

RESOLUTION R-5077

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE MAYOR TO SIGN THE KING COUNTY-CITIES CLIMATE COLLABORATION (K4C) JOINT LETTER OF COMMITMENT ON BEHALF OF THE CITY OF KIRKLAND.

WHEREAS, the improvement of public health is furthered by reduced greenhouse gas (GHG) outputs in the region; and

WHEREAS, the City of Kirkland on May 17, 2005, signed a resolution endorsing the U.S. Mayors Climate Protection Agreement; and

WHEREAS, the Kirkland Comprehensive Plan Natural Environment Chapter recognizes the harmful damages to public health and future business impacts of GHG output in the community; and

WHEREAS, The City of Kirkland was a founding city member of the King County-Cities Climate Collaboration; and

WHEREAS, the City Council believes that signing the K4C Joint Letter of Commitment will promote the goal of reducing harmful GHG outputs; and

WHEREAS, the City Council supports the K4C Joint Letter of Commitment and finds that this Resolution is aligned with previous climate protection related resolutions approved by the City of Kirkland, City Council such as R-4591 (authorizing International Council for Local Environmental Initiatives membership and participation in the Cities for Climate Protection Campaign - 2006), R-4659 (adopting GHG reduction targets – 2007), and R-4760 (adopting the Climate Protection Action Plan - 2009).

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The Mayor is hereby authorized and directed to sign the K4C Joint Letter of Commitment on behalf of the City of Kirkland. A copy of the K4C Joint Letter of Commitments is attached as Exhibit A.

Passed by majority vote of the Kirkland City Council in open meeting this 21st day of October, 2014.

Signed in authentication thereof this 21st day of October, 2014.


MAYOR

Attest:


City Clerk



Joint Letter of Commitment: Climate Change Actions in King County

Climate change is a paramount challenge of this generation and has far-reaching and fundamental consequences for our economy, environment, public health, and safety.

Across King County and its cities, we are already experiencing the impacts of climate change: warming temperatures, acidifying marine waters, rising seas, decreasing mountain snowpack, and less water in streams during the summer.



These changes have the potential for significant impacts to public and private property, resource based economies like agriculture and forestry, and to residents' health and quality of life.

The decisions we make locally and regionally, such as where our communities will grow and how they will be served by transportation, will set the stage for success or failure in reducing carbon pollution, making sound long-term investments, and ensuring our communities are livable and resilient to climate change impacts.

Current science indicates that to avoid the worst impacts of global warming we need to reduce global greenhouse gas emissions sharply. The King County Growth Management Planning Council – a formal body of elected officials from across King County - voted unanimously on July 23, 2014 to adopt a shared target to reduce countywide sources of greenhouse gas (GHG) emissions, compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050.

Based on our shared assessment of emissions in King County, and review of potential strategies to reduce emissions, we believe that these targets are ambitious but achievable.

Building on the work of the King County-Cities Climate Collaboration (K4C) - a partnership between the County and cities to coordinate and enhance local government climate and sustainability efforts – more than a dozen cities and the County came together in the first half of 2014 to chart opportunities for joint actions to reduce GHG emissions and accelerate progress towards a clean and sustainable future.

The attached **Principles for Collaboration** and **Joint County-City Climate Commitments** are focused on practical, near-term, collaborative opportunities between cities and King County. These shared commitments build on the significant work that many of our cities and County are already taking. By signing this letter, we pledge our support for the shared vision that these principles and actions represent. Our cities commit to actively pursue those strategies and catalytic actions where our jurisdictions can make the most impact given our size, location, and development patterns.

Through focused, coordinated action, we will maximize the impact of our individual and shared efforts.





KING COUNTY-Cities

CLIMATE COLLABORATION

Elected Officials of King County and King County Cities

Dow Constantine
King County Executive

Larry Phillips
King County Council Chair

Bruce Bassett
Mayor, City of Mercer Island

Matthew Larson
Mayor, City of Snoqualmie

Shari E. Winstead
Mayor, City of Shoreline

Jim Haggerton
Mayor, City of Tukwila



Principles for Collaboration

- 1 Climate change is the paramount challenge of our generation, and has fundamental and far-reaching consequences for our economy, environment, and public health and safety.
- 2 Strong action to reduce GHG emissions is needed, and the time is now.
- 3 Local governments can reduce greenhouse gas (GHG) emissions through many decisions related to transportation and land use, energy and green building, forests and farms, and consumption and materials management.
- 4 Many cities in King County have set individual climate goals and are taking steps to reduce local GHG emissions, and we need to build on this leadership.
- 5 Local solutions need to be implemented in ways that build a cleaner, stronger and more resilient regional economy.
- 6 Progress will require deeper engagement with communities of color and low income, immigrant, and youth populations. These communities can be more vulnerable to the impacts of climate change—from increasing flood risks to rising costs of fossil fuels – and historically less likely to be included in community-scale solutions or as leaders. We are committed to work in ways that are fair, equitable, empowering, and inclusive and that also ensure that low income residents do not bear unfair costs of solutions.
- 7 Federal and state policies and laws can help us achieve our goals, but countywide and local policy, programs and partnerships are needed to fill the existing gap to achieve local GHG targets.
- 8 Progress will require deep partnerships between the County, cities, utilities, businesses, nonprofit organizations, and other public sector agencies.
- 9 King County and nine cities have formed the King County-Cities Climate Collaboration (K4C), and we will work to build on this initial pledge, both in increased action and increased participation from additional cities.
- 10 We can accomplish more with a shared vision and coordinated action; collaboration will increase the efficiency of our efforts and magnify the impact of our strategies beyond what each of us could achieve on our own.
- 11 Our cities support the shared vision that the Joint County-City Climate Commitments represent, but it is not the intention that each city will pursue every catalytic action. Cities and King County will actively pursue strategies where they have the most impact and influence.
- 12 We will reconvene at least annually to share progress. We also dedicate a staff point person from our cities and from the County to help coordinate implementation of the following Joint County-City Climate Commitments, and to serve as a point person to the K4C.



Joint County-City Climate Commitments ●○○○



I. Shared Goals

Pathway: Adopt science-based countywide GHG reduction targets that help ensure the region is doing its part to confront climate change.

Catalytic Policy Commitment: Collaborate through the Growth Management Planning Council, Sound Cities Association, and other partners to adopt countywide GHG emissions reduction targets, including mid-term milestones needed to support long-term reduction goals.

Catalytic Project or Program: Build on King County's commitment to measure and report on countywide GHG emissions by sharing this data between cities and partners, establishing a public facing dashboard for tracking progress, and using the information to inform regional climate action.



II. Climate Policy

Pathway: Support strong federal, regional, state, countywide and local climate policy.

Catalytic Policy Commitment: Advocate for comprehensive federal, regional and state science-based limits and a market-based price on carbon pollution and other greenhouse gas (GHG) emissions. A portion of revenue from these policies should support local GHG reduction efforts that align with these Joint County-City Climate Commitments, such as funding for transit service, energy efficiency projects, and forest protection and restoration initiatives.



III. Transportation and Land Use

Pathway: For passenger vehicles and light trucks, reduce vehicle miles traveled by 20% below 2012 levels by 2030 and GHG emissions intensity of fuels by 15% below 2012 levels by 2030.

Catalytic Policy Commitment: Partner to secure state authority for funding to sustain and grow transit service in King County.

Catalytic Policy Commitment: Reduce climate pollution, build our renewable energy economy, and lessen our dependence on imported fossil fuels, by supporting the adoption of a statewide low carbon fuel standard that gradually lowers pollution from transportation fuels.

Catalytic Policy Commitment: Focus new development in vibrant centers that locate jobs, affordable housing, and services close to transit, bike and pedestrian options so more people have faster, convenient and low GHG emissions ways to travel.

Catalytic Project or Program: As practical, for King County and cities developing transit oriented communities around high capacity light rail and transit projects, adopt the Puget Sound Regional Council's Growing Transit Communities Compact. For smaller cities, participate in programs promoting proven alternative technology solutions such as vehicle electrification, as well as joint carpool and vanpool promotional campaigns.



Joint County-City Climate Commitments ○●○○



IV. Energy Supply

Pathway: Increase countywide renewable electricity use 20% beyond 2012 levels by 2030; phase out coal-fired electricity sources by 2025; limit construction of new natural gas based electricity power plants; support development of increasing amounts of renewable energy sources.

Catalytic Policy Commitment: Build on existing state renewable energy commitments including the Washington State Renewable Portfolio Standard (RPS) to partner with local utilities, state regulators and other stakeholders on a countywide commitment to renewable energy resources, including meeting energy demand through energy efficiency improvements and phasing out fossil fuels.

Catalytic Project or Program: In partnership with utilities, develop a package of county and city commitments that support increasingly renewable energy sources, in areas such as community solar, green power community challenges, streamlined local renewable energy installation permitting, district energy, and renewable energy incentives.



V. Green Building and Energy Efficiency

Pathway: Reduce energy use in all existing buildings 25% below 2012 levels by 2030; achieve net-zero GHG emissions in new buildings by 2030.

Catalytic Policy Commitment: Join the Regional Code Collaboration and work to adopt code pathways that build on the Washington State Energy Code, leading the way to "net-zero carbon" buildings through innovation in local codes, ordinances, and related partnerships.

Catalytic Project or Program: Develop a multi-city partnership to help build a regional energy efficiency retrofit economy, including tactics such as: collaborating with energy efficiency and green building businesses, partnering with utilities, expanding on existing retrofit programs, adopting local building energy benchmarking and disclosure ordinances, and encouraging voluntary reporting and collaborative initiatives such as the 2030 District framework.



Joint County-City Climate Commitments ○○○●○



VI. Consumption and Materials Management:

Pathway: By 2020, achieve a 70% recycling rate countywide; by 2030, achieve zero waste of resources that have economic value for reuse, resale and recycling.

Catalytic Policy Commitment: Partner through the Metropolitan Solid Waste Management Advisory Committee on policy, projects and programs focused on (1) waste prevention and reuse, (2) product stewardship, recycling, and composting, and (3) beneficial use.

Catalytic Project or Program: Develop a regional strategy through the Comprehensive Solid Waste Management Plan process to reach 70% recycling through a combination of education, incentives and regulatory tools aimed at single-family, multi-family residents, businesses, and construction projects in King County.



VII. Forests and Farming

Pathway: Reduce sprawl and associated transportation related GHG emissions and sequester biological carbon by focusing growth in urban centers and protecting and restoring forests and farms.

Catalytic Policy Commitment: Partner on Transfer of Development Rights (TDR) initiatives to focus development within the Urban Growth Area, reduce development pressure on rural lands, and protect our most valuable and important resource lands.

Catalytic Project or Program: Protect and restore the health of urban and community trees and forests, for example through public-private-community efforts such as Forterra's Green Cities Partnerships.

Catalytic Project or Program: Partner on collaborative efforts to expand forest and farm stewardship and protection, for example through King Conservation District's farm management planning, landowner incentive, and grant programs.

Catalytic Project or Program: Expand our local food economy, for example by supporting urban and community farming, buying locally produced food, and participating in the Farm City Roundtable forum.



Joint County-City Climate Commitments ○○○●



VIII. Government Operations

Pathway: Reduce GHG emissions from government operations in support of countywide goals.

Policy Commitment: Develop and adopt near and long-term government operational GHG reduction targets that support countywide goals, and implement actions that reduce each local government's GHG footprint.

Catalytic Project or Program: In support of the Section V. Green Building and Energy Efficiency pathway targets to reduce energy use in existing buildings 25% below 2012 levels by 2030 and achieve net-zero GHG emissions in new buildings by 2030: execute energy efficiency projects and initiatives at existing facilities, measure existing building performance through EPA's Energy Star or equivalent program, implement high-efficiency street and traffic light replacement projects, and construct new buildings to LEED or Living Building Challenge standards and infrastructure to equivalent sustainability standards.



IX. Collaboration

Policy Commitment: Participate in or join the King County-Cities Climate Collaboration (K4C) – focused on efforts to coordinate and enhance city and County climate and sustainability efforts – to share case studies, subject matter experts, resources, tools, and to collaborate on grant and funding opportunities.

Catalytic Project or Program: Engage and lead government-business collaborative action through efforts such as the Eastside Sustainable Business Alliance.

XI. UTILITIES

Green highlighted text added to bring Utility Element into consistency with the Climate Change Commitments, CPPs concerning greenhouse gas emissions, and the proposed Environment Element.

Energy

Goal U-7: Promote energy infrastructure that is energy efficient, addresses climate change, and protects the community character.

Policy U-7.1: Encourage the public to conserve energy through public education.

Utilizing renewable energy sources, conserving energy, and employing new energy technologies and efficiency's further Kirkland's sustainability goals. Renewables include solar, wind and other sustainable energy sources. The City should initiate public outreach to engage the community in this effort.

Policy U-7.2: Participate in regional efforts to: increase the use of renewable energy sources electricity use 20% beyond 2012 levels Countywide by 2030, phase out coal fire electricity sources by 2025, limit construction of new natural gas based electricity power plants, and support development of increasing amounts of renewable energy sources.

Kirkland must advocate for the transition from carbon based energy to renewables in coordination with the King County Climate Change Collaborative (K4C) at the state level. The K4C is a partnership between the county and cities to coordinate and enhance local government climate and sustainability efforts. As a founding member of the K4C, Kirkland leads in its commitment to advance legislation, support plans to reduce greenhouse gas emissions. Renewables include solar, wind and other sustainable energy sources.

The City adopted Principles of Collaboration and Joint County-City Climate Commitments in 2014. Energy supply commitments are strategies and actions to meet these King County wide targets. These are further described in the Environment Element. Kirkland should build on existing state renewable energy commitments including the Washington State Renewable Portfolio Standard to partner with utilities, including Puget Sound Energy, and other stakeholders on a countywide commitment to renewable energy resources, including meeting energy demand through energy efficiency improvements and phasing out fossil fuel.

~~**Policy U-7.3: Encourage and collaborate in regional efforts to strengthen codes in order to reduce energy consumption and greenhouse gas production.**~~

~~Kirkland's collaboration with regional efforts to reduce barriers and establish standards, such as participation in the update of the Washington State Energy Code Residential Provisions, for the effective use and conservation of energy over the useful life of buildings, supports our efforts for a sustainable community.~~

Policy U-7.43: Work with and encourage Puget Sound Energy to plan, site, build and maintain an electrical system, provide clean and renewable energy that meets the needs of existing and future

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development, and provides sustainable, highly reliable and energy efficient service for Kirkland customers.

Kirkland requires highly reliable service for public health and safety and to meet the needs of our residents and businesses, while reducing greenhouse gas emissions. In recognition of the challenges that climate change pose to our community, Kirkland has adopted greenhouse gas emission reduction targets. As discussed in the Environment Element, besides transportation, the largest contributors to greenhouse gas emissions are residential and commercial buildings. Puget Sound Energy provides all of Kirkland's energy needs and about half are derived from fossil fuels. Since fossil fuels produce carbon emissions while converting to electricity, it is important for PSE to transition to renewable energy sources and co-generation and phase out fossil fuels to achieve the City's greenhouse gas emission reduction targets.

As PSE increases its renewable energy portfolio and use of co-generation, energy is conserved, efficiency is increased, and the carbon footprint is reduced. Cogeneration uses an otherwise unused byproduct of fossil fuel electricity generation to become a useful commodity by capturing heat that is generated while producing electricity to supply hot water, steam, space heating and cooling.

Policy U-7.54: Promote the use of small to large scale renewable energy production facilities.

The City should promote solar energy to generate electricity and heating for residential and commercial development. Wind turbines and other types of emerging technologies, such as digesters that divert and break down organic waste to produce energy should also be encouraged. The City must balance the goal of increasing renewable energy with aesthetic concerns and tree preservation objectives.

Policy U-7.65: Require new and, where feasible, existing electrical distribution lines in the right of way to be underground.

Electrical distribution lines, often located in the public rights-of way, carry electricity to homes and businesses throughout Kirkland. Electrical service is provided to private property by service lines connecting to these power lines. Electric distribution lines are located both above and below ground throughout Kirkland. In more recent development areas systems are typically underground.

Undergrounding of electrical distribution lines can reduce the potential for power outages associated with wind damage, eliminate or reduce the need for pruning vegetation, and enhance views.

Kirkland should acknowledge the disproportionate costs of undergrounding existing lines for smaller developments by allowing owners to defer until undergrounding occurs as part of a larger project where economies of scale can be realized.

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Policy U-7.76: Screen above ground equipment cabinets and other structures associated with electrical distribution without hindering access as required by the provider.

Landscaping or other techniques to screen these structures will generally soften their appearance so that they fit in with the surroundings.

Policy U-7.87: Require siting analysis in the development review process for new and expanded electrical transmission and substation facilities to address land use and sensitive areas and provide mitigation to minimize visual and environmental impacts.

Electrical transmission lines are located within corridors in public rights of way or within utility easements on private property. Existing transmission lines in Kirkland are above ground. Electric substations are located on private property owned by the utility. The additional cost to underground PSE's electrical transmission lines is regulated by the WUTC and borne by the entity requesting the undergrounding. New or expanded aerial transmission lines should be sited and designed to avoid critical areas and minimize visual impacts, especially where views of Lake Washington, the Olympic Mountains and view corridors are affected.

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Policy U-7.3: Work with and encourage Puget Sound Energy to provide clean and renewable energy that meet the needs of existing and future development, and provides sustainable, highly reliable and energy efficient service for Kirkland customers.

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As PSE increases its renewable energy portfolio and use of co-generation, energy is conserved, efficiency is increased, and the carbon footprint is reduced. Cogeneration uses an otherwise unused byproduct of fossil fuel electricity generation to become a useful commodity by capturing heat that is generated while producing electricity to supply hot water, steam, space heating and cooling.

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Policy U-7.4: Promote the use of small to large scale renewable energy production facilities.

The City should promote solar energy to generate electricity and heating for residential and commercial development. Wind turbines and other types of emerging technologies, such as digesters that divert and break down organic waste to produce energy should also be encouraged. The City must balance the goal of increasing renewable energy with aesthetic concerns and tree preservation objectives.

Policy U-7.5: Require new and, where feasible, existing electrical distribution lines in the right of way to be underground.

Electrical distribution lines, often located in the public rights-of way, carry electricity to homes and businesses throughout Kirkland. Electrical service is provided to private property by service lines connecting to these power lines. Electric distribution lines are located both above and below ground throughout Kirkland. In more recent development areas systems are typically underground.

Undergrounding of electrical distribution lines can reduce the potential for power outages associated with wind damage, eliminate or reduce the need for pruning vegetation, and enhance views.

Kirkland should acknowledge the disproportionate costs of undergrounding existing lines for smaller developments by allowing owners to defer until undergrounding occurs as part of a larger project where economies of scale can be realized.

Policy U-7.6: Screen above ground equipment cabinets and other structures associated with electrical distribution without hindering access as required by the provider.

Landscaping or other techniques to screen these structures will generally soften their appearance so that they fit in with the surroundings.

Policy U-7.7: Require siting analysis in the development review process for new and expanded electrical transmission and substation facilities to address land use and sensitive areas and provide mitigation to minimize visual and environmental impacts.

Electrical transmission lines are located within corridors in public rights of way or within utility easements on private property. Existing transmission lines in Kirkland are above ground. Electric substations are located on private property owned by the utility. The additional cost to underground PSE's electrical transmission lines is regulated by the WUTC and borne by the entity requesting the undergrounding. New or expanded aerial transmission lines should be sited and designed to avoid critical areas and minimize visual impacts, especially where views of Lake Washington, the Olympic Mountains and view corridors are affected.

XII.A. PUBLIC SERVICES

Green highlighted text added to bring Public Services Element into consistency with the Climate Change Commitments, CPPs concerning greenhouse gas emissions, and the proposed Environment Element.

SOLID WASTE

Note: the King County Solid Waste Division Solid Waste Management Comprehensive Plan (2013) is undergoing an update, therefore these policies are subject to change since they need to reflect the updated plan if possible. The revised Solid Waste Management Comp Plan is scheduled for update starting in October with adoption during summer 2015.

Goal PS-2: Provide efficient and convenient solid waste and recycling services to the community through coordination with service providers and the local solid waste management agency.

Policy PS-2.1: Coordinate with the City's solid waste and recycling collection contractors and King County Solid Waste Division to ensure that the existing level of service standards are maintained or improved and waste reduction and recycling goals and targets are in compliance with the 2010 Draft 2013 King County Comprehensive Solid Waste Management Plan (SWMP) update.

The SWMP establishes countywide waste reduction and recycling goals for single family residential, multifamily residential and commercial sectors to be achieved by 2015 to 2020 over the course of the next decade. Cities adopting the Comprehensive Plan commit to implementing and/or maintaining waste reduction and recycling programs and collection standards to support the overall goals and targets identified in the SWMP.

The SWMP waste reduction and recycling goals are aligned with adopted King County-Cities Climate Collaboration (K4C) 2014 Joint County-City Climate Commitments. The K4C is a partnership between County and cities to coordinate and enhance local government climate and sustainability efforts.

The SWMP level of service goals for solid waste collection and recycling are summarized below.

Waste Prevention Goal – This goal addresses all types of waste: yard waste, recycling and garbage. By looking at overall waste generation of all kinds (tons of material disposed plus tons recycled), trends in waste prevention activity can be identified. A decline means that the overall amount of materials alone or combined has been reduced. Waste generation rates to be achieved by 2020 are: 20.4 pounds/week per person from single-family and multifamily homes; and 58 pounds/week per employee from the non-residential sector.

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Waste Disposal Goal – This goal addresses only garbage disposed in landfills. Reductions in disposal over time indicate an increase in waste prevention and/or recycling. Waste disposal rates to be achieved by 2020 are 14.2 pounds/week per person from single and multifamily homes and 22.9 pounds/week per employee from the nonresidential sector.

Recycling Goal – Recycling will continue to be an important strategy to reduce the disposal of solid waste. The recycling goal combines single-family, multifamily, non-residential and self-haul recycling activity. The overall recycling rate goal by 2015 is 55 percent. The overall recycling goal by 2020 is 70 percent. The K4C 2014 Climate Commitments target the achievement of zero waste of resources that have value for reuse, resale and recycling by 2030.

Reducing waste and achieving a high recycling diversion rate reduces the amount of garbage going to the Cedar Hills Landfill, which in turn extends the time before the landfill reaches capacity and other solutions must be found for disposing of King County's solid waste. Waste reduction and recycling programs throughout King County have extended the life of the Cedar Hills Landfill through at least 2026. In addition, recycling reduces the need to produce more raw materials for certain plastics, paper and aluminum.

Policy PS-2.2: Encourage reduction, reuse and recycling of building construction materials in order to reduce waste, increase diversion, and save energy.

Encouraging the construction industry to salvage, reuse and/or recycle construction, demolition, and land clearing debris supports the City's role as an environmental steward. Various City incentives to meet this objective are geared toward the development community by encouraging the practice of salvaging and reusing building materials, separating recyclable from non-recyclable materials on the jobsite and construction techniques that use fewer materials than conventional methods. The City's Green Building Program uses several certification programs that ensure that the building construction material waste stream is reduced.

City projects and private development should provide a plan with their permit applications that describe how the building materials will be salvaged, reused or recycled. The City's participation in regional collaborations to help create the local infrastructure for salvaging, reuse and recycling of these valuable resources will be essential to making this transition a success. Over time these techniques or programs may become mandatory.

Policy PS-~~3.1~~ 2.3: Coordinate with King County Solid Waste Division to ensure that the Houghton Transfer Station is closed by 2021 and in the interim that established levels of service for solid waste disposal and transfer are established and followed along with mitigation of the Houghton Transfer Station's and impacts are mitigated.

The City should work with King County to ensure the station is closed in or before 2021 and that the County implementation and/or maintenance of mitigation measures to improve pedestrian and hauler safety and to reduce impacts of noise, odor and number of large trucks coming to the site until the transfer station is eventually closed. Per the 2005 Memorandum of Understanding, the 2013 2010 Draft King County Comprehensive Solid Waste Management Plan update, and the 2014 Solid Waste Transfer and Waste Export System Plan Review, the Houghton Transfer Station will be closed in or before 2017 2021 if demand management strategies can be successfully implemented or if a new Northeast Transfer Station is constructed.

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The SWMP establishes countywide waste reduction and recycling goals for single family residential, multifamily residential and commercial sectors to be achieved by 2020. Cities adopting the Comprehensive Plan commit to implementing and/or maintaining waste reduction and recycling programs and collection standards to support the overall goals and targets identified in the SWMP.

The SWMP waste reduction and recycling goals are aligned with adopted King County-Cities Climate Collaboration (K4C) 2014 Joint County-City Climate Commitments. The K4C is a partnership between County and cities to coordinate and enhance local government climate and sustainability efforts.

The SWMP level of service goals for solid waste collection and recycling are summarized below.

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Waste Disposal – This goal addresses only garbage disposed in landfills. Reductions in disposal over time indicate an increase in waste prevention and/or recycling. Waste disposal rates to be achieved by 2020 are 14.2 pounds/week per person from single and multifamily homes and 22.9 pounds/week per employee from the nonresidential sector.

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Reducing waste and achieving a high recycling diversion rate reduces the amount of garbage going to the Cedar Hills Landfill, which in turn extends the time before the landfill reaches capacity and other solutions must be found for disposing of King County’s solid waste. Waste reduction and recycling programs throughout King County have extended the life of the Cedar Hills Landfill through at least 2026. In addition, recycling reduces the need to produce more raw materials for certain plastics, paper and aluminum.

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Encouraging the construction industry to salvage, reuse and/or recycle construction, demolition, and land clearing debris supports the City’s role as an environmental steward. Various City incentives to meet this objective are geared toward the development community by encouraging the practice of salvaging and reusing building materials, separating recyclable from non-recyclable materials on the jobsite and construction techniques that use fewer materials than conventional methods. The City’s Green Building Program uses several certification programs that ensure that the building construction material waste stream is reduced.

City projects and private development should provide a plan with their permit applications that describe how the building materials will be salvaged, reused or recycled. The City’s participation in regional collaborations to help create the local infrastructure for salvaging, reuse and recycling of these valuable resources will be essential to making this transition a success. Over time these techniques or programs may become mandatory.

Policy PS-3.1 2.3: Coordinate with King County Solid Waste Division to ensure that the Houghton Transfer Station is closed by 2021 and in the interim that established levels of service for solid waste disposal and transfer are followed and impacts are mitigated.

The City should work with King County to ensure the station is closed in or before 2021 and that the County implement and/or maintain mitigation measures to improve pedestrian and hauler safety and to reduce impacts of noise, odor and number of large trucks coming to the site until the transfer station is eventually closed. Per the 2005 Memorandum of Understanding, the 2013 Draft King County Comprehensive Solid Waste Management Plan update, and the 2014 Solid Waste Transfer and Waste Export System Plan Review, the Houghton Transfer Station will be closed in or before 2021 if demand management strategies can be successfully implemented or if a new Northeast Transfer Station is constructed.

RESOLUTION R-5113

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RATIFYING AMENDMENTS TO THE 2014 KING COUNTY COUNTYWIDE POLICIES REGARDING GREENHOUSE GAS EMISSIONS.

1 WHEREAS, King County Countywide Planning Policies (CPPs)
2 were adopted by the King County Council in December, 2012 and
3 subsequently ratified by King County city governments; and
4

5 WHEREAS, the CPPs establish a process for amending the CPPs
6 wherein amendments must be adopted by the Metropolitan King County
7 Council and ratified, within 90 days of adoption by the Metropolitan King
8 County Council, by at least 30% of city and county governments
9 representing at least 70% of the population of King County; and
10

11 WHEREAS, the Growth Management Planning Council (GMPC)
12 was established as a collaborative forum for city and county
13 governments within King County to develop and amend CPPs; and
14

15 WHEREAS, on July 23, 2014, the GMPC adopted Motion 14-5
16 recommending that CPP EN-17 be amended and a new CPP EN-18A be
17 added addressing greenhouse gas emissions; and
18

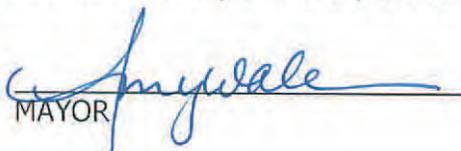
19 WHEREAS, on December 24, 2014, the Metropolitan King County
20 Council adopted Ordinance 17952 adopting the above referenced
21 amendments to the CPPs and ratifying the amendments on behalf of
22 the population of unincorporated King County; and
23

24 NOW, THEREFORE, be it resolved by the City Council of the City
25 of Kirkland as follows:
26

27 Section 1. The Kirkland City Council hereby ratifies King County
28 Ordinance 17952 approving amendments of the King County
29 Countywide Planning Policies amending CPP EN-17 and adding a new
30 CPP EN-18A.
31

32 Passed by majority vote of the Kirkland City Council in open
33 meeting this 3rd day of March, 2015.
34

35 Signed in authentication thereof this 3rd day of March, 2015.


MAYOR

Attest:


City Clerk

City of Kirkland Comprehensive Plan Bridle Trails Neighborhood Plan Update

Draft 2/27/2015

Includes staff changes from Planning Commission comments on 2-12-15.

Yellow highlighted text denotes public or neighborhood association comment.

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

1. VISION STATEMENT

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

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

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

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

2. NATURAL ENVIRONMENT

~~***Landslide and seismic hazard***~~ ***Environmentally sensitive slopes areas are identified. Slope stability analysis should be required and***

development regulated accordingly.

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



Figure BT1: Bridle Trails Geologically Hazardous Areas

The functional integrity of watercourses should be maintained or improved.

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



Figure BT-2: Bridle Trails Sensitive Areas

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.~~

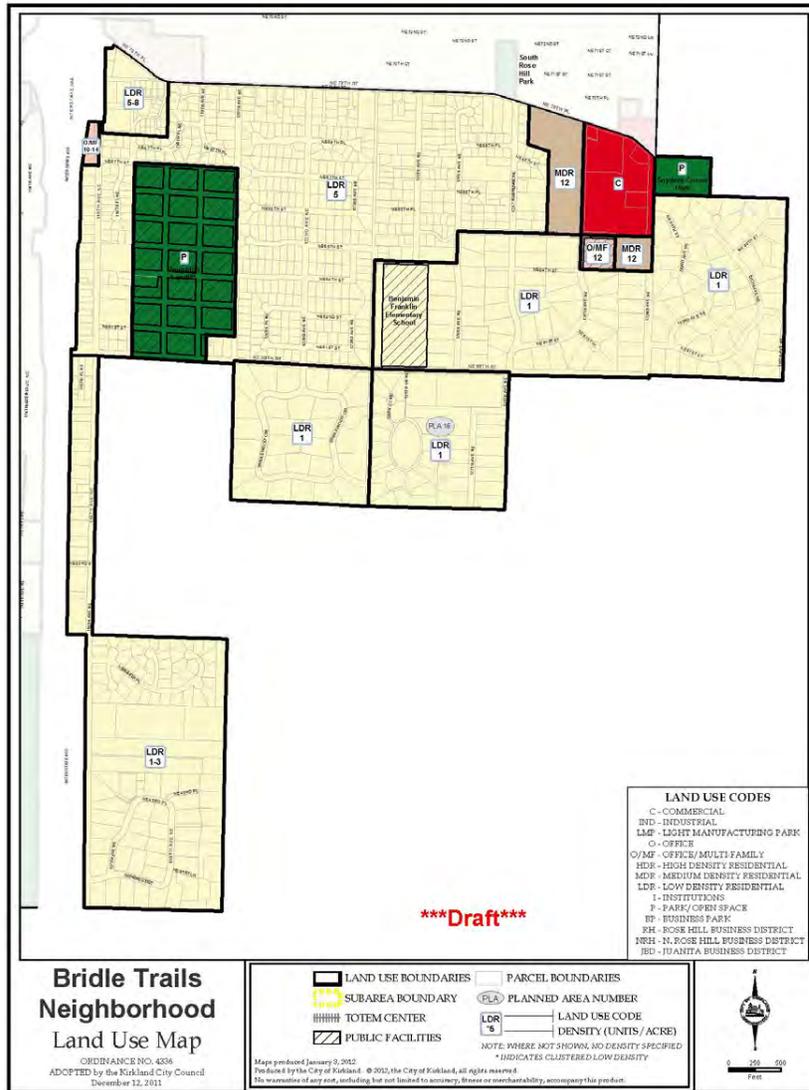


Figure BT-3: Bridle Trails Land Use

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.

Commented [JC1]: Property is developed as Lakeview Park

~~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.~~

Commented [JC2]: Property is already developed.

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.***~~

Commented [JC3]: Water and sewer lines were extended along 116th Ave with Sablewood. Some properties on septic which is no different than other parts of the City and discussed later in chapter

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 aArea has been designated as a planned area due to this mix of uses and the potential impacts of the uses on the surrounding residential development and the Bridle Trails State Park equestrian park. The planned area designation will permit the application of special development procedures and standards to allow for full development of the area subject to standards while maintaining the equestrian character including. However, future development in this area should not be permitted to adversely affect the unique equestrian and natural environment of the State Ppark, and its uses by the general public.

Commented [JC4]: Note: Now Kirkland Hunt Club. PLA 16 zoning sets forth specific requirements.

~~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 p~~arking areas are aggregated and visually screened from adjoining single-family development.
- (3) ~~Equestrian f~~acilities 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.

Commented [JC5]: This was a requirement of the expansion of the Tennis Club.

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.~~

Staff suggested text as a result of comments from Planning Commission on February 12, 2015:

Commented [JC6]: Inserted after 2-12-15 PC meeting

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.

Commented [JC7]: Text change to try to better define what scale of buildings should be adjoining residential development. Planning Commission should determine if this is considered a policy change.

- (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) ~~C~~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~~

Commented [JC8]: Property is developed with an office building. Delete #1 on zoning map that directs reader to neighborhood plan development standards.

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-).

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.

Commented [JC9]: Recommended in the PROS Plan.

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-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~~

Commented [JC10]: Note: City wide, with redevelopment use of septic tanks is prohibited and sewer lines extensions required.

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.***~~

Commented [JC11]: In this section the street classifications are deleted because they are addressed in the Transportation Element and CIP.

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.**~~

Commented [JC12]: The Neighborhood Association reworked this section regarding pedestrian and bicycle facilities below.



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 2 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 high-comfort 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.

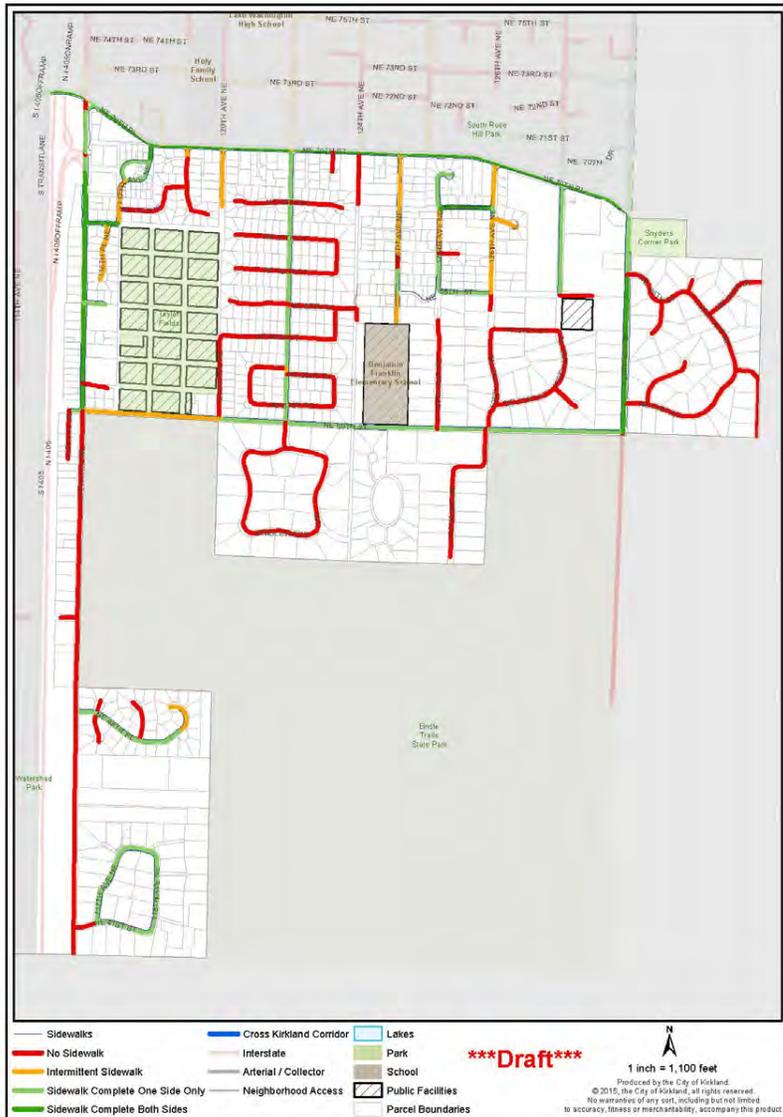


Figure BT:5 Bridle Trails Pedestrian System

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.

Commented [JC13]: Note: Sound walls in but not the entire length.

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

The State Department of Transportation owns a park and ride facility at the southeast corner of NE 70th Street and 116th Avenue NE to serve the needs of commuters in and around the Bridle Trails Neighborhood. ~~Any future redevelopment expansion~~ of the facility ~~should~~ be carefully designed to protect the adjacent residences to the east and south. 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.

Commented [JC14]: Planning Commission should discuss if adding text is considered a policy change beyond the scope of update.



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 Commercial Center, and the high voltage power lines. The dominant visual landmark 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 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 36 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 power lines.~~

Commented [JC15]: Views no longer exist because of existing trees at Everest Park

City of Kirkland Comprehensive Plan Bridle Trails Neighborhood Plan Update-Clean Copy

Draft 2/27/2015

Includes staff changes from Planning Commission comments on 2-12-15.

The last major update to the Bridle Trails Neighborhood Plan occurred in 1986 with a minor update 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. 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 areas are identified. Slope stability analysis should be required and development regulated accordingly.

Moderate and high landslide slopes and seismic hazardous soils exist on the transfer station site between 116th Avenue NE and Bridle Trails State Park (see Figure BT-1). 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 the slope area between 116th Avenue NE and Bridle Trails 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 Sensitive Areas

3. LAND USE

Residential

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

For the residential area east of I-405 the major policy direction 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) based on Figure BT-3.

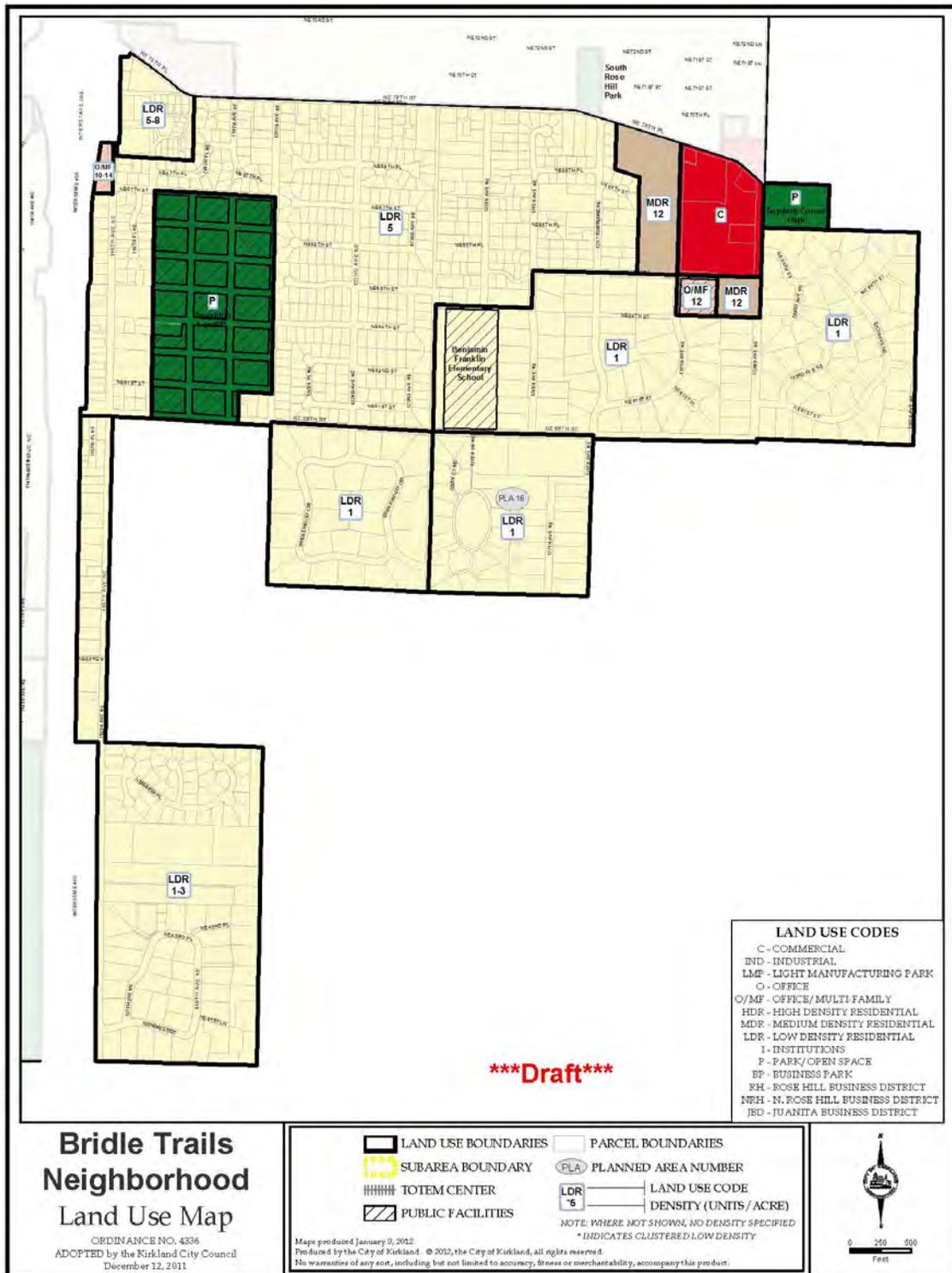


Figure BT-3: Bridle Trails Land Use

The single-family area 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 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 should be permitted on lands west and south of the Bridle Trails commercial center.

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.

City's water tower should be permitted to remain.

The City's water tower is located south of NE 65th Street and the Bridle Trails commercial center and east of 130th Avenue NE. The water tower 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 adequate setbacks and buffering. 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 west of Bridle Trails State Park.

West 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.

Development should be limited to low density in this area.

Due to the equestrian nature of the area, development in the vicinity 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 should be required to protect against noise through site, building, sound walls, landscaping design or construction techniques.

Planned Area 16

Planned Area 16 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, contains a master plan approved for a commercial equestrian facility, 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 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. The planned area designation allows for full development of the area subject to standards while maintaining the equestrian character including the State Park.

Low- density development should be maintained, and commercial equestrian facilities should be permitted in Planned Area 16

To be compatible with nearby residential uses and the adjacent Bridle Trails State 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. Private and commercial equestrian facilities 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 should be preserved.

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

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

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

Commercial

The existing Bridle Trails commercial center should be the primary commercial center for the Bridle Trails Neighborhood. The 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.

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.
- (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 placed underground to visually screen 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.
- (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.

Commercial recreation facilities should be permitted to expand.

The other 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 State Park and the Bridlewood Circle area. 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 C-).

4. 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 park and recreation needs 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-4.

5. PUBLIC SERVICES/FACILITIES

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 Utilities Element,).

Transportation

Pedestrian, bicycle and equestrian facilities should be 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-4).



Figure BT-4: Bridle Trails Street Classifications

Within the Bridle Trails Neighborhood, bicycle and pedestrian paths 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 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 2 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 high-comfort 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 and improved with public signs to designate the path.

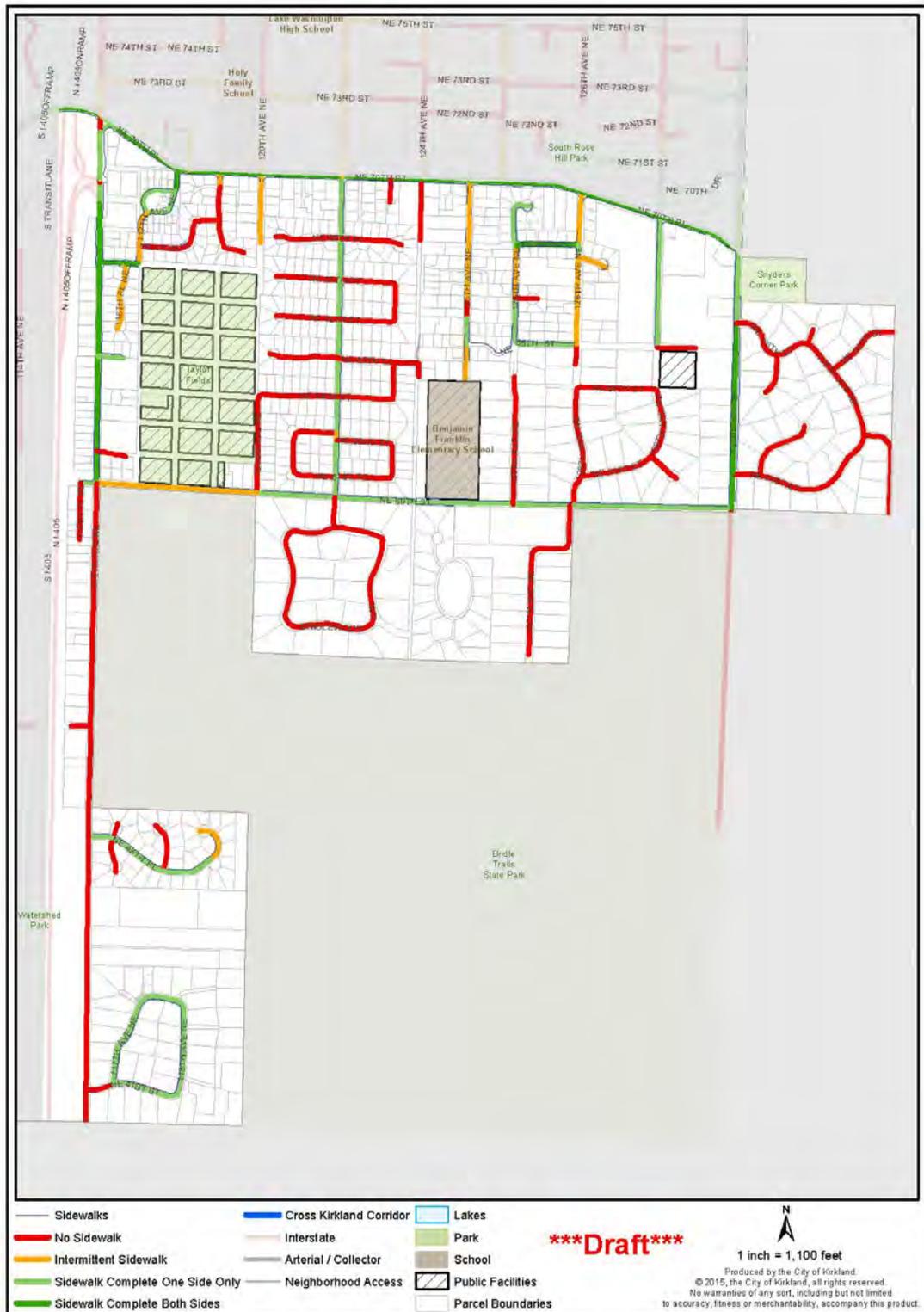


Figure BT:5 Bridle Trails Pedestrian System

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

Interstate 405 borders this area on the west and creates severe noise impacts on adjacent uses. As the State Department of Transportation makes 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.

Impacts from the Houghton 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. Future redevelopment of the facility should be carefully designed to protect the adjacent residences to the east and south. 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 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:6 Bridle Trails Bicycle System

6. 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 commercial center, and the high voltage power lines. The dominant visual landmark 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 power lines/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.

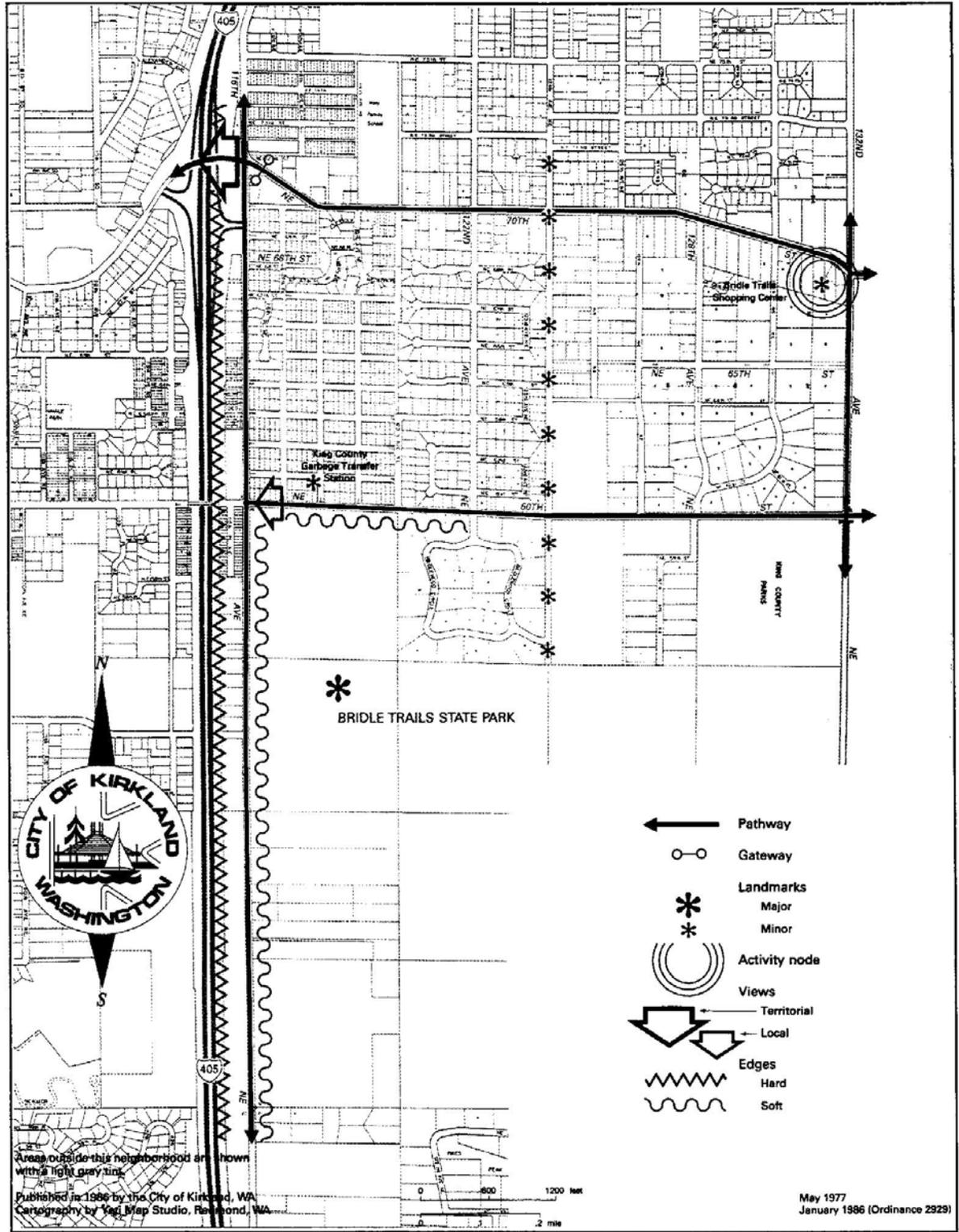


Figure BT-7: Bridle Trails – Urban Design Elements *(insert revised figure)*

COMPREHENSIVE PLAN UPDATE
SCHEDULE FOR SEPT 2014- DEC 2015

03/11/15

(Schedule Subject to Change)

PC = Planning Commission, HCC = Houghton Community Council, CC= City Council

MEETING DATES FOR GROUPS	TOPIC	PLANNER
SEPT 9 – SRH/BT	South Rose Hill/Bridle Trails Plans with Assoc.	Coogan
OCT 14 – SRH/BT	South Rose Hill/Bridle Trails Plans with Board	Coogan
NOV 10 – Juanita	North Juanita Plan with Association	Coogan/T. Swan
NOV 17 – NRH	North Rose Hill Plan with Association	Lieberman-Brill
NOV 17 – MB	Moss Bay Plan with Association	McMahan
NOV 19 Highlands	Highlands Plan with Association	Lieberman-Brill
DEC 8 – MB	Moss Bay Plan with Board	McMahan
DEC 18 – PC	Retreat	Stewart/Swan
2015		
JAN 8 – PC	Environment Element Moss Bay Neighborhood Plan Waddell CAR Nelson/Cruikshank CAR	Barnes McMahan McMahan McMahan
JAN 20 – CC Briefing	Vision, Introduction, General Chapters Economic Development, Community Character	Swan Coogan
JAN 22 - Norkirk	Norkirk Plan with Board	Lieberman-Brill
JAN 22 – PC	Totem Lake Plan	Collins
FEB 3 – CC Briefing	Land Use Element Housing Element	McMahan Nelson
FEB 4 Norkirk	Norkirk Plan with Assoc.	Lieberman-Brill
FEB 12 – PC	South Rose Hill/Bridle Trails Neighborhood Plan NE 85 th Street Neighborhood Plan Juanita Neighborhood Plan Newland CAR	Coogan Coogan Coogan Coogan
	Work Program	Stewart
FEB 17 – CC study session	TMP/Transportation Element study session	Godfrey
FEB – 18 Kingsgate	Kingsgate Neighborhood Plan with Association	Swan
FEB 26 – PC	North Rose Hill Neighborhood Plan Griffis CAR Basra CAR Walen CAR	Lieberman-Brill Lieberman-Brill Lieberman-Brill Collins
MARCH 3 - CC	Joint meeting with the Planning Commission (non- Comp Plan item)	
MARCH 12 – PC	MRM CAR Evergreen Healthcare CAR Totem Commercial Center CAR Econ Develop/Community Character follow-up	Ruggeri Collins Collins Coogan
MARCH 17 – CC Briefing	Moss Bay, Juanita, South Rose Hill, Bridle Trails, NE 85th Street subarea Neighborhood Plans Nelson/Cruikshank, Waddell and Newland CARs	McMahan/Coogan
MARCH 23 - HCC	Environment Element Introduction, rest of Vision Chapter Bridle Trails Neighborhood Plan Update (portion)	Barnes Swan Coogan

	Public Services/Utilities (Climate Commitments)	Lieberman-Brill
MARCH 24 – Everest	Everest Plan with Neighborhood Association	Coogan
MARCH 26 – PC Start at 6pm	Norkirk Neighborhood Plan Norkirk 7 CARs Highlands Neighborhood Plan Public Services & Utilities (Climate Commitments) Land Use Element follow-up	Lieberman-Brill Lieberman-Brill Lieberman-Brill Lieberman-Brill McMahan
April 7 – CC Briefing	Environment Element	Barnes
APRIL 16 – PC (instead of 4/9)	Everest Neighborhood Plan Morris CAR Rairdon CAR Astronics CAR Totem Lake follow-up	Coogan Collins Collins Collins Collins
April 21 – CC Briefing	None	
APRIL 23 – PC	Transportation Element (cont.) MRM New Kingsgate Neighborhood Plan Human Services Element Capital Facilities Element (except CFP tables) Implementation Strategies and Definitions Appendix C: Move to KMC Council briefing follow-up: Intro, General	Godfrey/Swan Ruggeri Swan Swan Swan Swan/All Swan Swan
APR 27 – HCC	Parks (final), Transportation (final), Human Services Capital Facilities Element (except CFP tables) Implementation Strategies and Definitions	Cogle/Swan Swan Swan Swan/All
MAY 5 – CC Briefing	Highland & North Rose Hill Neighborhood Plans Griffis and Barsa CARs Public Services & Utilities Elements	Lieberman-Brill Lieberman-Brill/Collins Lieberman-Brill
MAY 14 – PC	Totem Lake Plan and related code amendments Parks Element (cont.)	Collins Cogle/Swan
MAY 19 – CC Briefing	Transportation Element Everest Neighborhood Plan MRM CAR Norkirk Neighborhood Plan and CARs	Godfrey/Swan Coogan Ruggeri Lieberman-Brill
MAY 25 – HCC Date of meeting?	Wrap up items?	
MAY 28 – PC	Comp Plan wrap up, including Council briefings	
JUNE 2 – CC Briefing	Park Element Human Services Element Implementation Strategies and Definitions New Kingsgate Plan	Cogle/Swan Swan Swan/all Swan
JUNE 11 – PC	Wrap up of plan	Swan
	Finn Hill Neighborhood Plan scope of work	Shields
JUNE 16 – CC Briefing	Totem Lake Neighborhood Plan Totem Lake CARs and Walen CAR Capital Facilities Element (not including CFP charts)	Collins Collins Swan
JUNE	60 day Notice to Department of Commerce	
JUNE	Issue Draft EIS (15 days before hearing)	
JUNE 25 – prior to PC meeting	OPEN HOUSE on 6/25 hearing items	Rugger/Coogan/ McMahan/Swan

JUNE 25 – PCC/TC/HCC Joint Hearing	Joint Hearing on Element Chapters (except CFP) Bridle Trails Neighborhood Plan HCC /TC Recommendations on both items above Hearing on MRM, Newland, Waddell, Nelson/Cruikshank, CARs Hearing on Everest, Moss Bay, South Rose Hill, Juanita, NE 85 th Street, Everest, Kingsgate Plans Draft EIS hearing PC begins deliberations	All Coogan Rugger/Coogan/ McMahan/Swan Shields
JULY 9 – PC	Deliberation and Recommendation on items from June 25 hearing	All
JULY 21 – CC	Draft Capital Improvement Program (CIP)	Finance
JULY 23 – prior to PC meeting	OPEN HOUSE on 7/23 hearing items	Lieberman-Brill
JULY 23 – PC	Hearing on Norkirk, North Rose Hill & Highlands Hearing on Basra, Griffis, Walen & Norkirk CARs Draft EIS Hearing (continued) PC deliberation and recommendation Capital Facilities Plan – review tables	Lieberman-Brill L-Brill/Collins Shields Swan
JULY 27 – HCC	Capital Facilities - review tables	Swan
AUG 13 – prior to PC meeting	OPEN HOUSE on 8/13 hearing items and COMMUNITY MEETING on Totem Lake Planned Action EIS	Collins and Swan
AUG 13 – PC	Hearing on Totem Lake Neighborhood Plans Hearings on Morris, Rairdon, Astronics, Evergreen Healthcare, Totem Commercial Center Hearing on Totem Lake Planned Action EIS Hearing on EIS (continued) Joint Hearing on CFP tables (unless HCC waives it) HCC recommendation on CFP tables (unless waived)? PC deliberation and recommendation	Collins Shields Shields Swan
AUG 27 – PC	Wrap up of recommendation if need	
SEPT	Final EIS issued	
OCT 20 – CC	Council Study session	All
NOV 17 – CC	Council Final Plan adoption & Planned Action EIS ordinance (except Capital Facilities Plan/CFP)	All
DEC – CC	Council adoption of Capital Facilities Plan	Swan
DEC TBD - HCC	Jurisdictional Approval	

Joan Lieberman-Brill

From: Swayne, Andrew P - Andy <andy.swayne@pse.com>
Sent: Thursday, March 12, 2015 4:38 PM
To: Joan Lieberman-Brill
Subject: RE: City of Kirkland draft Utilities Element - GMA Comprehensive Plan update

Joan –

Thank you for the opportunity to review the draft comprehensive plan utilities element. Our comments and suggestions follow:

Puget Sound Energy: Electricity and Natural Gas, Electricity, page 8

- 1) replace “40%” with “46” as the approximate amount of electricity PSE generates from our own power plants
- 2) update the expected construction date for our new 115kV transmission line project to 2017 (from 2016)
- 3) update the expected timeline discussion for our 230kV transmission line project (Energize Eastside) read that ...
 - i) our public involvement process expected completion to “in 2015” (in place of “at the end of 2014” – though many more public involvement opportunities will be available throughout the environmental review and permitting phases),
 - ii) environmental review and permitting in 2015 – 2017 (from 2016), and
 - iii) construction planned for 2017 – 2018

Policy U-7.2, page 27 – delete the colon typo in “efforts to: increase”

Policy U-7.3, page 28 – delete the text string “primarily from fossil fuels” in the fifth line of the discussion text (it is not accurate). PSE currently gets approximately 49% of our electricity (24% coal and 25% natural gas) from fossil fuels, and we get approximately 48% from renewable sources (41% hydro and 7% wind), with the remainder coming from nuclear (2%) and a mix of other (1%)

Policy U-7.4, page 28 – replace the text string “horse manure and fats, oils and grease” in the second and third lines of the discussion text with “organic waste” (a more encompassing description)

Policy U-7.5, page 28 – replace “transmission” in the third line of the discussion text (the wrong word) with “distribution” (the right word) (all transmission lines in Kirkland, and almost all of our service territory are overhead lines)

Again, thanks very much for considering our comments and suggestions. Please let me know if you have any questions.

I will be out of town on the 23rd, but will plan to attend the Planning Commission meeting on the 26th. I will be away from work 3/17 – 3/25.

Andy Swayne

Municipal Liaison Manager, Customer & Community Engagement, Puget Sound Energy

Office: 425-462-3852 Cell: 206-604-5943

PO Box 97034 EST-11W, Bellevue, WA 98009-9734

From: Joan Lieberman-Brill [mailto:JLiebermanBrill@kirklandwa.gov]
Sent: Tuesday, March 03, 2015 4:15 PM
To: Swayne, Andrew P - Andy
Subject: FW: City of Kirkland draft Utilities Element - GMA Comprehensive Plan update