector [FC08]; urban principal arterial - interstate [FC11]; urban principal arterial - other freeways and expressways [FC12]; urban principal arterial - other [FC14]; urban or rural minor arterial [FC16 or FC06]; urban collector [FC17]); and, 2) urban or rural local access roads (FC09 or FC19). We then calculated the total area (total length of given street centerline segment multiplied by its width) of each street functional classification for each corresponding site basin.

Spatial Analyses

We defined the area of influence of the surrounding landscape for each site as the total area draining into that site (basin). Drainage basins for each site were generated using the 'flowaccumulation' command in Environmental Systems Research Institute (ESRI) ArcGIS (v. 9.3). We used a United States Geological Survey (USGS) 10 m digital elevation model (DEM) as the underlying terrain for generating basins. We then intersected the corresponding basin boundary for each of the six sites with each of the geospatial datalayers and their associated categories using ArcGIS. We quantified each geospatial datalayer and its associated category in a given basin as the fraction or proportion of the total area of the basin occupied by that geospatial datalayer or category. Longfellow Creek stood apart from the other sites in terms of the accuracy of the flow accumulation model because an unknown fraction of stormwater runoff in this drainage is diverted into the municipal sewer system. Therefore, the theoretical basin area, based on the terrain represented in the DEM, was not as representative of the true basin area compared with the other five sites.

Statistical Analyses

We used generalized linear mixed-effects models (GLMMs; [32,33]) to test the relationships between geospatial variables and coho spawner mortality. The response was binomial (observed number of female spawner mortalities each year, given the total number of female coho that returned to each site) and the models used a logit link function. All models included a random effect of site on the intercept, which accounts for nonindependence of the repeated samples taken at each site. We constructed a set of 139 candidate models by considering all combinations of the 12

predictors taken one, two, three or four at a time, with the restriction that a model could include at most one predictor from each of the four geospatial datalayers (land cover, impervious surfaces, property types, and roadways). We also excluded combinations of predictors that had a pairwise Spearman rank correlation exceeding 0.9 in absolute value. The candidate set included an intercept-only model as a no-effect baseline against which we could assess the predictive power of the geospatial variables.

We fitted the models using the Laplace approximation to the marginal likelihood [32] in the lme4 package in R [34,35]. We then used Akaike's information criterion, corrected for sample size (AIC_c) to rank the strength of evidence for each candidate model based on the data. Akaike's information criterion is a weight-of-evidence measure that reflects the balance between a model's goodness-of-fit to the data and its parsimony (i.e., number of parameters). Lower AIC_c values indicate greater support, and are reported as differences (ΔAIC_c) relative to the best (smallest) value in the candidate set. We computed Akaike weights [36], which represent the relative support for each model, normalized so the weights sum to unity across the candidate set. We used these weights to compute model-averaged estimates and unconditional standard errors (SEs) for the fixed regression coefficients, and we quantified the relative importance of each predictor using variable weights (i.e., the summed Akaike weights of all models that included that predictor; [36]). These model averaging calculations were based on the 95% confidence set of models (i.e., the top-ranked models whose cumulative Akaike weight is 0.95), after re-normalizing the weights.

Mapping coho spawner mortality

Using the fitted models, we built a map of predicted coho spawner mortality throughout the four counties (King, Kitsap, Pierce and Snohomish) representing much of the Puget Sound lowlands, by applying the GLMM equations to geospatial data from unmonitored basins. We used basins delineated in the National Hydrography Dataset Plus [37] as the underlying mapping unit (300 ha mean, 466 ha SD) and intersected the NHDPlus datalayer with each of the geospatial datalayers used in the statistical analyses. Within the four-county region, we only made spawner mortality predictions in basins where coho salmon presence has been documented, based on current geospatial datalayers generated by the Washington Department of Fish and Wildlife [38]. We then calculated the proportion of each basin that was covered by the selected landscape feature. We generated predicted values of the proportion of mortalities from each model in the 95% confidence set and then model-averaged these values using the normalized Akaike weights [36]. These predictions apply to the average basin in the Puget Sound coho ESU with some given set of habitat conditions, in the sense that the random effect of site was set to zero. To be conservative in representing the precision of the predicted values, we divided the calculated rates of likely coho spawner mortality into three bins: $<10\%$, $10\text{--}50\%$, and $>50\%$. These break points were chosen somewhat arbitrarily to represent low, medium and high spawner mortality rates.

Results

We found strong associations between land use and land cover attributes and rates of coho spawner mortality. Across the 95% confidence set of fitted models, three variables were particularly important for predicting mortality based on high variable weights: impervious surfaces, local roads, and commercial property type (Table 2 and Figure 2). There was substantial model selection

Table 2. AIC weights, model averaged parameter estimates and unconditional confidence intervals for each variable, ranked by AIC_c weight.

Datalayer	Variable	AIC _c weight	Model	
			Averaged coefficient	Unconditional SE
Impervious	Impervious surfaces	0.7158	16.8425	14.5376
Roadways	Local roads	0.5647	-15.6199	68.3331
Property type	Commercial	0.5107	7.9375	8.2616
Land cover	Dense urban	0.3865	-7.7776	16.1614
Property type	Apartments & condominiums	0.2409	-9.5330	31.1917
Roadways	Heavily used roads	0.2019	5.3445	31.5073
Land cover	Forest	0.1163	-0.7793	6.2249
Land cover	Light to medium urban	0.1149	0.3250	2.9751
Land cover	Grass, shrubs & crops	0.0993	0.1664	5.4517
Property type	Residential	0.0975	0.0738	16.8920
Property type	Industrial	0.0547	-0.2475	4.7008
Property type	Parks & open space	0.0000	0.0000	0.0000

doi:10.1371/journal.pone.0023424.t002

uncertainty, reflected in a large 95% confidence set and large number of models with $\Delta AIC_c < 2.0$ (37 and 8 of 139 candidate models, respectively; Table 3). In addition, although we excluded highly multicollinear combinations of variables ($|r| > 0.9$), many variables were still strongly correlated, resulting in unstable parameter estimates and large unconditional SE estimates (Table 2). Nonetheless, predictive models that included land use and land cover attributes as predictors were clearly superior to the intercept-only model ($\Delta AIC_c = 20.4$; Table 3), supporting the association of these variables with coho mortality.

While the multicollinearity among potential predictors made causal interpretation of the models difficult, it did not preclude predictions of where coho salmon are likely to be affected along an urbanization gradient. Not surprisingly, the highest predicted mortality rates were clustered around the major metropolitan areas of eastern Puget Sound, contained within Snohomish, King, Kitsap, and Pierce counties (Figure 3). In addition, there is a significantly sized area in Eastern Puget Sound that has considerable proportions of the variables (local roads, impervious surface and commercial parcels) most correlated with substantial mortality rates. It is important to note that these predicted values have substantial associated uncertainty and should therefore be interpreted cautiously; however, it is reasonable to use them for assigning the break points for the low, medium, and high mortality rate categories represented on the map.

Discussion

Overall, we have used conventional tools in landscape ecology to shed light on an unusually complex ecotoxicological challenge. Our analyses strongly suggest that specific characteristics of basins in the Puget Sound lowlands are linked to the die-offs of coho spawners that have been widely observed in recent years. Across basins, the strength of the association is greatest for impervious surfaces, local roads, and commercial property. We did not evaluate hydrologic or geomorphic basin characteristics as part of our analysis. Nevertheless, our findings support the hypothesis that coho are being killed by as-yet unidentified toxic chemical contaminants that originate from these types of surfaces

and are transported to salmon spawning habitats via stormwater runoff.

Our results extend a large body of scientific information linking urbanization (broadly defined) and degraded water quality to a loss of biological integrity (*sensu* Karr [39]) and productivity in freshwater stream networks [18,40,41]. Previous studies have generally related land use and land cover variables to macroinvertebrate assemblages in streams [42], or to the relative abundance of salmon and other fish (e.g., [22,43,44]). The present analysis is novel because it relates basin characteristics directly to salmon health and survival, versus species presence or absence. Moreover, it offers new insights on the water quality aspects of urban runoff. The focus of most salmon restoration projects is physical characteristics of spawning and rearing habitat [45]. Most salmon specific restoration projects are deemed successful if they simply restore the physical habitat to a suitable state for a given species [46]. Our study suggests that suitable spawning and rearing habitat may not be supportive of coho salmon persistence when the surrounding landscape is urbanized. The linkages between increased impervious coverage within a basin, increased stormwater runoff, altered hydrologic processes, and ecological decline are well established (e.g., [18]). However, stormwater impacts encompass both physical and chemical drivers of decline, and it can be difficult to distinguish between these via *in situ* assessments because stream invertebrate communities integrate both stressor categories. Coho salmon spawners, by contrast, appear to be promising and specific sentinels for the degraded water quality aspect of urban runoff. Compared to macroinvertebrate sampling and taxa identification, the coho mortality syndrome is relatively easy and inexpensive for non-specialists to monitor in the form of digital video recordings of symptomatic fish, or the presence of unspawned female carcasses in streams.

Interestingly, the mortality syndrome appears to be specific to coho salmon. For example, there were temporally overlapping runs of coho and chum salmon (*O. keta*) in Piper's Creek in the fall of 2006. Whereas all of the adult coho succumbed to the mortality syndrome, the chum were unaffected, with nearly all surviving to spawn (130 of 135 spawned out female carcasses; Scholz et al., unpublished data). Consistent with this, the survey

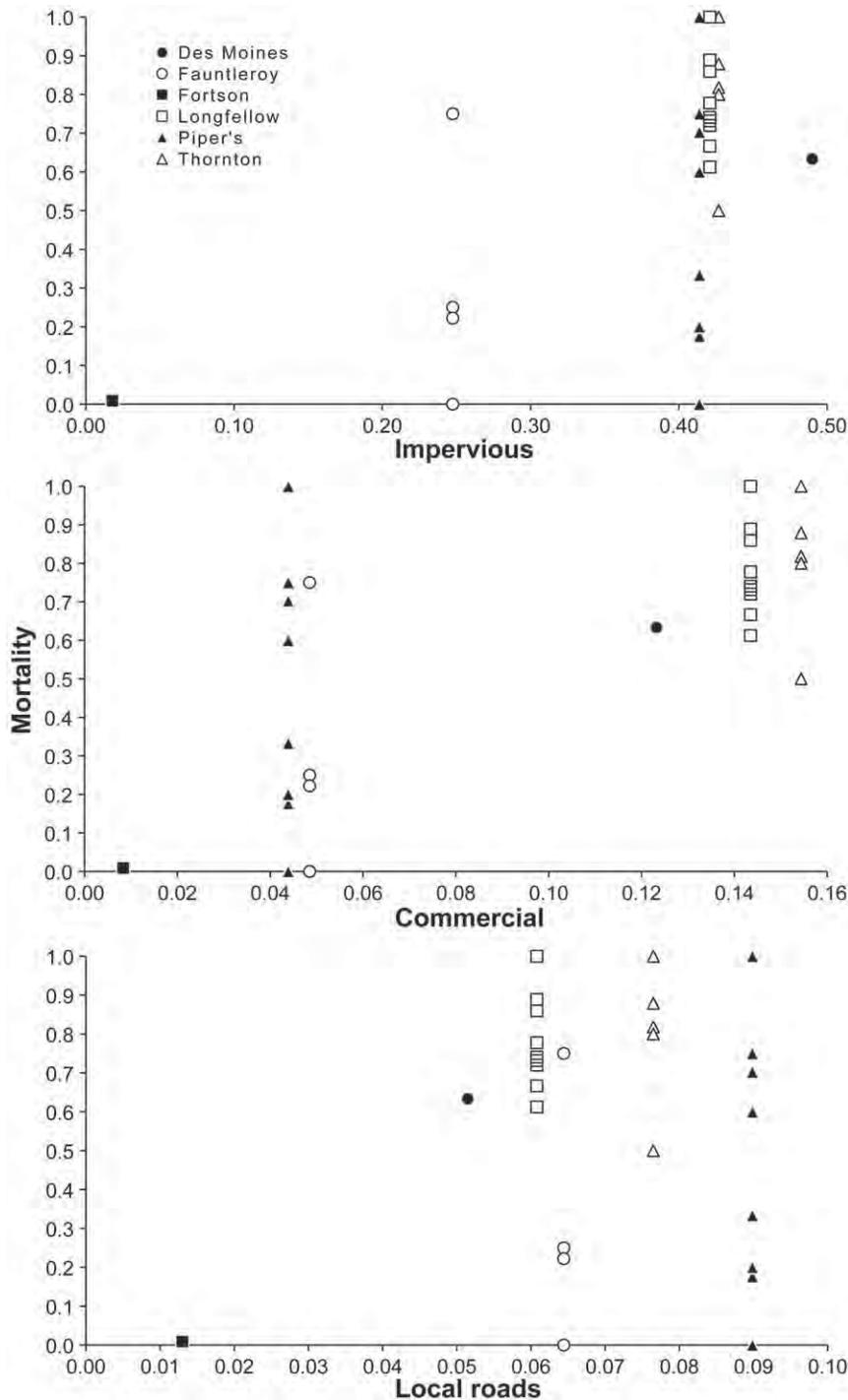


Figure 2. Female coho spawner mortality as a function of the proportion of each of the top three predictors in a given site basin, at the six study sites. Individual points correspond to specific years for each site. Mortality expressed as proportion of all returning females that died in a given year. Solid circle = Des Moines; hollow circle = Fauntleroy; solid square = Fortson; hollow square = Longfellow; solid triangle = Piper's; hollow triangle = Thornton Creek.
 doi:10.1371/journal.pone.0023424.g002

teams have not observed the characteristic symptoms (e.g., surface swimming, gaping) among other fish species that inhabit urban streams such as sticklebacks and cutthroat trout. Not only are coho unusual in this respect, the phenomenon appears to be restricted to the adult life stage. In the fall of 2003, surface flows from Longfellow Creek were diverted through streamside sheds

housing aquaria that contained individual juvenile coho from the NWFSC hatchery. The juveniles (n = 20) were maintained and observed daily throughout the fall spawner run. Overall juvenile survival was 100%, and the juveniles behaved normally, even on days when symptomatic adults were observed in the nearby stream (Scholz et al., unpublished data). The underlying reasons

Table 3. Summary of the 95% confidence set (37 of a total of 139 candidate models) of candidate models used to generate map of mortality rates, showing intercepts, estimated coefficients, ΔAIC_c and w_{AIC_c} . Intercept only model included at bottom for reference.

Model	Equation	ΔAIC_c	w_{AIC_c}
a+b	-4.5664+19.76(a)+44.41(b)	0.000	0.0933
c+d+b	-3.9215-109.56(b)+48.75(c)-29.98(d)	0.046	0.0912
c+e+f	-3.9355+12.94(c)-40.15(e)+38.61(f)	0.372	0.0775
c+d+a	-4.4921+12.61(a)+14.03(c)-7.54(d)	0.579	0.0698
c+g+a	-4.4858+14.31(a)+5.23(c)+3.62(g)	0.669	0.0668
h+a+b	-2.6065+15.89(a)+30.87(b)-2.38(h)	1.150	0.0525
c+a+b	-4.6629+16.37(a)+35.26(b)+2.70(c)	1.357	0.0473
d+a+b	-4.7001+17.52(a)+43.83(b)+1.62(d)	1.576	0.0424
c+e	-4.5943+19.70(c)-53.28(e)	2.425	0.0277
c+d+i+b	-3.0628-83.44(b)+56.38(c)-40.28(d)-7.82(i)	2.485	0.0269
c+j+i+b	-7.3055-130.72(b)+21.23(c)+19.12(i)+10.65(j)	2.543	0.0262
c+d+k+b	-3.9266-94.52(b)+43.32(c)-25.00(d)-1.60(k)	2.613	0.0253
j+a+b	-4.5174+20.03(a)+43.79(b)-0.52(j)	2.752	0.0236
c+d+a+b	-4.0864+3.99(a)-76.44(b)+38.23(c)-23.27(d)	2.885	0.0221
c+d+a+f	-4.7368+15.57(a)+16.88(c)-9.22(d)-22.10(f)	2.925	0.0216
c+d+e+b	-3.9607-100.49(b)+46.40(c)-27.43(d)-5.54(e)	2.954	0.0213
c+d+e+f	-3.8347+12.37(c)+0.49(d)-40.69(e)+39.28(f)	3.280	0.0181
c+g+e+f	-3.8534+12.93(c)-40.45(e)+38.73(f)-0.18(g)	3.294	0.0180
c+j+e+f	-3.9360+12.94(c)-40.28(e)+39.36(f)-0.31(j)	3.326	0.0177
c+g+a+f	-4.6143+16.25(a)+5.79(c)-13.40(f)+4.06(g)	3.378	0.0172
c+d+i	-1.1996+64.26(c)-55.97(d)-24.83(i)	3.423	0.0168
h+i+b	9.3911-153.97(b)-17.49(h)+15.89(i)	3.858	0.0136
h+e+f	2.2747-27.99(e)+47.38(f)-7.31(h)	3.931	0.0131
h+a	1.2512+8.63(a)-6.13(h)	4.028	0.0124
c+j+a+b	-4.5887+16.71(a)+34.25(b)+2.72(c)-0.75(j)	4.299	0.0109
h+k+b	5.8364-27.35(b)-11.39(h)-5.97(k)	4.837	0.0083
c+j+e	-4.4356+18.70(c)-50.31(e)+1.33(j)	4.915	0.0080
c+j+k+b	-2.4511-52.30(b)+20.45(c)-13.34(j)-10.60(k)	4.937	0.0079
c+d+e	-4.7362+20.37(c)-0.45(d)-53.43(e)	5.141	0.0071
c+e+b	-4.4680-1.36(b)+19.52(c)-52.48(e)	5.158	0.0071
c+g+e	-4.5797+19.68(c)-53.23(e)-0.02(g)	5.188	0.0070
h+e+b	8.1285-20.52(b)-45.07(e)-14.67(h)	5.509	0.0059
c+k	-4.3426+13.30(c)-5.31(k)	5.649	0.0055
c+i+b	-5.6775-141.73(b)+22.77(c)+17.24(i)	5.821	0.0051
c+k+b	-3.9708-12.84(b)+14.63(c)-6.46(k)	5.896	0.0049
h+a+f	0.4930+6.87(a)+19.67(f)-5.22(h)	6.083	0.0045
c+d+i+f	-1.0499+68.65(c)-59.91(d)-6.04(f)-26.58(i)	6.343	0.0039
Intercept only	N/A	20.428	0

Model weights shown here are re-normalized for the set of 37 top-ranked models shown. a = commercial; b = local roads; c = impervious; d = dense urban; e = apartments and condominiums; f = heavily used roads; g = light to medium urban; h = forest; i = residential; j = grass, crops and/or shrubs; and, k = industrial. doi:10.1371/journal.pone.0023424.t003

for the syndrome's surprising uniqueness to adult coho are not yet known.

Daily or weekly stream surveys are labor intensive, and for this reason only a subset of urban drainages in Puget Sound have been

monitored to date. The GIS-based mapping tool developed for this study can be used to focus future monitoring efforts on basins with a higher likelihood of coho die-offs based on land cover attributes. In addition to the basins we have identified within the range of the Puget Sound/Georgia Basin ESU, this approach could be extrapolated to other geographic areas where coho return to spawn along a gradient of urban growth and development. This includes, for example, coho from the Lower Columbia River ESU, a threatened population segment with a spawner range encompassing the greater metropolitan area of Portland, Oregon. Overall, future surveys will ground-truth initial model outputs and provide additional data that can be used to improve the predictive accuracy of the mapping tool.

Our findings have two near-term applications. First, they identify likely "hotspots" for coho spawner mortality throughout central Puget Sound. Given that recurring adult losses at a rate greater than approximately 10% are likely to substantially reduce local population abundances, the high mortality basins in Figure 3 (10–50% and >50% predicted mortality categories) may represent sink habitats for the Puget Sound/Georgia Basin ESU. This is an important consideration for coho recovery planning at the local, county, and regional scales. Second, our results indicate areas where toxic runoff could potentially undermine stream restoration efforts - specifically, strategies that improve physical and biological habitat conditions (flow, connectivity, channel complexity, riparian function, etc.) as a means to boost coho population productivity.

The potential influence of rainfall, including timing, frequency, and individual storm intensity, remains an area of active investigation. Throughout the years of stream surveys, it has been qualitatively evident that rainfall influences the mortality syndrome. For example, salmon that arrive and enter a stream during an extended dry interval (a week or more) often survive and then become symptomatic and die when it next rains (Scholz et al., unpublished data). One of our aims in surveying Longfellow Creek (the stream with the most abundant overall returns) for more than a decade was to evaluate inter-annual variation in coho spawner mortality in relation to rainfall. However, a quantitative analysis has proven problematic due to highly variable rainfall patterns in combination with low adult returns in some years. It is clear, however, that the syndrome is not a simple first-flush phenomenon. In most years, both egg retaining and spawned out carcasses were observed across the 8–10 week fall run, irrespective of the number and size of rain events over that interval.

Over the longer term, an approach similar to the one developed here could be used to forecast the likely impacts of future human population growth and development on Puget Sound coho populations that are currently healthy. For example, the expansion of local road networks is a core focus for urban growth planning, and these projections could serve as a basis for evaluating how and where coho spawner mortality will increase under different growth management scenarios. This, in turn, would inform strategies to reduce or mitigate toxic runoff in highly productive basins, in advance of expanding transportation infrastructure - i.e., prevention vs. costly retrofits to the built environment. Also, our modeling approach could be expanded to include the timing and intensity of rainfall as potential drivers for coho spawner mortality. Rainfall patterns may be a key determinant of stormwater quality, although more work in this area is needed. Climate change is expected to shift regional rainfall patterns, and it should be possible to explore how this will interact with changing land cover (urbanization) to influence stormwater quality and toxic runoff to coho spawning habitats.

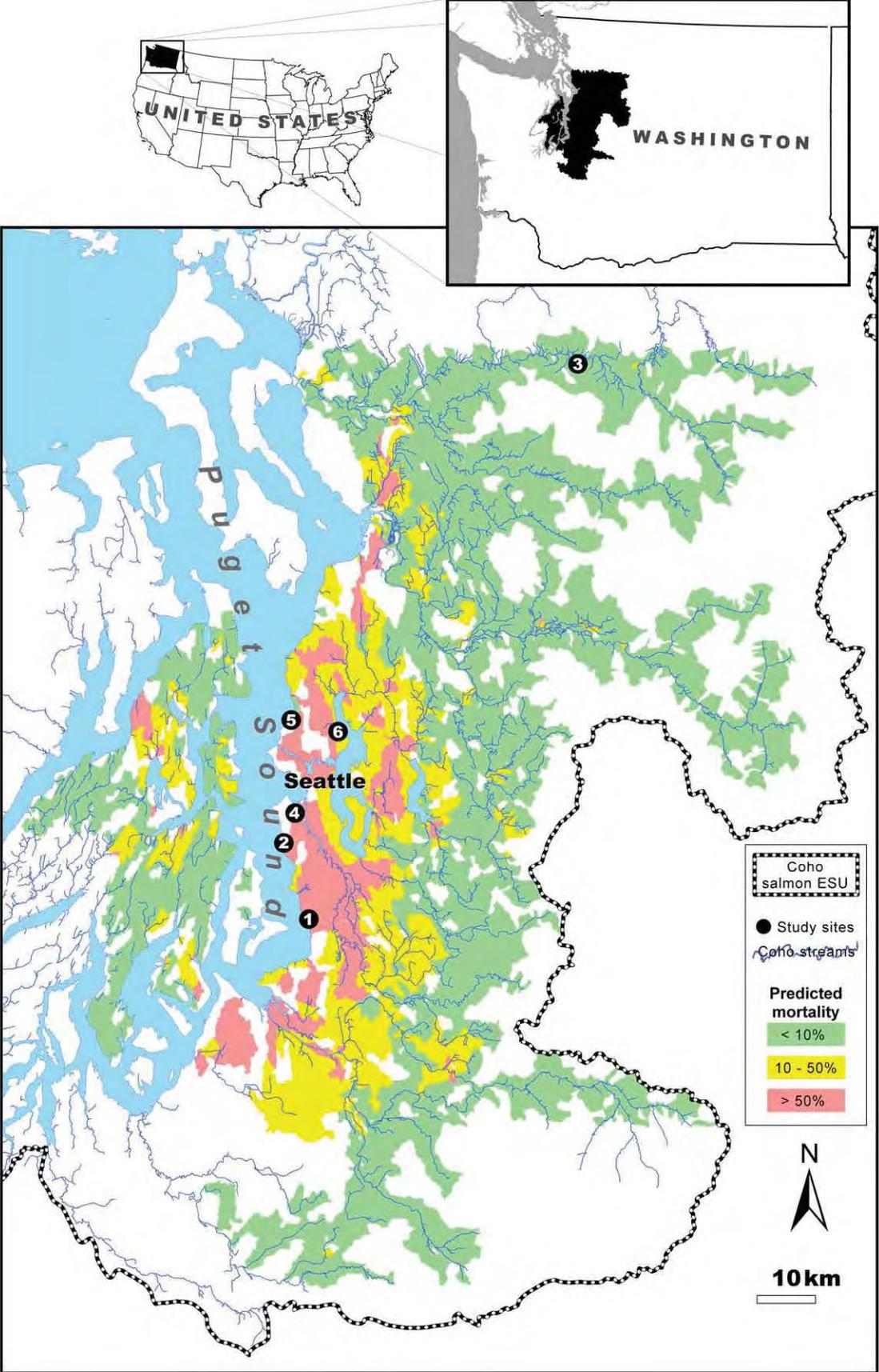


Figure 3. Predictive map of modeled coho spawner mortality rates within the Puget Sound lowlands. Mortality rates are a function of the proportion of key landscape variables within a given basin. Green, yellow and red areas indicate basins with predicted rates of spawner mortality (as a percentage of total fall runs) of <10%, 10–50%, and >50%, respectively. Black dots denote locations of the six study sites that were the basis for this analysis. Thick dashed black line depicts the southern boundary of the coho salmon Puget Sound/Georgia Basin Evolutionarily Significant Unit (ESU). Basins that do not have documented presence of coho salmon [38] are not represented on the map, even if they have landscape conditions associated with coho spawner mortality. Key for site numbers: 1=Des Moines; 2=Fautleroy; 3=Fortson; 4=Longfellow; 5=Piper's; and, 6=Thornton Creek.

doi:10.1371/journal.pone.0023424.g003

While not definitive, our results reinforce the parsimonious explanation that coho deaths are caused by one or more contaminants originating from motor vehicles. As noted earlier, this is important because it narrows the list of candidate toxics in complex urban landscapes. Future toxicological studies should focus on two ubiquitous urban runoff contaminant classes in particular. The first are metals in brake pads and other vehicle friction materials. Copper, zinc, and other metals are known to specifically target the fish gill, thereby disrupting respiration and osmoregulation [47]. The second, PAHs, [14,48,49] are taken up across the fish gill, and can impair cardiac function and respiration [50]. The symptoms displayed by affected coho (surface swimming, gaping, loss of equilibrium, etc.) are consistent with a disruption of respiration, osmoregulation, or circulation, or some combination of these.

Notably, PAHs and metals usually cause the above toxicological effects at concentrations well above those typically detected in urban streams. However, the majority of conventional toxicology studies using salmonids focus on freshwater species (e.g., rainbow trout) or the freshwater life stages of juvenile anadromous species. There are practically no toxicity data for coho salmon at the adult spawner stage. Many important osmoregulatory changes take

place during the transition from seawater prior to spawning, and these may render adult coho more vulnerable to metals and PAHs than freshwater-resident salmonids. Adding to this complexity is the possibility of interactive toxicity (e.g., synergism) among contaminant mixtures. Studies that experimentally reproduce the familiar symptomatology and mortality in adult coho, under controlled exposure conditions with environmentally realistic mixtures of metals and PAHs, will likely be necessary to definitively implicate motor vehicles.

Acknowledgments

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Author Contributions

Conceived and designed the experiments: BEF JWD NLS. Performed the experiments: BEF ERB PA. Analyzed the data: BEF ERB PA. Wrote the paper: BEF ERB NLS.

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Desiree Goble

From: Ostrander <familyost@comcast.net>
Sent: Tuesday, February 02, 2016 11:41 AM
To: Desiree Goble
Subject: Bridlestone Development
Attachments: BridleStone Development.docx

Desiree Goble

Attached are my comment concerning the proposed Bridlestone Development.

Please keep me informed as to the progress of this development request

Thanks

Rick Ostrander

Richard B, Ostrander
9 Bridlewood Circle
Kirkland WA 98033
425-827-1272
familyost@comcast.net

Desiree Goble
Planning Department
City of Kirkland

February 2, 2016

Dear Ms. Goble

I am opposed to the Bridlestone Estate development. The major problem with the proposed development is the increased traffic on 116th Ave NE. This road has been highly congested during evening commute for many years. With the advent of 405 tolling the situation has become much worse. The proposed development would add additional pressure. The required traffic study should address the evening commute situation.

A further problem is the property location adjacent to Bridle Trails State Park. The Park is a unique asset for Kirkland. It offers extensive green space and a rural feeling. Both The Lake Washington Saddle Club and The Bridle Trails State Park Foundation help to fund and maintain the 460 acre State Park. Both organization are very dependent on the riding community and the up-zoning of Bridlestone Estate Property from 35,000 to RS12.5 will diminish the availability of riders and the support for the park. Without a supportive community the park could be closed by the State and become a liability for the area.

Please carefully review this application and make a decision for the greater community.

Sincerely,

Richard B. Ostrander

Desiree Goble

From: Victoria Holland <vholland.inc@gmail.com>
Sent: Sunday, January 31, 2016 9:40 AM
To: Desiree Goble
Importance: High

Desiree,

I am mainly concerned about our equestrian access , up the road and thru the development, as I brought up previously. How are these equestrian issues for the neighborhood being incorporated specifically ? Signage by the developer ? Keeping our trail along the street ?

Thanks for attention to this issue.

Sincerely, Victoria Holland

Desiree Goble

From: Eric Shields
Sent: Wednesday, August 12, 2015 8:33 AM
To: Desiree Goble
Subject: FW: Bridle Trails Development

FYI

Eric

From: Peter Speer [mailto:Peter.Speer@pexco.com]
Sent: Tuesday, August 11, 2015 7:00 PM
To: City Council <citycouncil@kirklandwa.gov>
Cc: marianwo@att.net; Eric Shields <EShields@kirklandwa.gov>; Sean LeRoy <SLeRoy@kirklandwa.gov>
Subject: Bridle Trails Development

To all of you on the Kirkland City Council:

Enough is enough; have you not hear us.

Density is indeed a 4-letter word.

It is bad enough that you are allowing 5,000 SF lots in the Norkirk neighborhood.

We continue to see the very negative effects of increase density in more traffic, more noise, etc.

I have to wonder why you are considering rezoning the bridle trail area to allow 35 new homes to be built?

Will these be affordable housing? **No way.** Will these increase the density in Kirkland? **Absolutely.**

Will this significantly affect the practice of equestrians in the vicinity of Bridle Trails Park? **We believe it would.**

You need to deliver the message to the planning department: **WE DO NOT WANT MORE DENSITY IN KIRKLAND.**

Many thanks for your consideration of our strongly held view.

Most sincerely,

Peter Speer and Marian Osborne
1520 2nd Street
Kirkland, WA
98033

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

Desiree Goble

From: Beth Smith <bethsmith.equestrian.97@gmail.com>
Sent: Tuesday, August 11, 2015 10:54 PM
To: Desiree Goble
Subject: Bridle Trails Development

Hello,

I am writing with regards to the proposed development of a portion of the Bridle Trails park area. After seeing a feature about it on King 5, I decided to take action. I am a youth member of the equestrian community here in western Washington. Although I ride in Snohomish, I have competed at and enjoyed Bridle Trails immensely. Now I understand that the proposed land use is only a small portion of the park, but I would like to emphasize the importance of preservation of this unique equestrian community. In the midst of continuing urbanization of land that had once been viable for horse-keeping, Bridle Trails offers the equestrians of the area an easy-access center for boarding, competition, and trails. In the segment on King 5, it was brought up that more residents in the area would aid business. Merely one neighborhood being added would surely not increase revenue significantly, and I do hope that there are no more developments being discussed. Personally, the fact that Bridle Trails is an equestrian area and must remain so for the horses' sake. If I were a business-owner seeking to move to the area, I would recognize that as a part of the deal. I would also recognize that many wealthy people live in the area, so that would also potentially benefit my business. Let's respect the park and all of its natural features for what it is, and preserve it forever.

Thank you,
Beth Smith

I have added some photos of me riding at the park.





Desiree Goble

From: Sarah Moulton <harmonyh@freeland.net>
Sent: Monday, July 27, 2015 9:34 PM
To: Desiree Goble
Subject: Evergreen Stables Rezone - Permit # SUB-15-00572

Hello,

I would like to express my concern about rezoning the lots where Evergreen and Park Place Stables resided. Bridle Trails is a unique and wonderful community that was designed as a wonderful horse oriented open space. Its vision and zoning has created a gem of a treasure for the city of Kirkland and all of its residents, not just the horse community. These horse sized lots are a rare and special commodity that cannot be replaced if they are down zoned now. Open space and the zoning for horses is an increasingly rare commodity, that enhances the livability and character of the whole community. Please do not allow personal private profit to take precedence over the quality of the community.

Sarah Moulton
harmonyh@freeland.net

Desiree Goble

From: meryl keim <meryl@keim.org>
Sent: Sunday, July 26, 2015 5:08 PM
To: =?ISO-8859-1?Q?dgoble@kirklandwa.gov=A0?=
Subject: Bridlestone Development Permit # SUB-15-00572

Dear Ms. Goble-

I am opposed to the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5. I will make this short and personal as I expect you have already received a list of the many reasons this is a bad idea. I totally agree with the concerns that have been raised. Bridle Trails Park is a wonderful and unique facility that has attracted folks to the area for so many years. It has the support of the community and financial support from Lake Washington Saddle Club and the Park Foundation. I belong to both of these organizations and have spent many hours of volunteer time in support of Bridle Trails Park.

Although I have lived in Kirkland for over 40 years, it has only been the last year at age 69 I have been able to have my own horse stabled at Flicka Farms and enjoy riding in the park. The proposed development would remove over 60 horses and riders from the park. Boarding barns are the only real options for horse owners who want to use the park as most of the "horse acre" lots surrounding the park now are home to very large expensive houses, not horses. This development as planned would eliminate almost half of the boarding options adjacent to the park. It will need to be renamed Walking Trails State Park as the unique nature of it will be lost. It would be like having a public swimming pool with no water. Who is going to want to continue to support that? Please take seriously those folks who are speaking up against this proposed rezone - they are the same people whose efforts have supported Bridles Trails Park and helped develop it into such a family friendly and special place.

Sincerely, Meryl Keim
4531 112th Av. NE
Kirkland, WA 98033

Desiree Goble

From: Sarah Sanford <eques720@yahoo.com>
Sent: Tuesday, July 21, 2015 5:05 PM
To: Desiree Goble
Subject: Bridlestone Proposed Rezone
Attachments: Bridle Trails Letter (# SUB-15-00572).docx

Dear Ms. Goble,

Please see attached comments on the proposed rezone plan. Thank you very much for your consideration.

Sarah J Sanford
8050 122nd Ave NE
Kirkland, WA 98033
425.324.7268

Date: July 21, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I recently became aware of a rezone application to go from RS 35 to RS 12.5 and the “filling” of the existing wetland, for the proposed Bridlestone Development on 116th Ave NE, as described in permit # SUB15-00572. I believe such a rezone would be very detrimental to the essential character of the area surrounding Bridle Trails State Park, and as well, is contrary to both the intent and letter of the existing neighborhood plan.

Bridle Trails State Park is a true jewel for the City of Kirkland and one of a very few remaining areas suitable for horse owners and their riders. It also provides a venue for community events including local horse shows and nature-inspired activities for organizations providing social and developmental activities to our region’s youth, not to mention a pedestrian-friendly walking space for residents, their pets, and exercisers.....something that is increasingly difficult to find as traffic in the area continues to increase. The proposed **rezone will have a substantial negative impact on the use and long-term sustainability of the Bridle Trails State Park.**

Importantly, and additionally, **this rezone application is contrary to the existing neighborhood plan.** While there is widespread agreement that the current plan needs updating, such a rezone would essentially preempt future review and development considerations by instituting irrevocable decisions before review discussions can begin. The more than 500 members of the South Rose Hill/Bridle Trails Neighborhoods Association have asked the City to examine residential densities and equestrian activities in the area. Their request needs to be honored without being impeded by this rezone.

Specific elements of the rezone that are contrary to the existing neighborhood plan include:

- The existing plan calls for low-density equestrian-oriented residential (1-3 dwelling units/acre). Currently the RS zoning is 35. The proposed RS of 2.5 is insufficient for keeping horses.
- The existing plan calls for encouragement of existing stable facilities in order to complement Bridle Trails State Park. This includes supporting covered riding areas, as well as trail access to the park from the surrounding residential area. Two access trails to the Park are in the proposed project area. The project would nullify access to the Park utilizing these trails. In addition two current boarding/stabling facilities would be closed as a result of this development. The plan could include some form of equestrian support whether it is retention of one of the covered arenas, the barns, that currently exist, or creation of a new facility. This is not without precedent, as demonstrated by the KGF facility across from Ben Franklin Elementary.

- The existing plan mandates that storm runoff from developed sites be limited to predevelopment levels. The Proposed plan is to reduce the wetland buffers and create a substantial amount of (new) impervious space. The applicant's plan for wetland mitigation and to limit negative impacts to habitats, plants and animals are only vaguely addressed. Encroachment on the wetland and removal of most of the trees on the site would have major impacts. Creating new wetlands as proposed will not likely counter the impact of the loss of the existing wetlands; such replacements are rarely successful in creating biological diversity similar to native wetlands.

As a resident of this area, I and other residents are acutely aware that **traffic on 116th Ave NE** is increasing congested during heavy commute times, especially in the afternoon when it becomes an alternative to an increasingly gridlocked 405N. Once tolling begins on I-405, it is certain that traffic on arterials like 116th Ave NE will only increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland's minimally acceptable standard.

According to the traffic study, the project's additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.

At a neighborhood meeting in May, City Manager Kurt Triplett admitted that the area of the development has **highly unacceptable fire response times** because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at increased risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents as well as any projected new residents and adhere to the principle of concurrency.

Finally, the proposed project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...", yet the application is inconsistent with the existing neighborhood plan, as described above.
2. "The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property..." Yet, the proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.
3. NA.
4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I respectfully request that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that any development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

Sarah J Sanford
8050 122nd Ave NE
Kirkland, WA 98033
425.968.8717

Desiree Goble

From: Lynn Erckmann <flurry@u.washington.edu>
Sent: Tuesday, July 21, 2015 4:24 PM
To: Desiree Goble
Subject: letter re Bridlestone rezone
Attachments: Permit # SUB-15-00572 (Bridlestone) 07-21-15.docx

Dear Ms Goble,

Attached is my letter regarding the permit SUB-15-00572. Thank you for its consideration.

Sincerely,

Lynn Erckmann
26 Bridlewood Circle
Kirkland, WA 98033

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble:

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5.

I have lived in and own property in the Bridlewood Circle neighborhood for 23 years, and have been using Bridle Trails State Park since 1972. I have kept a horse since 1972, first in boarding facilities around the Park and at my home since 1993. I am a long-time supporter of Bridle Trails State Park and the equestrian neighborhoods surrounding the Park. This unique 482-acre, equestrian/pedestrian park is of the highest value to Kirkland residents, especially those who own or ride horses, and it adds significantly to the regional diversity in outdoor recreational opportunities. Its use for outdoor recreation depends a great deal on maintaining the capability of adjacent neighborhoods to keep horses.

The proposed Bridlestone Development is adjacent to the park and now supports two boarding stables. The approval of this development would erode that capability significantly and undermine an important element of neighborhood diversity in Kirkland.

My primary concerns with the proposed development are as follows:

Out of-date neighborhood plan

- The existing Bridle Trails Neighborhood plan “had its last major update in 1986,” so is woefully out-of-date. Approving this development, given its potential impacts, before the plan is updated would be highly inappropriate.
- I understand that the South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential densities and equestrian activities in the area; this discussion needs to take place before irrevocable decisions are made regarding development near the park.

Loss of capability for supporting equestrian use of Bridle Trails State Park

- The existing neighborhood plan states for this area of Bridle Trails: “...**development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre)**. In addition, the existing 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.” and “Existing equestrian access to Bridle Trails State Park from this area should be preserved.”

- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.
- While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.

Unacceptable hydrological impacts

- The existing neighborhood plan states for this area of Bridle Trails: “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. Storm runoff from developed sites should be limited to predevelopment levels.” Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

- The impacts to habitats and plants and animals, as well as any mitigation, are vaguely described. Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.
- The applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Unnecessary traffic impacts

- Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project’s additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave

- NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.
- Traffic on 116th Ave NE near the with NE 60th St will only deteriorate as more people move into the area, and it will not be long before the road does not meet LOS D. Once tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I-405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland's minimally acceptable standard.

Inadequate fire response time in this area

- I attended a neighborhood meeting in May, where City Manager Kurt Triplett admitted that the area of the development has highly unacceptable fire response times because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at unacceptable risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents and any projected new residents and adhere to the principle of concurrency.

Lack of compliance with criteria for a quasi-judicial rezone

The project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan..." **The application is inconsistent with the existing neighborhood plan, as described above.**
2. "The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property..." **The proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.**
3. Not applicable.
4. "The proposed rezone is in the best interest of the community of Kirkland..." **The proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.**
5. Not applicable.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development and maintain the RS 35 zoning. The City of Bellevue has maintained zoning bordering the Park that would allow for horse keeping. Kirkland has the equestrian overlay for all of the horse properties on the north end on the Park. It would be good to apply its principles, if not the overlay itself, to these properties where so many horses currently reside. Thank you for considering my comments.

Sincerely,

Lynn Erckmann
26 Bridlewood Circle
Kirkland, WA 98033

Desiree Goble

From: David Gies <seidag@hotmail.com>
Sent: Tuesday, July 21, 2015 2:10 PM
To: Desiree Goble
Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble:

We are writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. We oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

We are Kirkland residents who live near the proposed rezone. One of the primary reasons for living where we do is the proximity to Bridle Trails State Park and the unique nature of the surrounding neighborhoods including the stables, and horse property.

Our primary concerns with the proposed development are:

- The existing neighborhood plan for this area of Bridle Trails supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- A rezone to RS 12.5 would not allow horse ownership and would effectively nullify the utility of the two existing access points to the Bridle Trails State Park.
- While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.
- During the afternoon rush hour, especially when traffic on I-405 is especially bad, 116th Ave NE already becomes extremely congested. Thirty additional homes will only increase this congestion. Once tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I-405, will increase.

We respectfully request that the City of Kirkland deny the rezone for the Bridlestone Development. Thank you for your time and consideration of our comments.

Sincerely,

Dave and Shannon Gies
5 Bridlewood Circle
Kirkland, WA 98033

Desiree Goble

From: Laura Fisher <lbdfisher@gmail.com>
Sent: Tuesday, July 21, 2015 1:25 PM
To: Desiree Goble
Subject: Comments on Proposal SUB15-00572
Attachments: Bridlestone Comments -Permit SUB-15-00572.docx

Dear Ms. Goble,

Attached please find my comments on Kirkland Permit Proposal SUB15-00572.

Thank you,
Laura Fisher

July 21, 2015

To: Désirée Goble, City of Kirkland

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble:

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

For several years, our family has used the property through our involvement with Flicka Farms. Our daughter takes regular riding lessons there, with direct access to trail-riding at Bridle Trails State Park, and is a member of the 4-H Club that has its home there. The zoning as it currently stands—with large lots allowing equestrian use, horse boarding for people without their own horse properties, riding lessons and access to trails at the Park meant for that purpose, and educational programs such as 4-H—provides value to and enhances the lives of us and all Kirkland residents. Because of this property’s proximity to Bridle Trails State Park, these assets are irreplaceable anywhere in the region.

Allowing a rezone of this entire area to a community with small lots without the space for equestrian activities irreversibly and permanently converts this land to uses not in line with these unique purposes. Such a housing community can be built anywhere; but never again can such land adjacent to the Park be obtained for equestrian, boarding, and educational uses. Once it’s rezoned, it’s gone and can’t revert back to provide valuable benefits and access to those who wish to be involved in equestrian activities.

This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

The current stables are an important asset for the equestrian nature of Bridle Trails and whatever is developed on the site should provide some compensation and support for equestrian use. The requested re-zone eliminates any possibility that horse-friendly properties could be developed. That is not appropriate and should not be allowed for the following reasons.

Out of-date neighborhood plan

1. The existing Bridle Trails Neighborhood plan “had its last major update in 1986,” so is woefully out-of-date. Approving this development, given its potential impacts, before the plan is updated would be highly inappropriate.

2. South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential densities and equestrian activities in the area; this discussion needs to take place before irrevocable decisions are made regarding development near the park.

Loss of capability for supporting equestrian use of Bridle Trails State Park

1. The existing neighborhood plan states for this area of Bridle Trails: "...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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." and "Existing equestrian access to Bridle Trails State Park from this area should be preserved."
2. The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
3. There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.
4. While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.

Unacceptable hydrological impacts

1. The existing neighborhood plan states for this area of Bridle Trails: "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. Storm runoff from developed sites should be limited to predevelopment levels." Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
2. Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
3. Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

1. The impacts to habitats and plants and animals, as well as any mitigation, are vaguely described. Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.
2. The applicant's plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Unnecessary traffic impacts

1. Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project's additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.
2. Traffic on 116th Ave NE near the with NE 60th St will only deteriorate as more people move into the area, and it will not be long before the road does not meet LOS D. Once tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I-405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland's minimally acceptable standard.

Inadequate fire response time in this area

- At a neighborhood meeting in May, City Manager Kurt Triplett admitted that the area of the development has highly unacceptable fire response times because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at unacceptable risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents and any projected new residents and adhere to the principle of concurrency.

Lack of compliance with criteria for a quasi-judicial rezone

The project is arguably **inconsistent with three of the five criteria** for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...", Yet the application is inconsistent with the existing neighborhood plan, as described above.
2. "The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property..." Yet, the proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.
3. NA.
4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports

equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

Laura Fisher
7825 123rd Ave NE
Kirkland, WA 98033
lbfisher@gmail.com

Desiree Goble

From: Mary Decher <marydecher@gmail.com>
Sent: Tuesday, July 21, 2015 12:11 PM
To: Desiree Goble
Subject: Bridlestone Development
Attachments: Development on 116th.docx

Please see attached letter in opposition to the Bridlestone proposed development.

Subject: Bridlestone Development Permit

To: Désirée Goble

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Date: July 21st, 2015

Dear Ms. Goble,

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572.

I oppose the proposed rezone from RS 35 to RS 12.5 and the "paper fill" of the existing wetland.

Although my husband and I live in Bellevue, our residence is close to Bridle Trails State Park and we are strong supporters of the Park and its unique passive natural state in a metropolitan area. We have walked our dogs and ridden our horses on a nearly daily basis for 47 years. Our children graduated from Lake Washington School District. Our "city of choice" is Kirkland. I hope this allegiance counts for something.

I am a trustee on the Bridle Trails Park Foundation and work tirelessly to keep the Park safe and open to the public. The surrounding property usage is key to this effort.

My primary concerns with the proposed development are as follows:

Loss of capability for supporting equestrian use of Bridle Trails State Park: To this end, the existing neighborhood plan states for this area of Bridle Trails,

"...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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." and "Existing equestrian access to Bridle Trails State Park from this

area should be preserved.”

RS 12.5 zoning is insufficient for horse-keeping, both legally and practically.

Zoning should remain at RS 35 to allow for keeping horses in the project area.

I am also concerned with unacceptable hydrological impacts.

1. The existing neighborhood plan states for this area of Bridle Trails, “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. Storm runoff from developed sites should be limited to predevelopment levels.”

Despite this guidance, the proposal intends to reduce the wetland buffers and create a substantial amount of impervious surface.

2. Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.

3. Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals in run off water. The proposed increase in impervious surface and need for drainage is unacceptable.

Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.

The applicant’s plan to for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Furthermore, heavy traffic impacts the wetlands, likely leading to a Level of Service below Kirkland’s minimally acceptable standard with potentially

inadequate fire response time in this area.

This project is inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...".

Yet, the application is inconsistent with the existing neighborhood plan, as described above.

2. "The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property..."

Yet, the proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.

3. NA.

4. "The proposed rezone is in the best interest of the community of Kirkland..."

Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.

5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. Thank you for considering my comments.

Sincerely,

Mary Decher

mail address
5249-140th Ave NE
Bellevue WA 98005

Desiree Goble

From: Jim Erckmann <jim.erckmann2@gmail.com>
Sent: Tuesday, July 21, 2015 9:28 AM
To: Desiree Goble
Subject: Application for the Bridlestone Development, Permit # SUB-15-00572
Attachments: Erckmann letter re Permit # SUB-15-00572 (Bridlestone) 07-21-15.docx

Ms Goble-

Please find attached a letter regarding subject permit and development.

Thank you for considering my comments.

Sincerely,

Jim Erckmann
26 Bridlewood Circle
Kirkland, WA 98033

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

To provide context for my comments, I should state that I am a resident of the Bridlewood Circle neighborhood and a long-time supporter of Bridle Trails State Park. This 482-acre, equestrian/pedestrian park is of the highest value to Kirkland residents, especially those who own or ride horses, and it adds significantly to the regional diversity in outdoor recreational opportunities. Its use for outdoor recreation depends a great deal on maintaining the capability of adjacent neighborhoods to keep horses.

The proposed Bridlestone Development is adjacent to the park and now supports two boarding stables. The approval of this development would erode that capability significantly and undermine an important element of neighborhood diversity in Kirkland.

My primary concerns with the proposed development are as follows:

Out of-date neighborhood plan

- The existing Bridle Trails Neighborhood plan “had its last major update in 1986,” so is woefully out-of-date. Approving this development, given its potential impacts, before the plan is updated would be highly inappropriate.
- I understand that the South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential densities and equestrian activities in the area; this discussion needs to take place before irrevocable decisions are made regarding development near the park.

Loss of capability for supporting equestrian use of Bridle Trails State Park

- The existing neighborhood plan states for this area of Bridle Trails: “...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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.” and “Existing equestrian access to Bridle Trails State Park from this area should be preserved.”
- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.

- There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.
- While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.

Unacceptable hydrological impacts

- The existing neighborhood plan states for this area of Bridle Trails: “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. Storm runoff from developed sites should be limited to predevelopment levels.” Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

- The impacts to habitats and plants and animals, as well as any mitigation, are vaguely described. Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.
- As an ecologist with a background in habitat restoration, I can say with some certainty that the applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Unnecessary traffic impacts

- Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project’s additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.

- Traffic on 116th Ave NE near the with NE 60th St will only deteriorate as more people move into the area, and it will not be long before the road does not meet LOS D. Once tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I-405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland's minimally acceptable standard.

Inadequate fire response time in this area

- At a neighborhood meeting in May, City Manager Kurt Triplett admitted that the area of the development has highly unacceptable fire response times because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at unacceptable risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents and any projected new residents and adhere to the principle of concurrency.

Lack of compliance with criteria for a quasi-judicial rezone

The project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...", Yet the application is inconsistent with the existing neighborhood plan, as described above.
2. "The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property..." Yet, the proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.
3. NA.
4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. Thank you for considering my comments.

Sincerely,

Jim Erckmann
26 Bridlewood Circle
Kirkland, WA 98033

Desiree Goble

From: McGraner, Patrick (ECY) <patrick.mcgraner@ecy.wa.gov>
Sent: Tuesday, July 21, 2015 8:13 AM
To: Desiree Goble
Cc: Anderson, Paul S. (ECY)
Subject: SEPA Comments for Bridlestone Estates -- SUB15-00572

Dear Ms. Goble,

Please enter the following brief comments into the record for this project.

On reviewing the SEPA checklist, Ecology noted that the applicant did not mention the need for state or federal permits/authorizations for direct wetland fill under the Background section A(10). Additionally, under Section B(3)(a)(3) for Surface Water – Estimate the amount of fill, the applicant incorrectly entered “none” when per the critical areas study, 1,184 sf of fill is being proposed for an access road.

I would ask that the City of Kirkland condition approval of any site work with the following stipulation: The applicant shall obtain all necessary state and federal authorizations for wetland impacts prior to beginning any ground disturbing activities or timber harvest.

Patrick McGraner
Wetlands Specialist
Department of Ecology/NWRO
3190 160th Ave SE
Bellevue, WA 98008
425-649-4447
patrick.mcgraner@ecy.wa.gov

Desiree Goble

From: Mary Meek <marycmeek@hotmail.com>
Sent: Tuesday, July 21, 2015 7:34 AM
To: Desiree Goble
Cc: Chris Meek
Subject: Comments: Application for the Bridlestone Development, Permit # SUB-15-00572
Attachments: 7-21-15 letter to Kirkland regarding proposed zoning changes.docx

Dear Ms. Goble,
Attached please find a letter with comments related to the above development proposal.
Thank you,
Mary and Chris Meek

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

We are writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. We oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

We live in the nearby neighborhood of Bridlewood Circle, and we have the following concerns about the proposal.

Negative traffic and alternative transportation impacts

- Traffic on NE 60th Street is likely to substantially increase, as residents travel to Ben Franklin Elementary school and to the Red Apple Shopping Center area for services. Bicycling and walking along 116th Avenue NE and NE 60th already feels risky in terms of safety due to lack of sidewalk on both sides and no road shoulders. Increasing car traffic will further diminish the options of bicycling along both of these roads and walking will become less appealing as well.
- Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project’s additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.
- Traffic on 116th Ave NE near the intersection with NE 60th St will only deteriorate as more people move into the area, and it will not be long before the road does not meet LOS D. Once tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I-405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland’s minimally acceptable standard.

Unacceptable hydrological impacts

- The existing neighborhood plan states for this area of Bridle Trails: “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. Storm runoff from developed sites should be limited to predevelopment levels.” Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

- The impacts to habitats and plants and animals, as well as any mitigation, are vaguely described. Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.
- The applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Inadequate fire response time in this area

- At a neighborhood meeting in May, City Manager Kurt Triplett admitted that the area of the development has highly unacceptable fire response times because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at unacceptable risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents and any projected new residents, and any development should adhere to the principle of concurrency.

Although we are not horse owners, we do appreciate the spaciousness of the dwindling Kirkland areas that are currently zoned at RS 35. Over the course of our almost 20 years in South Rose Hill and and Bridle Trails, the disappearance of larger lots with mature, native trees and vegetation and their replacement with smaller landscaped plants and "beauty" bark has resulted in a loss of character. We support maintaining some areas where lot size is larger and building coverage is less dense. Maintaining the capability of keeping horses in areas where the park can safely be accessed by horse and rider is worthwhile.

Loss of capability for supporting equestrian use of Bridle Trails State Park

- The existing neighborhood plan states for this area of Bridle Trails: "...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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." and "Existing equestrian access to Bridle Trails State Park from this area should be preserved."
- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.

Lack of compliance with criteria for a quasi-judicial rezone

The project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

- The "...proposed rezone implements the policies of the Comprehensive Plan...", Yet the application is inconsistent with the existing neighborhood plan, as described above.
- "The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property..." Yet, the proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.
- NA.
- "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
- NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. Thank you for considering my comments.

Sincerely,

Mary C. and Christopher Meek
24 Bridlewood Circle, Kirkland 98033

Desiree Goble

From: Reiner Decher <reiner54@gmail.com>
Sent: Monday, July 20, 2015 10:20 PM
To: Desiree Goble
Subject: Bridlestone Development Permit

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble,

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

Although I live in Bellevue, my residence is close to Bridle Trails S.P. and my wife and I are strong supporters of the Park, its nature and we use the park on a nearly daily basis.

Primary concerns with the proposed development are as follows:

Loss of capability for supporting equestrian use of Bridle Trails State Park

and the existing neighborhood plan states for this area of Bridle Trails:

“...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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.” and “Existing equestrian access to Bridle Trails State Park from this area should be preserved.”

RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.

We are concerned with unacceptable hydrological impacts

1. The existing neighborhood plan states for this area of Bridle Trails: “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. Storm runoff from developed sites should be limited to predevelopment levels.” Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
2. Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
3. Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.

The applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Furthermore, unnecessary traffic impacts would be a result in a neighborhood not suited to such a heavy use, likely leading to a Level of Service below Kirkland’s minimally acceptable standard with potentially inadequate fire response time in this area.

The project is arguably inconsistent with three of the five criteria for a rezone, for which

the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...",

Yet the application is inconsistent with the existing neighborhood plan, as described above.

2. "The proposed rezone is compatible with the existing land uses in the immediate

vicinity of the subject property..." Yet, the proposed rezone would have a

substantial impact on the use and long-term sustainability of adjacent Bridle

Trails State Park.

3. NA.

4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet

the proposed rezone is NOT in the interest in maintaining the unique community

character of neighborhoods around Bridle Trails State Park.

5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone

Development. Thank you for considering my comments.

Sincerely,

--

Reiner Decher
Prof. Emeritus
U of Washington,
Seattle WA
425-885-1305

mail address
5249-140th Ave NE
Bellevue WA 98005

Desiree Goble

From: Jack Goldberg <jack.goldberg@hrpmsi.com>
Sent: Monday, July 20, 2015 6:00 PM
To: Desiree Goble
Subject: File No.: SUB15-00572

Hello Desiree,

I live in the Sablewood neighborhood just north of the Bridle Stone project.

My two cents.

1. Instead of the developer putting in curbs, gutters and sidewalks to nowhere it would be better to have the money allocated to a pathway along the eastside of 116th between the Bellevue city line to the south and NE 60th to the North. Right now there is no walking room (side walk or otherwise) along 116th. Walking along the road is obviously dangerous. The pathway could be similar to what Bellevue has along 116th and similar to what the Tennis club did along NE 60th just around the corner. This new path could connect nicely to the path along NE 60th tying everything together.
2. All the home in this area are very close to the state park. I'm guessing that when they stir up the dirt the rodents will scatter into the surrounding neighborhoods. Can they do some kind of pest control? Otherwise all these critters will end up in our homes.

Thank you. If done well this new development would be a nice addition to the neighborhood.

Jack Goldberg
4916 119th PI NE
Kirkland, WA 98033

425 827-9058

Desiree Goble

From: cac.architect@comcast.net
Sent: Monday, July 20, 2015 3:29 PM
To: Desiree Goble
Subject: Bridlestone Development Permit #SUB-15-00572

Dear Ms. Goble,

My name is Carolyn Adams and I am a resident and horse owner in Bridle Trails. I am writing to express my opposition to the proposed rezone from RS 35 to RS 12.5 and the "paper fill" of the existing wetland.

This plan makes no attempt to honor the equestrian nature of Bridle Trails. The requested re-zone eliminates any possibility that horse-friendly properties can be developed. I concur with others who oppose the project as proposed for the following reasons:

- 1) The existing Bridle Trails neighborhood plan should be updated before this rezone is allowed to occur.
- 2) Residential densities and equestrian activities should be considered holistically before this development is approved.
- 3) Equestrian access to Bridle Trails State Park should be enhanced, not destroyed (per the existing neighborhood plan).
- 4) RS 12.5 zoning is inadequate for horse keeping.
- 5) Wetlands should be dealt with in a manner consistent with ecological standards and the neighborhood plan; and impervious surface areas should not be increased.
- 6) Traffic is already overly congested along 116th Ave NE during peak hours.
- 7) Fire response time is already taxed and increased density will further stress an overloaded system.
- 8) It's been argued that this project is inconsistent with three of the five criteria for a rezone: the project violates the existing neighborhood plan; it will have a negative impact on the use and long-term sustainability of the Bridle Trails State Park as a horse park; and it is not in the interest of maintaining the park, a unique community asset.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development as proposed. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood. There is precedent for successful equestrian communities across the country. The developer should refer to these as well as establish a task force, including horse owners, to develop a program that will meet both his needs and those of the horse community. Bridle Trails State Park is one-of-its kind. Let's preserve this amazing resource for future generations.

Thank you,

Carolyn Adams
cac.architect@comcast.net

Desiree Goble

From: Harry/Jane Plut <xdocplut@hotmail.com>
Sent: Monday, July 20, 2015 11:25 AM
To: Desiree Goble
Subject: BRIDLESTONE

Dear Desiree,

We are writing at this time to add our comments regards the proposed Bridlestone housing development adjacent to Bridle Trails Park. This area is dedicated to horse activities, and to keeping horses. It is unique in this regard, and has been such for many years. The lot size should not be compromised, and should remain at RS 35. Also, altering the wetlands for any reason, is never a good plan. We, and the many people who enjoy the park for riding, walking, etc. are very hopeful that the housing density plan will specify RS 35 zoning. Thank you for your consideration in this matter.

Dr. and Mrs. H.G. Plut, Jr.
17 Bridlewood Circle
Kirkland, WA 98033

Desiree Goble

From: Victoria Holland <vholland.inc@gmail.com>
Sent: Monday, July 20, 2015 9:57 AM
To: Desiree Goble
Subject: case # sub1500572 rezone of evergreen equestrian

City of Kirkland,

My name is Victoria Holland and I live @2860 /2854 116th ave, just south of Evergreen Equestrian. I am writing in concern for the over development of this area. I am against rezoning properties that abut Bridle Trails park into non horse keeping properties .I grew up here, have 4 horse ourselves and have seen the access to the park repeatedly been blocked by either people that don;t want to see a horse or no knowledge of the easements that do exist.Once an easement is blocked, not used it essentially is history. To look at the overall character of the area, not to mention the selling points of this area, how can the planners diminish the accessibility to the park by over urbanizing the surrounding areas?. I see that (thank you) the equestrian access has been maintained but my main(concerns are 3 : 1. The street equestrian gravel trail be maintained along 116th as this is one access to the park, Extremely hopeful that paved sidewalks NOT be installed. I worked with the city of Bellevue to keep our horse/rural trail open and at the time understood Kirkland would continue this trail up the road to the park, It was not officially done but that is our access on the shoulder. The whole way needs to be safer for equestrians (separation from cars).(Maybe that could get finished !)

2.With the access at the back of Evergreen (which is well used) it helps us get off the unsafe areas of the road, If the development is in, there needs to be non paved access from 116th to the park. Gravel or a bark trail through the development WE NEED TO KEEP EQUESTRIAN ACCESS TO THE PARK!!!.

There is an access in Corson that has summmarily been blocked off, this is what happens to all of our easements if it is not widely known. Which leads me to my next point

3. The access to the park NEEDS SIGNAGE especially within the development to be known by the future residents as open to equestrians so they are aware and remain so of the uniqueness of their neighborhood, for which I'm sure they pay a pretty dollar for.

Please consider my requests of Low key street development to allow us continued access on 116th, Safe non paved ingress/egress through the development,and OBVIOUS non deteriorating equestrian easement signage within the development. As you may have heard already, this is a big loss for the community and the unique character of our natural area.

Super Sincerely, Victoria Holland

contact# 2063107288

P.S. I am happy to work with whoever
on these issues. Keep our
neighborhood user friendly!

THANK YOU

Desiree Goble

From: Amy Supple <aksupple@hotmail.com>
Sent: Monday, July 20, 2015 2:40 AM
To: Desiree Goble
Subject: permit #SUB15-00572

I am writing to oppose the application for the Bridlestone development (permit #SUB15-00572).

I am opposed to rezoning from R35 to R12.5 because the smaller lot sizes could not be equestrian properties. If the lot sizes are allowed to be reduced it would not be possible to reverse this. This will negatively impact the unique equestrian nature of the area.

I am also opposed to allowing the developer to reduce the wetland buffers. The current wetland buffers are in place to protect our precious water. Current home owners must follow these regulations and we should expect developers to follow these regulations as well.

Any development in this area should honor the unique equestrian nature of the neighborhood. What this community does not need is another housing development with an equestrian name that reminds us that horses used to live there.

Sincerely,
Amy Supple
aksupple@hotmail.com
4649 137th Ave NE
Bellevue WA 98005

Desiree Goble

From: dunrockin@comcast.net
Sent: Saturday, July 18, 2015 5:57 PM
To: Desiree Goble
Subject: bridle trails concerned equestrian

Hello- I am writing to voice my opinion on the situation at Bridle trails. I have lived here my entire life, and am an equestrian most of my 50 yrs. Bridle trails is unique, and special , and the equestrian way of life should be preserved, not destroyed.

Developers care about one thing.. making money- end of story. Long time current home owners, horse people having a place to go to ride their horses in peace, is a precious thing. There is just no where to go anymore.... it has all been taken by developers, taken in the "true sense".
Please ! I am asking for permit # sub-1500572 to be DENIED.

Desiree Goble

From: taicz6@frontier.com
Sent: Saturday, July 18, 2015 12:28 PM
To: Desiree Goble
Subject: Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the "paper fill" of the existing wetland for the reasons stated below.

I am writing because I board my horse in Bridle Trails and ride in Bridle Trails State Park on a regular basis. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

The current stables are an important asset for the equestrian nature of Bridle Trails and whatever is developed on the site should provide some compensation and support for equestrian use. The requested re-zone eliminates any possibility that horse-friendly properties could be developed. That is not appropriate and should not be allowed for the following reasons.

Out of-date neighborhood plan

- The existing Bridle Trails Neighborhood plan "had its last major update in 1986," so is woefully out-of-date. Approving this development, given its potential impacts, before the plan is updated would be highly inappropriate.
- South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential densities and equestrian activities in the area; this discussion needs to take place before irrevocable decisions are made regarding development near the park.

Loss of capability for supporting equestrian use of Bridle Trails State Park

- The existing neighborhood plan states for this area of Bridle Trails: "...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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." and "Existing equestrian access to Bridle Trails State Park from this area should be preserved."
- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.
- While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.

Unacceptable hydrological impacts

- The existing neighborhood plan states for this area of Bridle Trails: "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. Storm runoff from developed sites should be limited to predevelopment levels." Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

- The impacts to habitats and plants and animals, as well as any mitigation, are vaguely described. Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.
- The applicant's plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Unnecessary traffic impacts

- Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project's additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.
- Traffic on 116th Ave NE near the with NE 60th St will only deteriorate as more people move into the area, and it will not be long before the road does not meet LOS D. Once tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I 405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland's minimally acceptable standard. Inadequate fire response time in this area
- At a neighborhood meeting in May, City Manager Kurt Triplett admitted that the area of the development has highly unacceptable fire response times because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at unacceptable risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents and any projected new residents and adhere to the principle of concurrency.

Lack of compliance with criteria for a quasi-judicial rezone

The project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...", Yet the application is inconsistent with the existing neighborhood plan, as described above.
2. "The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property..." Yet, the proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.
3. NA.
4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely, Rose Taicz

Desiree Goble

From: Susan Shecket <sshecket@mindspring.com>
Sent: Friday, July 17, 2015 5:36 PM
To: Desiree Goble
Subject: application for the Bridlestone Development, Permit #SUGB-a5-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

I am writing because I board my horses for the last 21 yrs. in Bridle Trails, ride in Bridle Trails State Park on a regular basis, and am a board member of the Lake Washington Saddle Club, and an active in the equestrian community. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the Rockmeadow equestrian facility and housing development in Sammamish.

The current stables are an important asset for the equestrian nature of Bridle Trails and whatever is developed on the site should provide some compensation and support for equestrian use. The requested re-zone eliminates any possibility that horse-friendly properties could be developed. That is not appropriate and should not be allowed for the following reasons.

Out of-date neighborhood plan

- The existing Bridle Trails Neighborhood plan “had its last major update in 1986,” so is woefully out-of-date. Approving this development, given its potential impacts, before the plan is updated would be highly inappropriate.
- South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential densities and equestrian activities in the area; this discussion needs to take place before irrevocable decisions are made regarding development near the park.

Loss of capability for supporting equestrian use of Bridle Trails State Park

- The existing neighborhood plan states for this area of Bridle Trails: “...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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.” and “Existing equestrian access to Bridle Trails State Park from this area should be preserved.”
- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.

- While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.

Unacceptable hydrological impacts

- The existing neighborhood plan states for this area of Bridle Trails: “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. Storm runoff from developed sites should be limited to predevelopment levels.” Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

- The impacts to habitats and plants and animals, as well as any mitigation, are vaguely described. Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.
- The applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Traffic impacts

- Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project’s additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.
- Traffic on 116th Ave NE near the with NE 60th St will only deteriorate as more people move into the area, and it will not be long before the road does not meet LOS D. Once tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I-405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland’s minimally acceptable standard.

Inadequate fire response time in this area

- At a neighborhood meeting in May, City Manager Kurt Triplett admitted that the area of the development has highly unacceptable fire response times because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at unacceptable risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents and any projected new residents and adhere to the principle of concurrency.

Lack of compliance with criteria for a quasi-judicial rezone

The project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...", Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
2. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Sincerely,

Susan Shecket
1214 25th Ave. E
Seattle WA 98112
206-860-5068-hm
206-240-9028-cell

Desiree Goble

From: Bruce Patterson <alenebruce@gmail.com>
Sent: Friday, July 17, 2015 3:56 PM
To: Desiree Goble
Subject: Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble,

We have been residents of Bridle Trails for twenty-seven years. We moved here because of the proximity to Bridle Trails State Park, and to be a part of the established equestrian community which has existed here for more than fifty years.

We are writing to oppose the Bridlestone development and to oppose the re-zone of this property from RS 35 to RS 12.5. The Bridle Trails Neighborhood Plan, which is nearly thirty years old, must be updated to reflect the present state of the neighborhood and its residents before any re-zone is considered or permits approved. The South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential density and equestrian activity in our area before any irrevocable decisions are made regarding developments near the Park. We hope this will be the beginning of a dialog between the City and Bridle Trails residents regarding our future.

This proposal is equestrian friendly in name only. The proposal would reduce the size of the properties to the point where keeping a horse on RS 12.5 property would be illegal by today's zoning, as well as impractical. The chance of another boarding or riding stable opening in the Bridle Trails area is slim, at best, as any parcel in this area large enough to build a riding stable on is being sold off for projects like this. By downsizing the zoning, the chances of maintaining Bridle Trails area as a viable equestrian community is greatly diminished, as horses and access to the Park are necessary parts of our community identity.

This project will also directly impact the area with increased traffic on 116th Ave. N.E., especially when I-405 starts being tolled. One hundred and sixteenth Avenue has become the main conduit for people avoiding I-405 north out of Bellevue. It has been getting worse for years and, during the short, dark days of winter, we've seen traffic backed up from Cor-Sun Ranch in Bellevue all the way up to NE 60th Ave. Maintaining the RS 35 zoning would greatly reduce the impact of this development on the overall traffic mess we are experiencing on 116th Ave. NE.

Fire is our community's worst fear, yet there are limited resources and crews available to fight a large conflagration on the east side of I-405. Our nearest fire station is in Houghton, across I-405. Not far as the crow flies, but during rush hours traffic is often backed up from both north- and south-bound on-ramps of I-405 to the 108th Ave./68th Ave. intersection in Houghton. The I-405 exit traffic down into Kirkland is equally packed at that time, too. Quite a gauntlet to run when every moment counts. Before any new developments are approved or undertaken in Bridle Trails, the City should have adequate facilities and crews in place and ready to serve the community and it's needs.

The Park is also a watershed which supports wetland habitats around its perimeter. These are delicate, yet necessary parts of our larger ecosystem and must be protected from degradation of habitat and contamination from industrial and household chemicals. The natural cleansing and buffering effect of these ecosystems is beneficial to our larger environment and should be left unmolested by development. No one builds a better wetland than Nature herself.

We oppose this project for the following reasons:

It is not consistent with the existing, and thereby binding, neighborhood plan.

The proposal would have a major negative impact on the use and long term future of the Park, directly and indirectly.

A re-zone for the benefit of this project will not benefit anyone in the Bridle Trails community and will do nothing to preserve the unique character of the neighborhoods adjoining the Park.

We ask that the City deny this re-zone and permit as inconsistent with the valid plan which exists for the Bridle Trails area. Thank you for considering our concerns.

Sincerely,

Bruce and Alene Patterson
6 Bridlewood Circle
Kirkland, WA 98033

Desiree Goble

From: Karen Perry <kppv@comcast.net>
Sent: Friday, July 17, 2015 1:43 PM
To: Desiree Goble
Subject: Bridlestone Project Permit # SUB-15-00572

Dear Ms. Goble,

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

I am a 35 year resident of Kirkland and grew up riding in the Park. I currently reside in Bridlewood Circle and keep horses on my property. I am a Board member of the Bridle Trails Park Foundation and the Lake Washington Saddle Club. As you can see I have a vested interest in keeping my neighborhood an equestrian friendly one.

The loss of over 70 stalls in the boarding facilities impacted by this development certainly has a deleterious effect on the equestrian nature of our neighborhood but the rezone which would prevent horse keeping on the lots is even more concerning.

Primary concerns with the proposed development are as follows:

Loss of capability for supporting equestrian use of Bridle Trails State Park

- The existing neighborhood plan states for this area of Bridle Trails: “...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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.” and “Existing equestrian access to Bridle Trails State Park from this area should be preserved.”
- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.
- There are now two access trails to the park from the project area, but a rezone to RS 12. 5 would not allow horse ownership and would nullify the utility of that access.

Unacceptable hydrological impacts

- The existing neighborhood plan states for this area of Bridle Trails: “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. Storm runoff from developed sites should be limited to predevelopment levels.” Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

- The impacts to habitats and plants and animals, as well as any mitigation, are vaguely described. Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.
- The applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Lack of compliance with criteria for a quasi-judicial rezone

The project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The “...proposed rezone implements the policies of the Comprehensive Plan...”, Yet the application is inconsistent with the existing neighborhood plan, as described above.
2. “The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property...” Yet, the proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.
3. NA.
4. “The proposed rezone is in the best interest of the community of Kirkland...” Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. Thank you for considering my comments.

Sincerely,

Karen

Karen Perry
4 Bridlewood Circle
Kirkland, WA 98033

Desiree Goble

From: Laura Giorgi <ltgiorgi@comcast.net>
Sent: Thursday, July 16, 2015 6:43 PM
To: Desiree Goble
Subject: Bridlestone Permit #SUB-15-00572

I would like to submit this letter as public comment regarding the proposed rezone referenced above. I implore you to deny this permit for a variety of reasons:

1. The existing neighborhood has an established equestrian style, consistent with and in support of Bridle Trails State Park, and consistent with the existing neighborhood plan. This is one of the many diverse and special neighborhoods that make Kirkland the unique and desirable community it is. Imposing the kind of density requested in this proposal will diminish the area, not just for equestrians, but for all Kirkland residents, by chipping away at this very unique area. Kirkland will end up looking like every other high density suburb (think Lynnwood).
2. The environmental impacts of this level of density would forever alter the livability of the area. The open space, trees and natural wetlands are resources with real economic value, aside from the much needed and welcome serenity they provide. Wetlands are few and precious, and cannot be duplicated by man. Any plan approved should require protection of all existing wetlands in the area, and require the substantial runoff of a development of this type to be managed without impacting these sensitive areas.
3. Encouraging development of this density will actively discourage horse boarding facilities in the area. That will require more park users to board and trailer their horses from remote locations, adding to our already-overcrowded roads and highways.
4. The increased density mentioned would add much more traffic to the narrow neighborhood streets in the area. These streets are already very busy, and will become more so, as more people avoid the traffic on 405. As many equestrians must access the park by riding along and/or crossing these roads, increasing traffic unnecessarily by increasing the density in this area is a real safety concern.
5. People that currently live in the Bridle Trails area either have horses or at least understood when they moved to a large, rural lot that flies and manure come with the territory. As has happened in the past, people who move to high-density developments in areas where horses and/or other animals live nearby enjoy the benefits of viewing their neighbors open, spacious properties, and the feel of "country living", but they then complain about flies and manure (think Trilogy), and demand changes that impact those residents that were there before them. High density, urban living is inconsistent with this neighborhood. Keep it where it belongs, and do not destroy this unique gem of a neighborhood.

Thank you for the opportunity to comment.

Sincerely,
Laura Giorgi

Desiree Goble

From: My Minutes View <rosiecarey@comcast.net>
Sent: Thursday, July 16, 2015 6:24 PM
To: Desiree Goble
Subject: Application for the Bridlestone Development Permit

Date: July 16, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

I am writing because my husband and I care for our horses on our 35,000 square foot lot in the Bridle Trails community. We ride regularly in Bridle Trails State Park and so appreciate the unique character of our neighborhood. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms. In our Bridle Trails Neighborhood we have an Equestrian Overlay

on many of our properties in an effort to maintain the equestrian experience for future generations.

The current stables are an important asset for the equestrian nature of Bridle Trails and whatever is developed on the site should provide some compensation and support for equestrian use. The requested re-zone eliminates any possibility that horse-friendly properties could be developed. That is not appropriate and should not be allowed for the following reasons.

-

Out of-date neighborhood plan

- The existing Bridle Trails Neighborhood plan “had its last major update in 1986,” so is woefully out-of-date. Approving this development, given its potential impacts, before the plan is updated would be highly inappropriate.
- South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential densities and equestrian activities in the area; this discussion needs to take place before irrevocable decisions are made regarding development near the park.

Loss of capability for supporting equestrian use of Bridle Trails State Park

- The existing neighborhood plan states for this area of Bridle Trails: “...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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.” and “Existing equestrian access to Bridle Trails State Park from this area should be preserved.”
- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.
- While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.

Unacceptable hydrological impacts

- The existing neighborhood plan states for this area of Bridle Trails: “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. Storm runoff from developed sites should be limited to predevelopment levels.” Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.

- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

- The impacts to habitats and plants and animals, as well as any mitigation, are vaguely described. Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.
- The applicant's plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Unnecessary traffic impacts

- Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project's additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.
- Traffic on 116th Ave NE near the with NE 60th St will only deteriorate as more people move into the area, and it will not be long before the road does not meet LOS D. Once tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I-405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland's minimally acceptable standard.

Inadequate fire response time in this area

- At a neighborhood meeting in May, City Manager Kurt Triplett admitted that the area of the development has highly unacceptable fire response times because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at unacceptable risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents and any projected new residents and adhere to the principle of concurrency.

Lack of compliance with criteria for a quasi-judicial rezone

The project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...", Yet the application is inconsistent with the existing neighborhood plan, as described above.
2. "The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property..." Yet, the proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.
3. NA.
4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique equestrian community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood. Preferably creating the zoning at RS35 which allows the realistic keeping of horses as in the Equestrian Overlay and the equestrian character of our neighborhood.

Thank you for considering my comments.

Sincerely,

Rosie Carey and Jeff Hoover

5535 127th Ave. N.E.

Kirkland, WA 98033

Desiree Goble

From: Jennarose Murdaugh <jennarose50@gmail.com>
Sent: Thursday, July 16, 2015 5:27 PM
To: Desiree Goble
Subject: King County Executive Horse Council comment on proposed Bridlestone Devpt.

Desiree Goble
City of Kirkland

Dear Ms. Goble.

I am writing in regards to the proposed Bridlestone Development on 116th Ave NE, Permit #SUB15-00572.

As president of the King County Executive Horse Council, I am alarmed at the implications of this proposed Development. We in the equestrian community are well acquainted with the results of allowing community plans to be compromised by inappropriate development.

Since the inception of Bridle Trails State Park and the equestrian protections surrounding that park, the area has been a sanctuary both for park users and homeowners wishing to live an equestrian lifestyle either by keeping their own horse or having a boarding facility close to the park.

The problem with "bending" the rules for a non-equestrian community -- be it destruction of community boarding facilities or rezoning to lots incapable of keeping horses -- is that once that decision is made, the option for equestrian facilities is forever wiped out.

And that is not the worst of it. Even if some surrounding areas are left with adequate zoning, the attitude of the neighborhood begins to change. Home owners with a suburban mindset grow restless with shared trails (if any still exist) and the presence of large animals. And the destruction of what was once a vibrant equestrian community begins.

The Horse Council has seen this happen repeatedly over the years. It is sad when it happens in a rural area which is becoming suburbanized with no underlying protections, but it is particularly egregious when it happens in an area with a neighborhood plan which was written with an obvious intent to preserve an oasis of equestrian lifestyle.

Please do not yield to the pressure of a development which will destroy the character of this area. Please keep the protections for the Park and surrounding neighborhoods firmly in place.

Thank you,

Judy Willman, President
King County Executive Horse Council
[425 885 5498](tel:4258855498)
rayjudywillman@me.com

Desiree Goble

From: Charley Murphey <charley.murphey@apmortgage.com>
Sent: Thursday, July 16, 2015 1:48 PM
To: Desiree Goble
Subject: Land development / high density near Bridle Trails State Park
Attachments: 201507161023.pdf

TO: Desiree Goble
RE: Bridlestone

The attached letter expresses my concerns with high density housing and the development of Wetlands on 116th AVE NE.

Thank you for your considerations in favor or our community.

Charles Murphey

Dear Desiree,

July 15, 2015

As an old guy now I wanted to add my support to the intentions and spirit of the letter addressing higher density in Bridle Trails, a community I grew up in and park I rode in from the time I was 12.

I asked myself the question "If lovely waterfront communities were encroached upon to convert the character of their nautical community to one of high density and non- waterfront purposes just what pushback would come from the community?" I sense a lot.

The Bridle Trails State Park is among one of the most unique of Washington State Parks and a community already hit too hard by traffic, encroachment, high density and non-equestrian activities. The fact the park is shared by runners, hikers, horses and dog walkers is fine to the extent it helps preserve it by sharing it's in city magic. Its special, it is a nearly "Spiritual" place to those of us who use it, enjoy it and cherish it.

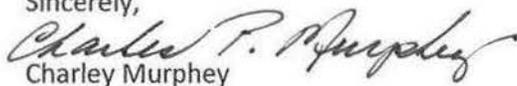
The Cor-Sun ranch was a 50 acre Arabian horse breeding operation when I was young. It was a beautiful piece of land just west of the Bridle Trails and right in the mix of this controversial plat being discussed now. It is now full of large homes of course, and while no horses are allowed there, it is at least a horse acre style community, not too unlike the land size of Silver Spurs, Bridlewood Circle, and Parkside where the last of local horse communities and stables exist.

The pond south of **Cor-Sun** is part of the wet lands we kids stupidly played on during the much colder winters of the late 1950's when it froze over. The lovely 50 acre Cor-Sun was named for Corrine and Sunny Hebb, childhood friends of mine. There is an enormous amount of water that migrates from the heights of Pikes Peak and Bridle Trails to the 116th two lane road that embraces the entire west side of Bridle Trails. The water actually goes under the road at some times of the year. It is incomprehensible to me those once valued and "Untouchable Wetlands" could suddenly be moved elsewhere, yet still serve their purpose of absorbing and storing water and the nature established there. That is a natural wet land and any developer- buyer of the property would know it before their closing on the property. The answer to building even a single home there has been "NO" for years and no for good reasons.

It is sad enough we are losing the last of boarding facilities on the west side of the park. To break that land into small parcels like Sablewood, (created by maneuvering through a weak permitting and zoning process at the time) is against the historic nature of the community and contrary to the equestrian nature of the community. The nature of our community makes it as unique as a waterfront canal in Newport Shores and is contrary to the original intended use of the State Park. Further, the added traffic is a danger to those who use the park, whether on foot or horseback. Were it a lake side community the furor would be deafening and it will be deafening over this park and the proposed development next to it as well.

Money is the culprit in all of this. We need housing, but this is expensive land. I don't think anyone has yet said it will be affordable housing, but if it were, it would at least have some socially redeeming value. Years after development, it will have been an investment that paid off for a developer and builder only with the character and unique nature of this community long forgotten by them.

Sincerely,


Charley Murphey

206. 498. 3696

Date: July 14, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

I am writing because I board my horse in Bridle Trails and ride in Bridle Trails State Park on a regular basis. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

The current stables are an important asset for the equestrian nature of Bridle Trails and whatever is developed on the site should provide some compensation and support for equestrian use. The requested re-zone eliminates any possibility that horse-friendly properties could be developed. That is not appropriate and should not be allowed for the following reasons.

Out of-date neighborhood plan

- The existing Bridle Trails Neighborhood plan “had its last major update in 1986,” so is woefully out-of-date. Approving this development, given its potential impacts, before the plan is updated would be highly inappropriate.
- South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential densities and equestrian activities in the area; this discussion needs to take place before irrevocable decisions are made regarding development near the park.

Loss of capability for supporting equestrian use of Bridle Trails State Park

- The existing neighborhood plan states for this area of Bridle Trails: “...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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.” and “Existing equestrian access to Bridle Trails State Park from this area should be preserved.”

- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.
- While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.

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- The existing neighborhood plan states for this area of Bridle Trails: “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. Storm runoff from developed sites should be limited to predevelopment levels.” Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

- The impacts to habitats and plants and animals, as well as any mitigation, are vaguely described. Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.
- The applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Unnecessary traffic impacts

- Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project’s additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of

Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.

- Traffic on 116th Ave NE near the with NE 60th St will only deteriorate as more people move into the area, and it will not be long before the road does not meet LOS D. Once tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland's minimally acceptable standard.

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- At a neighborhood meeting in May, City Manager Kurt Triplett admitted that the area of the development has highly unacceptable fire response times because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at unacceptable risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents and any projected new residents and adhere to the principle of concurrency.

Lack of compliance with criteria for a quasi-judicial rezone

The project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...", Yet the application is inconsistent with the existing neighborhood plan, as described above.
2. "The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property..." Yet, the proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.
3. NA.
4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

Charles R. Humphrey

Desiree Goble

From: Lean Carroll <leancarroll@comcast.net>
Sent: Thursday, July 16, 2015 10:19 AM
To: Desiree Goble
Subject: Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

I am writing because I board my horse in Bridle Trails and ride in Bridle Trails State Park on a regular basis. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

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- The existing neighborhood plan states for this area of Bridle Trails: “...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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.” and “Existing equestrian access to Bridle Trails State Park from this area should be preserved.”
- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.

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- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

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3. NA.
4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

McLean G Carroll

Desiree Goble

From: cindy1mike2ntm3@comcast.net
Sent: Thursday, July 16, 2015 9:03 AM
To: Desiree Goble
Subject: SUB-15-00512

Hi Please please please do not let the developer do anything that isn't equine related. Equine places and parks are getting fewer and fewer. I love Bridle Trails grew up riding there and still enjoy the park to this day. thank you for reading this and taking my comments into consideration.

Cindy Costa

Desiree Goble

From: Laura Huddlestone <huddlestonelaura@gmail.com>
Sent: Wednesday, July 15, 2015 11:34 PM
To: Desiree Goble
Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the "paper fill" of the existing wetland for the reasons stated below.

I am writing because I ride in Bridle Trails State Park on a regular basis. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

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- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

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3. NA.
4. “The proposed rezone is in the best interest of the community of Kirkland...” Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.

5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,
Laura Huddlestone
5222 18th Ave SW
Seattle, WA 98106

Desiree Goble

From: Dianna Connelly <diannaconnelly@yahoo.com>
Sent: Wednesday, July 15, 2015 7:54 PM
To: Desiree Goble
Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Date: July 14, 2015

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the "paper fill" of the existing wetland for the reasons stated below.

I am writing because I have shown horses in Bridle Trails and ride in Bridle Trails State Park on a regular basis. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

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- South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential densities and equestrian activities in the area; this discussion needs to take place before irrevocable decisions are made regarding development near the park.

Loss of capability for supporting equestrian use of Bridle Trails State Park

- The existing neighborhood plan states for this area of Bridle Trails: "...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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." and "Existing equestrian access to Bridle Trails State Park from this area should be preserved."
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- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

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3. NA.

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In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

Dianna Connelly
10202 NE 197th St.
Bothell, WA 98011

Desiree Goble

From: Shai Steiner <shai@shaisteiner.com>
Sent: Wednesday, July 15, 2015 2:01 PM
To: Desiree Goble
Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Importance: High

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS12.5 and the “paper fill” of the existing wetland for the reasons stated below.

I am writing because I own horse property (a rare commodity) in Bridle Trails and ride in Bridle Trails State Park on a regular basis. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

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4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

Shai Steiner
4434 137th Ave NE
Bellevue, WA 98005

Desiree Goble

From: Gunilla Beard <gunillabeard@earthlink.net>
Sent: Wednesday, July 15, 2015 1:52 PM
To: Desiree Goble
Subject: Bridle Trail preservation for equestrian use

Date: July 15, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

I am writing because I value the equestrian activities in Bridle Trails State Park.

This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

The current stables are an important asset for the equestrian nature of Bridle Trails and whatever is developed on the site should provide some compensation and support for equestrian use. The requested re-zone eliminates any possibility that horse-friendly properties could be developed. That is not appropriate and should not be allowed for the following reasons.

Out of-date neighborhood plan

* The existing Bridle Trails Neighborhood plan “had its last major update in 1986,” so is woefully out-of-date. Approving this development, given its potential impacts, before the plan is updated would be highly inappropriate.

* South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential densities and equestrian activities in the area; this discussion needs to take place before irrevocable decisions are made regarding development near the park.

Loss of capability for supporting equestrian use of Bridle Trails State Park

* The existing neighborhood plan states for this area of Bridle Trails: “...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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.” and “Existing equestrian access to Bridle Trails State Park from this area should be preserved.”

* The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.

* There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.

* While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.

Unacceptable hydrological impacts

* The existing neighborhood plan states for this area of Bridle Trails: “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. Storm runoff from developed sites should be limited to predevelopment levels.” Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.

* Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.

* Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

* The impacts to habitats and plants and animals, as well as any mitigation, are vaguely described. Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.

* The applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Unnecessary traffic impacts

* Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project’s additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.

* Traffic on 116th Ave NE near the with NE 60th St will only deteriorate as more people move into the area, and it will not be long before the road does not meet LOS D. Once

tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I-405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland's minimally acceptable standard.

Inadequate fire response time in this area

* At a neighborhood meeting in May, City Manager Kurt Triplett admitted that the area of the development has highly unacceptable fire response times because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at unacceptable risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents and any projected new residents and adhere to the principle of concurrency.

Lack of compliance with criteria for a quasi-judicial rezone

The project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...", Yet the application is inconsistent with the existing neighborhood plan, as described above.
2. "The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property..." Yet, the proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.
3. NA.
4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

Gunilla Beard



This email has been checked for viruses by Avast antivirus software.
www.avast.com

Desiree Goble

From: Lisa Miniken <lisac@microsoft.com>
Sent: Wednesday, July 15, 2015 1:49 PM
To: Desiree Goble
Subject: Permit # SUB-15-00572
Attachments: Bridlestone Letter Permit # SUB-15-00572.docx

Hello Ms. Goble,
Please see the attached letter for comments and concerns regarding development in the Bridle Trails neighborhood, Permit # SUB-15-00572.

Thank you,
Lisa Miniken

Lisa Miniken
Sr. Readiness Program Manager
IT Showcase Readiness & Marcom
User Experience Services

Office: 425-707-3147
Mobile: 206-399-7134
lisac@microsoft.com



Date: July 15, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble,

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the "paper fill" of the existing wetland for the reasons stated below.

I am a King County horse owner and trail rider. I ride in Bridle Trails State Park on a regular basis. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails, and will significantly impact the equestrian facilities in King County. The equestrian heritage at Bridle Trails is an asset that many King County residents are proud of, and draws many other equestrian visitors.

The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. Stables, access trails, and horse properties would be eliminated forever if this re-zone is approved.

The current stables are an important asset for the equestrian nature of Bridle Trails and whatever is developed on the site should provide support for equestrian use. The requested re-zone eliminates any possibility that horse-friendly properties could be developed or maintained.

In addition, I'm sure others in the area have expressed concerns regarding hydrological, ecological, and traffic impacts of this rezone. I share these concerns.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that any development in Bridle Trails supports equestrian use and provides some form of equestrian facility in keeping with the unique and coveted nature of the neighborhood.

Thank you for considering my comments.

Sincerely,

Lisa Miniken
7419 224th Ave NE
Redmond, WA 98053

Desiree Goble

From: David Jones (Yesler) <davidj@yesler.com>
Sent: Wednesday, July 15, 2015 11:48 AM
To: Desiree Goble
Subject: comments for permit proposal SUB15-00572
Attachments: Bridlestone Letter Permit _ SUB-15-00572.docx

Hi Désirée

I am submitting my comments regarding proposal SUB15-00572. I am not in favor of the rezoning for the bridle trails area. My daughter currently rides and leases a horse at one of the equestrian facilities and I would hate to see this unique aspect of our community destroyed. See letter attached.

Thank you,

David Jones

Date: July 15, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

I am writing because my daughter takes lessons and leases a horse in Bridle Trails. She takes trail rides in Bridle Trails State Park on a regular basis. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

The current stables are an important asset of Bridle Trails and whatever is developed on the site should provide some compensation and support for equestrian use. The requested re-zone eliminates any possibility that horse-friendly properties could be developed. That is not appropriate and should not be allowed for the following reasons.

Out of-date neighborhood plan

- The existing Bridle Trails Neighborhood plan “had its last major update in 1986,” so is woefully out-of-date. Approving this development, given its potential impacts, before the plan is updated would be highly inappropriate.
- South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential densities and equestrian activities in the area; this discussion needs to take place before irrevocable decisions are made regarding development near the park.

Loss of capability for supporting equestrian use of Bridle Trails State Park

- The existing neighborhood plan states for this area of Bridle Trails: “...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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.” and “Existing equestrian access to Bridle Trails State Park from this area should be preserved.”

- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.
- While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.

Unacceptable hydrological impacts

- The existing neighborhood plan states for this area of Bridle Trails: “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. Storm runoff from developed sites should be limited to predevelopment levels.” Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

- The impacts to habitats and plants and animals, as well as any mitigation, are vaguely described. Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.
- The applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Unnecessary traffic impacts

- Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project’s additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.
- Traffic on 116th Ave NE near the with NE 60th St will only deteriorate as more people move into the area, and it will not be long before the road does not meet LOS D. Once

tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I-405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland's minimally acceptable standard.

Inadequate fire response time in this area

- At a neighborhood meeting in May, City Manager Kurt Triplett admitted that the area of the development has highly unacceptable fire response times because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at unacceptable risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents and any projected new residents and adhere to the principle of concurrency.

Lack of compliance with criteria for a quasi-judicial rezone

The project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...", Yet the application is inconsistent with the existing neighborhood plan, as described above.
2. "The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property..." Yet, the proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.
3. NA.
4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

David Jones
243 10th Ave
Kirkland, WA
98033

Desiree Goble

From: Shannon Jones <shannon@papiliocoaching.com>
Sent: Wednesday, July 15, 2015 8:15 AM
To: Desiree Goble
Subject: comments for permit proposal SUB15-00572
Attachments: Bridlestone Letter Permit _ SUB-15-00572.docx

Hi Désirée

I am submitting my comments regarding proposal SUB15-00572. I am not in favor of the rezoning for the bridle trails area. My daughter currently rides and leases a horse at one of the equestrian facilities and I would hate to see this unique aspect of our community destroyed. See letter attached

Shannon Jones

shannonrjones

Career & Leadership Coaching & Consulting
e: shannon@papiliocoaching.com
p: 425.260.9663 | skype: shannon.jones.coach

Date: July 14, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

I am writing because my daughter takes lessons and leases a horse in Bridle Trails. She takes trail rides in Bridle Trails State Park on a regular basis. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

The current stables are an important asset of Bridle Trails and whatever is developed on the site should provide some compensation and support for equestrian use. The requested re-zone eliminates any possibility that horse-friendly properties could be developed. That is not appropriate and should not be allowed for the following reasons.

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- The existing Bridle Trails Neighborhood plan “had its last major update in 1986,” so is woefully out-of-date. Approving this development, given its potential impacts, before the plan is updated would be highly inappropriate.
- South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential densities and equestrian activities in the area; this discussion needs to take place before irrevocable decisions are made regarding development near the park.

Loss of capability for supporting equestrian use of Bridle Trails State Park

- The existing neighborhood plan states for this area of Bridle Trails: “...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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.” and “Existing equestrian access to Bridle Trails State Park from this area should be preserved.”

- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.
- While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.

Unacceptable hydrological impacts

- The existing neighborhood plan states for this area of Bridle Trails: “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. Storm runoff from developed sites should be limited to predevelopment levels.” Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

- The impacts to habitats and plants and animals, as well as any mitigation, are vaguely described. Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.
- The applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Unnecessary traffic impacts

- Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project’s additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.
- Traffic on 116th Ave NE near the with NE 60th St will only deteriorate as more people move into the area, and it will not be long before the road does not meet LOS D. Once

tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I-405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland's minimally acceptable standard.

Inadequate fire response time in this area

- At a neighborhood meeting in May, City Manager Kurt Triplett admitted that the area of the development has highly unacceptable fire response times because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at unacceptable risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents and any projected new residents and adhere to the principle of concurrency.

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The project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...", Yet the application is inconsistent with the existing neighborhood plan, as described above.
2. "The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property..." Yet, the proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.
3. NA.
4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

Shannon Jones
243 10th Ave
Kirkland, WA
98033

Desiree Goble

From: Linda Treece <ljtreece@comcast.net>
Sent: Wednesday, July 15, 2015 7:53 AM
To: Desiree Goble
Subject: Rezone request - PLEASE NO!

I object to the request of the developer who purchased Evergreen and Park Place stables on 116th for a rezone which would reduce lot size from 35000 square feet (suitable for horse property) to 12,500 square feet and **also the filling in of some of the wetland etc.**

The equestrian community is unique and provides beauty and space in an otherwise over crowded and bland city. Horses and the families who own them are being pushed out and the land gobbled up by the greed of developers. The loss of our community, not to mention the loss of our wildlife is too high a price to pay.

PLEASE DENY THE REQUEST FOR REZONING!! Sincerely, Thomas & Linda Treece

Typos compliments of my iPhone

Desiree Goble

From: carlafsquires@aol.com
Sent: Tuesday, July 14, 2015 10:11 PM
To: Desiree Goble
Subject: Bridle Trails rezone and development
Attachments: Completed Bridlestone Letter Permit _ SUB-15-00572.docx

Please do NOT permit the rezone and development of the Bridle Trails Equestrian area.

Date: July 14, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

I am writing because I board my horse in Bridle Trails and ride in Bridle Trails State Park on a regular basis. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

The current stables are an important asset for the equestrian nature of Bridle Trails and whatever is developed on the site should provide some compensation and support for equestrian use. The requested re-zone eliminates any possibility that horse-friendly properties could be developed. That is not appropriate and should not be allowed for the following reasons.

Out of-date neighborhood plan

- The existing Bridle Trails Neighborhood plan “had its last major update in 1986,” so is woefully out-of-date. Approving this development, given its potential impacts, before the plan is updated would be highly inappropriate.
- South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential densities and equestrian activities in the area; this discussion needs to take place before irrevocable decisions are made regarding development near the park.

Loss of capability for supporting equestrian use of Bridle Trails State Park

- The existing neighborhood plan states for this area of Bridle Trails: “...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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.” and “Existing equestrian access to Bridle Trails State Park from this area should be preserved.”

- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.
- While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.

Unacceptable hydrological impacts

- The existing neighborhood plan states for this area of Bridle Trails: “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. Storm runoff from developed sites should be limited to predevelopment levels.” Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

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- The applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Unnecessary traffic impacts

- Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project’s additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.
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tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I-405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland's minimally acceptable standard.

Inadequate fire response time in this area

- At a neighborhood meeting in May, City Manager Kurt Triplett admitted that the area of the development has highly unacceptable fire response times because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at unacceptable risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents and any projected new residents and adhere to the principle of concurrency.

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The project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...", Yet the application is inconsistent with the existing neighborhood plan, as described above.
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3. NA.
4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

Carla F. Squires
21805 NE 161st ST
Woodinville, WA 98077
206-406-0960

Our horse is boarded at Flicka Farms (4626 116th Ave. NE Kirkland, WA 98033)

Desiree Goble

From: Liza D. Taylor <lizata@yahoo.com>
Sent: Tuesday, July 14, 2015 8:23 PM
To: Desiree Goble
Subject: Application for the Bridlestone Development, Permit #SUB-15-00572

Date: July 14, 2015

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the "paper fill" of the existing wetland for the reasons stated below.

I am writing because I board my horse in Bridle Trails and ride in Bridle Trails State Park on a regular basis. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

The current stables are an important asset for the equestrian nature of Bridle Trails and whatever is developed on the site should provide some compensation and support for equestrian use. The requested re-zone eliminates any possibility that horse-friendly properties could be developed. That is not appropriate and should not be allowed for the following reasons.

Out of-date neighborhood plan

- The existing Bridle Trails Neighborhood plan "had its last major update in 1986," so is woefully out-of-date. Approving this development, given its potential impacts, before the plan is updated would be highly inappropriate.
- South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential densities and equestrian activities in the area; this discussion needs to take place before irrevocable decisions are made regarding development near the park.

Loss of capability for supporting equestrian use of Bridle Trails State Park

- The existing neighborhood plan states for this area of Bridle Trails: "...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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." and "Existing equestrian access to Bridle Trails State Park from this area should be preserved."

- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.
- While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.

Unacceptable hydrological impacts

- The existing neighborhood plan states for this area of Bridle Trails: “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. Storm runoff from developed sites should be limited to predevelopment levels.” Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

- The impacts to habitats and plants and animals, as well as any mitigation, are vaguely described. Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.
- The applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Unnecessary traffic impacts

- Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project’s additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.
- Traffic on 116th Ave NE near the with NE 60th St will only deteriorate as more people move into the area, and it will not be long before the road does not meet LOS D. Once tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I-405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland’s minimally acceptable standard.

Inadequate fire response time in this area

- At a neighborhood meeting in May, City Manager Kurt Triplett admitted that the area of the development has highly unacceptable fire response times because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at unacceptable risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents and any projected new residents and adhere to the principle of concurrency.

Lack of compliance with criteria for a quasi-judicial rezone

The project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...", Yet the application is inconsistent with the existing neighborhood plan, as described above.
2. "The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property..." Yet, the proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.
3. NA.
4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
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In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

Krista Taylor
323 Prospect St
Seattle, WA 98109

Desiree Goble

From: Nancy Mellman <nmellman@gmail.com>
Sent: Tuesday, July 14, 2015 7:16 PM
To: Desiree Goble
Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Date: July 14, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

I am writing because I board my horse in Bridle Trails and ride in Bridle Trails State Park on a regular basis. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

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appropriate to complement Bridle Trails State Park. Such facilities should be maintained in a condition compatible with surrounding residential uses.” and “Existing equestrian access to Bridle Trails State Park from this area should be preserved.”

- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.
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- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
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3. NA.
4. “The proposed rezone is in the best interest of the community of Kirkland...” Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

Nancy Mellman

4706 149th Ave SE

Bellevue, WA 98006

Desiree Goble

From: JanaBanjanin <janabanjanin@gmail.com>
Sent: Tuesday, July 14, 2015 6:59 PM
To: Desiree Goble
Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble,

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

I am writing because I leased a horse on a Bridle Trails property and ride in Bridle Trails State Park on a regular basis. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. One of these facilities has been like a second home to me and provides a wonderful community. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

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- While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.

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- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

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In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

Jana Banjanin
17135 131st Ave NE Apt N208
Woodinville, WA 98072

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JanaBanjanin
Sent with [Sparrow](#)

Desiree Goble

From: Michelle Peters <mpeters@SweeneyConrad.com>
Sent: Tuesday, July 14, 2015 3:27 PM
To: Desiree Goble
Subject: Application for the Bridlestone Development - comments
Attachments: Application for Bridlestone Development Comments.pdf

Dear Ms. Goble,

Please see the attached PDF for my formal comments and disagreement with the current proposed Bridlestone Development on 116th.

Thank you,

Michelle Peters

Michelle Peters

SWEENEY CONRAD, P.S.

2606 116th Ave NE, Suite 200 | Bellevue, WA 98004-1422

Tel | 425.629.1990 Fax | 425.629.1999 Web | www.sweeneyconrad.com

mpeters@sweeneyconrad.com

Click on the link to access [Sweeney Conrad's Client Portal](#)

Any tax advice in this e-mail should be considered in the context of the tax services we are providing to you. Preliminary tax advice should not be relied upon and may be insufficient for penalty protection.

Sweeney Conrad, P.S. is a member firm of the PKF North American Network and does not accept any responsibility or liability for the actions or inactions on the part of any other individual member firm or firms or their affiliations.

The information contained in this message is CONFIDENTIAL. It is intended only for the use of the individual or entity named above. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer. Thank you.

Date: July 14, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

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3. NA.
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In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,



Michelle Peters

14425 NE 10th PL,
Bellevue WA 98007

Desiree Goble

From: Keeton Chin <kccowgirls@hotmail.com>
Sent: Tuesday, July 14, 2015 2:54 PM
To: Desiree Goble
Subject: Letter Concerning Bridlestone Development, Permit SUB-15-00572
Attachments: Letter RE Permit # SUB-15-00572.pdf

Importance: High

Good Afternoon Desiree,

Please see our concerns for this property in my letter attached.

Thanks,

Keeton Chin
Leader
Golden Wings 4-H Club

Date: July 14, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the "paper fill" of the existing wetland for the reasons stated below.

I am writing because I board my horse in Bridle Trails and ride in Bridle Trails State Park on a regular basis. I am also the General Leader for the Golden Wings 4-H Club. We have many 4-Hr's that take riding lessons at the Evergreen Equestrian Center, thus we hold our Monthly Club Meetings at this location as well. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

The current stables are an important asset for the equestrian nature of Bridle Trails as well as the everyday learning of our 4-H Members, and whatever is developed on the site should provide some compensation and support for equestrian use. The requested re-zone eliminates any possibility that horse-friendly properties could be developed. That is not appropriate and should not be allowed for the following reasons.

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- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.
- While the existing neighborhood plan encourages the presence of the boarding stables, the project would result in their closure.

Unacceptable hydrological impacts

- The existing neighborhood plan states for this area of Bridle Trails: “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. Storm runoff from developed sites should be limited to predevelopment levels.” Despite this guidance, the proposal is to reduce the wetland buffers and create a substantial amount of impervious surface.
- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

- The impacts to habitats and plants and animals, as well as any mitigation, are vaguely described. Encroachment on the wetland and removal of most of the trees on the site, as seems likely for RS 12.5, would have major impacts.
- The applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

Unnecessary traffic impacts

- Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project’s additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.

- Traffic on 116th Ave NE near the with NE 60th St will only deteriorate as more people move into the area, and it will not be long before the road does not meet LOS D. Once tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I-405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland's minimally acceptable standard.

Inadequate fire response time in this area

- At a neighborhood meeting in May, City Manager Kurt Triplett admitted that the area of the development has highly unacceptable fire response times because of a limitation of equipment and crews. This development would increase demand for services and make the situation worse, putting all residents at unacceptable risk. The City should not approve a new development in this neighborhood until fire response capability is increased to acceptable levels for existing residents and any projected new residents and adhere to the principle of concurrency.

Lack of compliance with criteria for a quasi-judicial rezone

The project is arguably inconsistent with three of the five criteria for a rezone, for which the City must find that:

1. The "...proposed rezone implements the policies of the Comprehensive Plan...", Yet the application is inconsistent with the existing neighborhood plan, as described above.
2. "The proposed rezone is compatible with the existing land uses in the immediate vicinity of the subject property..." Yet, the proposed rezone would have a substantial impact on the use and long-term sustainability of adjacent Bridle Trails State Park.
3. NA.
4. "The proposed rezone is in the best interest of the community of Kirkland..." Yet the proposed rezone is NOT in the interest in maintaining the unique community character of neighborhoods around Bridle Trails State Park.
5. NA.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

Keeston Chin
Leader - Golden Wings 4-H Club
139-164th Ave SE
Bellevue, WA 98008

Desiree Goble

From: Laura Gorcester <horserider@gorcester.com>
Sent: Tuesday, July 14, 2015 2:03 PM
To: Desiree Goble
Subject: Permit # SUB15-00572

Date: July 14, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

I have owned and boarded horses for almost 10 years at Park Place Farm, one of the two barns being demolished to develop Bridlestone. I am now 24 years old and have been riding in Bridle Trails for over 14 years. This gorgeous park in Kirkland has been a huge part of my life and hundreds of other equestrian’s; but now we are being pushed out. This development will eliminate two of only five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms. Bridlestone, its name stemming from a very important piece of horse equipment, will have NO horse property in the proposed plan. The current stables are an important asset for the equestrian nature of Bridle Trails and whatever is developed on the site should provide some compensation and support for equestrian use. The requested re-zone eliminates any possibility that horse-friendly properties could be developed.

Furthermore, the ecological impact of such a development will be detrimental to the wildlife of Bridle Trails. During my time at Park Place Farm, I have witnessed coyotes, deer, bobcats, great blue herons, red tailed hawks, bald eagles and many other native inhabitants. Demolishing land for yet another housing development is bad enough but to “paper fill” the wetland around the property would be incredibly destructive to the local habitat. Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for your time and consideration.

Sincerely,

Laura Gorcester
425.785.8355
13525 lost lake rd
Snohomish, WA 98296

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For more information please visit <http://www.mimecast.com>

Desiree Goble

From: Gordon, Barbara <Barbara.Gordon@isilon.com>
Sent: Tuesday, July 14, 2015 1:51 PM
To: Desiree Goble
Subject: Bridlestone Letter Permit # SUB-15-00572
Attachments: Bridlestone Letter Permit # SUB-15-00572.docx

Date: July 14, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

I am writing because I live and stable my horses in the Bridle Trails neighborhood and ride in Bridle Trails State Park on a regular basis. This development will eliminate two of the five existing horse boarding facilities in Bridle Trails. The plan makes no attempt to honor the equestrian nature of Bridle Trails by retaining any form of equestrian facilities. The plan should include some form of equestrian support whether it is retention of one of the covered arenas, the barns, or creation of such facility. Such planning is not unique, as demonstrated by the KGF facility across from Ben Franklin Elementary. Such equestrian supported plans have been created across the country in various forms.

The current stables are an important asset for the equestrian nature of Bridle Trails and whatever is developed on the site should provide some compensation and support for equestrian use. The requested re-zone eliminates any possibility that horse-friendly properties could be developed. That is not appropriate and should not be allowed for the following reasons.

Out of-date neighborhood plan

- The existing Bridle Trails Neighborhood plan “had its last major update in 1986,” so is woefully out-of-date. Approving this development, given its potential impacts, before the plan is updated would be highly inappropriate.
- South Rose Hill/Bridle Trails Neighborhood Association has asked the City to examine the issue of residential densities and equestrian activities in the area; this discussion needs to take place before irrevocable decisions are made regarding development near the park.

Loss of capability for supporting equestrian use of Bridle Trails State Park

- The existing neighborhood plan states for this area of Bridle Trails: “...development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing 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.” and “Existing equestrian access to Bridle Trails State Park from this area should be preserved.”

- The existing plan supports equestrian-oriented residential, but RS 12.5 zoning is insufficient for horse-keeping, both legally and practically. Zoning should remain at RS 35 to allow for keeping horses in the project area.
- There are now two access trails to the park from the project area, but a rezone to RS 12.5 would not allow horse ownership and would nullify the utility of that access.
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- Wetlands have been lost across the region at an alarming rate. The legally required buffers are designed and needed to protect our precious, remaining wetlands. Allowing encroachment into the wetland buffers should not be allowed.
- Any development in this project area should be done consistent with the existing neighborhood plan, and runoff should be dealt with on site. Mitigation should NOT include using any wetlands for runoff, as this would degrade the wetland with toxic chemicals. The proposed increase in impervious surface and need for drainage is unacceptable.

Potential ecological impacts

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- The applicant’s plan for wetland mitigation by creating a new wetland will likely not fully replace impacts to existing wetlands. Such projects are rarely very successful in creating wetlands that foster biological diversity similar to native wetlands.

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- Residents of the area all know that 116th Ave NE is already very congested during times of commuter use, especially the afternoon rush hour. According to the traffic study, the project’s additional 30 housing units will result in an estimated 36 trips a day during afternoon rush hour and 347 trips a day overall. Although the project is estimated to result in traffic that would meet minimum acceptable levels by Kirkland criteria (Level of Service D) for the intersection of 116th Ave NE and NE 60th St for the year 2019, maintaining the current zoning of RS 35 would reduce any new impacts by about two thirds.
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tolling begins on I-405, it is certain that traffic on convenient arterials like 116th Ave NE, already used by commuters during bad traffic on I-405, will increase. That change should be addressed by the applicant, as it would likely result in a Level of Service below Kirkland's minimally acceptable standard.

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3. NA.
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Thank you for considering my comments.

Sincerely,

Michael Gordon
3838 134th Ave NE
Bellevue WA 98005

Desiree Goble

From: Gordon, Barbara <Barbara.Gordon@isilon.com>
Sent: Tuesday, July 14, 2015 1:51 PM
To: Desiree Goble
Subject: Bridlestone Letter Permit # SUB-15-00572
Attachments: Bridlestone Letter Permit # SUB-15-00572.docx

Date: July 14, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

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Thank you for considering my comments.

Sincerely,

Barbara Gordon
3838 134th Ave NE
Bellevue WA 98005

Desiree Goble

From: Jennifer Duncan <duncan66@msn.com>
Sent: Tuesday, July 14, 2015 1:20 PM
To: Desiree Goble
Subject: Comment re;Bridlestone Development, Permit # SUB-15-00572
Attachments: Bridlestone Letter Permit # SUB-15-00572.docx

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

My comments are attached.

Thank you.

Jennifer Duncan, President
Lake Washington Saddle Club
13219 NE 75th St.
Redmond, WA 98052

Date: July 14, 2015

To: Désirée Goble <dgoble@kirklandwa.gov>

Subject: Application for the Bridlestone Development, Permit # SUB-15-00572

Dear Ms. Goble-

I am writing to submit comments on the proposed Bridlestone Development on 116th Ave NE, Permit # SUB15-00572. I oppose the proposed rezone from RS 35 to RS 12.5 and the “paper fill” of the existing wetland for the reasons stated below.

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In summary, I ask that the City of Kirkland please deny the rezone for the Bridlestone Development. I also request that the City of Kirkland ensure that the development supports equestrian use and provides some form of equestrian facility in keeping with the nature of the Bridle Trails neighborhood.

Thank you for considering my comments.

Sincerely,

Jennifer Duncan, President Lake Washington Saddle Club
13219 NE 75th St.
Redmond, WA 98052
Duncan66@msn.com or
president@lakewashingtonsaddleclub.org

Desiree Goble

From: Glen Buhlmann <glenbu@exchange.microsoft.com>
Sent: Wednesday, July 08, 2015 11:19 PM
To: Desiree Goble
Cc: Eric Shields
Subject: SUB15-00572 Bridlestone Estates

Dear Ms. Goble:

I wish to provide the following comments regarding the above permit application for the proposed Bridlestone Estates subdivision. I serve as a board member of the South Rose Hill/Bridle Trails Neighborhood Association, but please know that I am commenting as an individual. My comments do not necessarily reflect the views of the SRH/BT Neighborhood Association and are not intended to do so.

As you are aware, the SRH/BT Neighborhood Association submitted a letter to the Planning Commission on June 22, 2015 requesting the Commission notify City Council that the Bridle Trails neighborhood plan is not up to date and is currently incomplete. This is true for most/all neighborhoods in the city, and as such I do not believe the city should use this as justification for denying or delaying development. We cannot put a hold on all development within the city for the 2+ years that it will likely take to get all neighborhood plans updated. That said, since the SRH/BT neighborhood plan is so out of date, I feel that it is very important to ensure that there is adequate neighborhood outreach and opportunity for comment in regards to this development.

With regards to density, my understanding is that these lots are not part of the Equestrian Overlay. As I am sure the city is aware, maintaining the existing large lots in the BT neighborhood is important to much of the community since there is a strong desire by many/most to maintain the equestrian nature of the neighborhood. I am pleased to see more density going in on the edges of the overlay. Bridle Trails State Park is an incredible jewel of a park and I think it is important for the city to ensure that more families can enjoy this as their effective back yard (and hopefully the parkland which will be built on the Houghton Transfer Station site once that is decommissioned). Also, the SRH/BT Neighborhood Center has been a tough place for businesses to succeed given the low density of much are the area around it. Any additional density that we can get within walk/bicycle distance to this shopping center will be beneficial to the neighborhood as a whole.

The developer should be aware that public funding is not sufficient to support Bridle Trails State Park and it would have closed years ago if it had not been for the community stepping up and creating the Bridle Trails Park Foundation in 2002 in order to "protect, preserve, maintain and enhance Bridle Trails State Park" ([http://www.bridletrails.org/who we are/](http://www.bridletrails.org/who_we_are/)). Therefore, since I am sure the developer chose this site in large part due to its proximity to the park, it would be wise to ensure that the purchasers of these properties are given information about BTPF and encouraged to volunteer their time to support the foundation and/or attend/financially support the annual Party In The Park which is a primary fundraising event for the foundation ([http://www.bridletrails.org/news_events/attend an event.html/event/2015/06/27/annual-party-in-the-park](http://www.bridletrails.org/news_events/attend_an_event.html/event/2015/06/27/annual-party-in-the-park)).

I encourage the city to allow this rezone request. Areas around Bridle Trails State Park that are not part of the Equestrian Overlay should be given strong consideration for density increases to balance the low density of the rest of the neighborhood. This provides more equitable access to the park (most families cannot afford to buy a multi-million dollar equestrian home) and provides needed customers for the neighborhood shopping center. Also, with the ped/bike bridge over the I-405 and the walking trails through Taylor Fields, this area is a short walk to several buses including the 255 to Seattle/Juanita, 245 to Overlake/Crossroads/Factoria, 238 to UW/CCC Campus, 277 to the U District, 342 tk Shoreline/Renton and 952 to Boeing in Everett. The city should not be limiting density on properties that are in such transit rich neighborhoods.

I would encourage the city to require that the developer provide bicycle facility improvements on 116th Ave NE. This street is a key connection to:

- Ped/bike bridge over I-405 at NE 60th St
- Ben Franklin Elementary
- Bellevue (soon the EastLink station at the hospitals)
- Bridle Crest trail which is a key walk/bike route to the 520 Bike Trail that connects to Redmond, Bothell, Seattle, Microsoft, Bellevue
- The SRH/BT Neighborhood Center

If at all possible, the developer should be required (or politely asked if we cannot require) to build or contribute significantly to protected bicycle lanes and sidewalks along 116th Ave NE from NE 60th St to the Bellevue border. The lack of safe walking and bicycling facilities in this area is also preventing equitable access to this state park by families who do not have cars or who struggle to afford cars.

Thanks,
Glen Buhlmann
12813 NE 83rd St
Kirkland, WA 98033
glenbu@microsoft.com

Desiree Goble

From: Bruce and/or Pat <patbruce2@earthlink.net>
Sent: Wednesday, July 08, 2015 8:04 PM
To: Desiree Goble
Subject: Bridle Stone Estates SUB15-00572

Dear Ms. Goble:

I hope this rezone (SUB15-00572) will be rejected. I hate to see this lovely and unique area overrun with development. There may not be another city in America, with horse-acre lots within 20 minutes (traffic permitting) of a major metropolitan area. I took riding lessons at Jimmy Rainwater stables as a child, and I hate to see Bridle Trails nipped away by development.

Patricia Moir
10610 NE 57th St.
Kirkland 98033
Patbruce2@earthlink.net

Desiree Goble

From: Betsy Lewis <betsylewis1017@gmail.com>
Sent: Wednesday, July 08, 2015 4:35 PM
To: Desiree Goble; paul lewis
Subject: Permit # SUB15-00572

From:

Betsy Lewis
12014 N.E. 65th Street
Kirkland WA 98033
betsylewis1017@gmail.com

Dear Ms Goble:

I wish to provide the following comments regarding the above permit application for the proposed Bridlestone Estates subdivision. I serve as Secretary of the South Rose Hill/Bridle Trails Neighborhood Association, but please know that I am commenting as an individual. My comments do not necessarily reflect the views of the SRH/BT Neighborhood Association and are not intended to do so.

I have no expertise in planning and this is the first time I have submitted comments regarding a development proposal. My comments are in response to the Notice of Application, which I have read.

As you are aware, the SRH/BT Neighborhood Association submitted a letter to the Planning Commission on June 22, 2015 requesting the Commission notify City Council that the Bridle Trails neighborhood plan is not up to date and is currently incomplete. I concur with the Neighborhood Association's contention, as stated in the letter, that "more explicit examination of appropriate residential densities and application of equestrian overlay zone" is a policy topic that needs addressing. It seems to me that approval of this application would be premature given the need for this important policy discussion.

The site currently provides a buffer between Bridle Trails Park, 116th Avenue NE and I-405. As the applicant states, the site is currently pasture land, equestrian facilities, wetland and woods. The application states that "upon completion 35% of the site will be covered with impervious surfaces," in my opinion seriously degrading the current environment.

The application states that "landscaping will be installed in accordance with "City of Redmond codes". Probably an oversight, which you have likely already called to the applicant's attention.

Did the applicant complete question 5 (Animals)? I don't see that the applicant listed any animals. I have observed raccoons, deer, bald eagles, red-tailed hawks, and bobcats in the vicinity of Bridle Trails Park. Under "proposed measures to preserve or enhance wildlife, if any", the applicant states "retention of as many trees as is compatible with grading, utility, and home construction will preserve wildlife habitat." In my opinion, this statement is insufficient. There is more habitat on site than trees--wetlands and meadows, and there is no assurance that any trees will be retained.

The application states that "the National Wetlands Inventory and the City of Kirkland sensitive areas map identify two wetland units on the subject site and one immediately south of the site." I'm not an expert, but my

observations are that replacing natural wetlands with manmade replacements, as the applicant proposes, is not successful.

The applicant states that approximately 100 people would reside in the residences. I don't know how this figure was Park users' views will be negatively impacted by residences and their accoutrements, while on trails that currently offer a pastoral vista. Home lighting and street lighting will negatively impact the only "dark sky" area in the vicinity, Bridle Trails State park.

This application seeks to re-zone the property in order to allow three times the density currently allowed.

The existing stables, paddocks, training fields, and two large equestrian arenas that the application states will be removed currently support a regional equestrian community. At a recent Neighborhood Association meeting, a woman told me that she moved to the Bridle Trails area from California because there is nothing like Bridle Trails Park on the entire west coast. While I don't participate in equestrian activities myself, I do not like seeing the services that support the Park being chipped away.

In answer to the question "Would the proposed project displace any existing recreational uses" the applicant responds "No, the proposed project provides a public/equestrian trail for entry to the "Bridle Trails State Park". Previously in the application, the applicant states that existing arenas, training fields, and paddocks" will be removed, which in my opinion would displace current recreational activities. The density proposed seems to me to preclude any horses being boarded on the lots and does not allow for any parking of horse trailers, etc. So I don't see how viable a "horse trail" from the property to the Park will be. And who is responsible for maintaining this trail?

116th Avenue N.E. currently backs up with traffic using it as an alternate north-south route to I-405. Tolling is soon coming to this freeway, which may motivate more drivers to seek back routes. 116th NE is also the direct route from my home to the two major medical facilities I use: Group Health Eastside and Overlake Hospital.

I walk in Bridle Trails Park, and observe degradation of the forest experience where residential development abuts parkland, visually, audibly, and in other ways. Residents inevitably use the park to dispose of yard waste. Pets roam in the park endangering wildlife.

I see many reasons to deny this rezone request. I hope I have provided helpful feedback to decision-makers.

Sincerely,

Betsy Lewis

Desiree Goble

From: Shannon Underwood <shannon@ug-dev.com>
Sent: Thursday, July 02, 2015 1:53 PM
To: Desiree Goble
Subject: SUB15-00572 - Bridlestone Estates

Hi Desiree, is it possible to get a copy of the traffic study for this project or is it proprietary? I read the Notice of Application and am particularly concerned with the traffic impact. As I drive or ride that road daily, I've noticed that the traffic delays can easily run 5-6 minutes already at the stoplight at NE 60th Street and 116th Avenue Northeast. I seem to remember hearing that the traffic study noted a current delay of roughly 40 seconds, but perhaps I misheard or misunderstood. It would be helpful if I could take a look at that.

Let me know.

Best regards,

Shannon Underwood
4210 132nd Avenue NE
Bellevue WA 98005
425 881 2113 (o)
206 919 7157 (m)
www.ug-dev.com

Desiree Goble

From: getswedish <linda.getswedish@gmail.com>
Sent: Thursday, July 02, 2015 12:30 PM
To: Desiree Goble
Subject: SUB15-00572, concerns
Attachments: SUB15-00572.docx

Permit number SUB15-00572

As a Kirkland resident who may potentially be interested in actually owning one of the properties that is being built on the new Bridlestone Estate, I am writing to air my concern of the decreasing access to educational access for youth and new horse owners of the Bridle Trail community.

Bridle Trail is a horse park and a fantastic one at that. There is nothing in this region that has the access to this kind of park within reasonable commute from any downtown area. In order to have a proper teaching environment, there has to be room for arena, turn out and safe access to trails.

First, I am a Kirkland resident. I have my two girls going to Kirkland Middle School and ICS, and I own a horse that I currently board at Flicka Farm, on the property that is up for rezoning. I am not an old school horse person. I would probably not have owned a horse if it was not for me ending up at Flicka Farms with my girls when they started taking lessons there in 2011. I was horrified of horses in the beginning. As my girls were taking lessons, I did not step my foot inside the barn. Being in the calm atmosphere with knowledgeable horse people have taught me how to behave around horses and made me a better person over all. Today, I am out on the trail with my horse at least a couple of times each week. We help to educate runners, walkers and dog owners in how to safely pass a horse and keep the park a horse park that everyone can share.

Does the city of Kirkland have a plan for how to educate the public in safe horse behavior?

Will there be a teaching program at the park when there is no more Flicka Farm at bridle trails?

What is the future of Bridle Trails? Will it continue to be a horsepark?

It is easy to assume that other barns around the park can pick up the business, but there isn't really any other property in Kirkland that provides both the safe environment and the well-built lesson program as Flicka Farm is providing. This is a barn where youth and beginner to intermediate adults come to learn about the whole aspect of interacting with your horse. Just this week, I was out with my 70 year old riding buddy and helping a new twelve year old girl getting used to ride on the trail outside of her lessons. This cross generational exchange is what I am hoping to keep in this park. It provides a safe learning environment and the horses and their owners add to building a safer horse trail.

There are somewhere around 40 students going through the program every week and on top of that there is a 4H program that teaches safe horsemanship and environmental understanding. Those kids help to keep the park clean and safe.

Horses that are trailered in tend to be more nervous since they are not that familiar with the environment. The horses that “live” in Bridle Trails set the standard and build the calm atmosphere on the trail. I have only owned my horse for less than two years and been a customer at Flicka Farm since 2011.

I am not looking for the unreasonable, just an understanding for what this means for the future of Bridle Trails. Once the communal horse properties disappear, the idea of Bridle trail as a horse park will decrease. There are many homeowners already living close to the park that doesn't understand that it is a horse park. As there is less and less horse properties around the park, the experienced horse owners are not there to teach the youth in a natural way and all riding gets focused on the competitive side. The price at Flicka Farm is kept reasonable to make it affordable for everyone. The idea is to make it a place where we can foster the next generation of horse owners. To do this there has to be safety concerns taking into consideration. As of today, this property has direct access to the park. I.e. no crossing traffic, decreased risk of obstacles that can spook a horse and a safer environment to get youth used to handle the behavior of the horse in the park. We do not have to worry about scared horses running out on 116 into commuter traffic.

There are a lot of things to take into consideration here. Obviously the new owner does not have the obligation to look at the public's interest, but the city of Kirkland has and honestly, what is the alternative in the City of Kirkland to provide a safe teaching environment close to the city's horse park?

I just hope for everyone's best interest, the city and the builders can find a way of providing new housing and keep a part of the educational horse business alive.

I hope we can all come to an understanding how to build the new Bridlestone Estate. All I am asking for is that there is room for horses in the plan to keep the park a horse park, and I may be a future customer for one of the houses on the property.

Thank you for taking your time and listening to my concerns.

Sincerely,

Linda Strom

208 19th Ave

Kirkland, WA 98033

Email: linda@getswedish.com

Phone: 650-245-6667

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Desiree Goble

From: Kurt Triplett
Sent: Wednesday, May 20, 2015 5:11 PM
To: Desiree Goble
Subject: FW: Bridle Trails developments

Desiree – Can you be sure this comment gets in the record. Thank you!

Kurt

From: Peter Wise [mailto:petewise@hotmail.com]
Sent: Wednesday, May 20, 2015 3:42 PM
To: Kurt Triplett
Subject: Bridle Trails developments

To: Kurt Triplett, City Manager, Kirkland, WA
RE: Proposed development- Parkside Stables, Evergreen Equestrian Center

Dear Mr. Triplett,

I wanted to write a brief note to express our opposition to the proposed higher density development being proposed for the property now occupied by ParksideStables and the Evergreen Equestrian Center. We are not Kirkland residents, but have lived in the Bridle Trail neighborhood for 19 years.

As avid runners, we travel through Bridle Trails State Park and the surrounding roads (including 132nd Ave. and 116th Ave.) at least three or four times a week. What makes the area so attractive to us and others is the relatively low population density and the focus on equestrian pursuits. To introduce a higher density of housing would have a terrible impact on just those qualities that make Bridle Trails a wonderful place, not just for the neighbors, but for others from Kirkland and Bellevue visiting the park.

Traffic down both 116th and 134nd has gotten increasingly heavy over the last couple of years, and more development in the area will only make it worse. We appreciate your willingness to listen to neighbors and consider our concerns.

Sincerely,

Peter and Tracy Wise
3400 142nd PL NE
Bellevue, WA 98007

Desiree Goble

From: Shelly Bowman <shellybowman@hotmail.com>
Sent: Wednesday, May 13, 2015 2:53 PM
To: Desiree Goble
Cc: Shelly Bowman; Lizette Hedberg
Subject: Bridle Trails Park Feedback

Hi,
We live in Bellevue Bridal Trails at 2440 140th Ave NE.

I am in favor of less horses and more trails, (not less) without horse poop and flies as you look to expand Bridal Trails Park system. Expanding parks with some sunny open spaces and move beautiful horses to rural areas outside of Bellevue.

We are not really having shared trail systems if horse take up whole trail and there is manure every where. The trail is already dark and wet. Be nice to have more trails and much more park to walkers, joggers, hikers but sadly not horses in the city of Bellevue as it is too populated and absolutely not enough large natural parks and Trails to relax and exercise after work.

Love horses but their time has come to go to farms outside city. How many folks in Bellevue have horses? Seems more like a private rich horse owner park than a park that serves the majority of Bellevue Kirkland and Redmond.

Oh...please also put up wayfinding as it can be hard to navigate inside the trail system and we would like to use the trails.

Thank you
Shelly Bowman and Lizette Hedberg

Sent from my Verizon Wireless 4G LTE smartphone

Desiree Goble

From: Getswedish <linda.getswedish@gmail.com>
Sent: Tuesday, May 12, 2015 9:41 PM
To: Desiree Goble
Cc: ktriplett@kirklandwa.org
Subject: Sub 15-00572

Hi Desirée,
I was at the meeting tonight and talked to Kurt.

I am one of the boarders at Flicka Farm, the Evergreen equestrian property. Since I am not a property owner, nor a business owner but uses the facility, I wonder how I can be part of finding a solution to satisfy the developer, the city and the integrity of Bridle trail as the horse park it is.

Our barn currently have 33 horses and a lesson-program that has approximately 75 students per week.

We all have chosen this place for the direct access to the park, where we don't have to cross the road to get on the trails with our horses. What options will we have as community users if this new zoning is accepted?

Are there any of the other properties around the park that is in direct access to the trails - no crossing traffic-willing to take on the future equestrians and teach them safe horsemanship and trail etiquette?

I understand that the property owner cannot have this responsibility. However, as I see it the city has to think of the educational aspect of how to teach future homeowners to keep the horse park safe for the horses and people around it.

If all the barns closest to the park is being rezoned without the intent of KEEPING horses next to the park, I foresee some serious safety issues.

As it is today, we at Flicka Farm have the ability to hit the trail without having to walk into traffic. As far as I know, there is not any other barn in Kirkland that is open to the public, serving that purpose. All those properties are privately owned and does not have a lesson-program geared to our youth.

If in the new development, this opportunity disappears, we will have more horses crossing the road to get to the trails. We will have more trail ins with horses that are not used to the park. That will lead to more "spooky" horses and I am sad to say that the accident with the horse running into traffic last week, will probably be of higher risk. I honestly believe that the low numbers of accident has to do with the active use of people boarding their horses next to the park. They teach runners and each other how to stay safe while on the trails.

Do we as community users have any say and/or can we be part of the planning process in any way to make it a win/win situation for everyone? All we want is to keep Bridle Trail a safe horse park that can serve the community.

I live close to Kirkland middle school, my oldest daughter goes to Kirkland Middle school, my oldest to ICS and for me having my horse at Bridle trails is saving me a lot of driving and anxiety. Even when I go to take care of my horse, I know I am close if my kids need me.

I want to be able to use my local park for my horse, but to get what I have today, direct access to a trail that is horse friendly, I need to travel at least 30 minutes in each direction. That would mean that I would have to spend an extra hour in my car every day.

I am only one person at the barn. There are quite a few of us and we feel as if we are in limbo. How can we help to keep Bridle Trails a safe horse park and satisfy the developers' request?

I hope you understand my rambling and can give me a hint on how we best can move forward.

Sincerely,
Linda Strom
Kirkland resident
horse owner who is currently boarding at Flicka Farm.

Sent on the run, typed with the thumbs. Autocorrect is not always cooperating in my favor.
Linda Strom
+1 650 245 6667
www.getswedish.com

Desiree Goble

From: Carolyn Adams <cac.architect@comcast.net>
Sent: Tuesday, May 12, 2015 12:51 PM
To: Kurt Triplett; Desiree Goble
Subject: Proposed Redevelopment of Park Place Farm, Evergreen Equestrian Center & Adjacent Properties

Dear Mr. Triplett and Ms. Goble,

I am a longtime equestrian, a resident of the Bridle Trails (Bridle View) neighborhood and an architect. As such, I understand the needs of the property owners, the developers and the equestrian community first hand. The rezoning of these four properties could be beneficial to all parties.

Why not designate a percentage of the property for pasture, barn and cluster housing, instead of infrastructure-heavy, resource-depleting single family lots?

An arena would not be necessary. Overall housing density could be maintained and equestrian facilities co-owned.

There is a market for such housing. Furthermore, a project like this could set a precedent for future development. Many equestrians (I, for one) would love to live on the park, near their horses, sharing the cost of barn and pasture upkeep. Without horses the Bridle Trails community is effectively rendered null and void. Thus, I implore the city of Kirkland and the developer to "think out outside the box" of the ubiquitous oversized single family lot and consider creative solutions that meet needs of all.

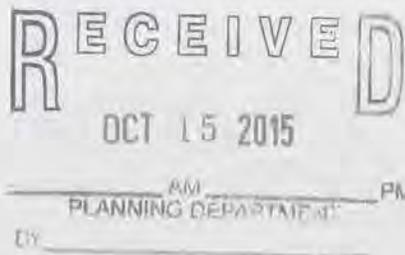
Park Place Farm and Evergreen Equestrian Center are two of the only remaining boarding facilities on Bridle Trails Park. It is a shame to lose them and the longtime equestrian community who will be displaced. Please consider providing a viable, if only partial, solution to the deterioration of our beloved equestrian community.

Thank you,

Carolyn Adams, AIA
cac.architect@comcast.net

October 10, 2105

Kurt Triplett, Kirkland City Manager
123 5th Avenue
Kirkland, WA 98033



Re: Bridle Trails (SUB 15-00572)

Dear Sir:

Bridle Trails State Park is a rural gem located in the middle of an increasingly urbanized area. It should be treasured and saved to continue its purpose—to provide equestrian and pedestrian trail use. Not only do the adjacent and nearby property owners benefit from the park's proximity, other users travel in to enjoy what the trails provide.

My riding partners and I trailer our horses in (and have paid for the Discover Pass to do so), so we can ride in a safe and horse friendly environment. If horse keeping property in the area is lost, what will become of the park? If more equestrians have to trailer in due to loss of boarding availability or being able to keep their own horse on their property, will the new residents see that as something undesirable? Smaller property size means more residents, which in turn means increased traffic.

It is a very narrow view for one to think that only the rich get to enjoy the park. Adjacent property owners that have land parcels large enough to keep horses is what preserves the park for equestrian use. While not every owner will keep horses, the larger surrounding land areas help maintain the rural character of the park and neighborhood. I fear that increased urbanization will eventually take all that away and we will have lost this valuable gem, known as Bridle Trails State Park.

Sincerely,

Connie L. Patmore-Farr
2009 14th Place S.W.
Lynnwood, WA 98087
Email: FarrNWest@AOL.com

✓ Cc Desiree Globe, Planner