



MEMORANDUM

Date: September 3, 2014

To: Planning Commission

From: Janice Coogan, Senior Planner
Teresa Swan, Senior Planner
Eric R. Shields, AICP, Planning Director

Subject: Comprehensive Plan Update, File No. CAM13-00465 #5

This memo addresses the following Comprehensive Plan Update topic:

- Neighborhood Plan Update Status

I. RECOMMENDATION

Provide direction to staff on the recommended next steps for updating existing neighborhood plans with the Comprehensive Plan update.

II. BACKGROUND DISCUSSION

The Comprehensive Plan update provides an opportunity to review the existing neighborhood plans to determine if changes are needed. For the annexed neighborhoods it is an opportunity to create new neighborhood plans that provide the foundation for what eventually will become their future plan.

The City, along with consultants EnviroIssues, organized a series of neighborhood meetings to find out if there are amendments or issues that could be made to the existing neighborhood plans within the timeframe of the Comprehensive Plan Update process. For the annexation area, staff met with the neighbors about what they would like to see in their future plans.

The first meetings were held in January and February 2014 and the second meetings were held in May and June 2014. Prior to the meetings neighborhood associations were encouraged to read their neighborhood plans and make suggestions for changes. Comments received at both meetings are available to the public on the [K2035 webpage](#). General comments about transportation, parks and open space, or Cross Kirkland Corridor were noted to be addressed with the master plans for those topics or the general element chapter in the Plan. The Planning Commission was briefed on the

comments received at the neighborhood plan update meetings and provided a draft outline for the new neighborhood plans at your [April 3, 2014 meeting](#). Potential changes to the existing neighborhood plans based on the public comments have been summarized into a table (see Attachment 1). The information in this table will be used to amend the plans.

III. REVISIONS AND PUBLIC OUTREACH

A. Scope of the Amendments

Planners have been assigned to review each neighborhood plan to evaluate which **public comments** could be addressed in the individual plans, general elements or future work plan process and to study the **Citizen Amendment Requests** (CAR's) within each neighborhood plan (see separate memo for the scope of the CAR's). It is also an opportunity to make **housecleaning** revisions to update text and maps. **No major policy changes** will be made, except perhaps for the CAR's. Attachment 2 is an example of preliminary draft changes to a neighborhood plan (Bridle Trails Neighborhood Plan).

Summary of potential text changes to neighborhood plans:

- **Comments received at neighborhood update meetings** not already addressed in general elements
- Clean up of outdated text where **existing Zoning Code regulations address development standards** such as landscape buffers or where property has developed and zoning regulations address the issues described in approved plans
- **Update maps** (see below)
- **Citizen amendment requests** based on direction from Planning Commission
- For **annexation areas** provide a description of existing conditions based on involvement with each neighborhood association. For Juanita reorganize to combine with north and south neighborhoods.

Staff would like the Planning Commission's thoughts on the scope of the amendments. The intent is to update the plans, but not make controversial changes. We do not have the time as part of the Comprehensive Plan Update to do the extensive community outreach needed to amend major policies or create new policies.

B. Neighborhood Maps

Staff has compared the maps by neighborhood and found inconsistency in the types and number of maps, such as Bridle Trails Neighborhood having only three maps and North Rose Hill having 10 maps. Staff recommends the following seven **standard maps** which are the maps found in the most recent neighborhood plan of Lakeview:

- Land Use Map
- Sensitive Area Map
- Landslide and Seismic Map
- Street Classification Map
- Bicycle System Map
- Pedestrian System Map

- Private Path Map (needs to be created – still looking into whether information is available)
- Neighborhood Assets and Urban Design

The neighborhood plan maps will be sub files of the existing citywide maps for each topic so they will be easy to update. Some existing maps will be deleted, such as the Park Map since the information is shown on the Land Use Map. Staff wants to get away from duplication and maps unique to the neighborhood because they are time consuming to maintain and challenging to track and keep up to date.

The private pathway maps would contain desired paths across private property that would be obtained with redevelopment. Several existing neighborhood plan maps show these potential paths, including paths across the Lindbrook development in Lakeview and the east-west pedestrian spine in the CBD.

Staff would like the Planning Commission's thoughts on the standardized set of maps for the existing neighborhood plans.

C. Public Outreach

Once draft revisions are made to each neighborhood plan staff will circle back to each **neighborhood association** and the **Kirkland Association of Neighborhood** meetings this fall to present the draft changes. Ideally neighborhood associations will select smaller working groups to review the proposed draft plans and provide comments to staff within 3-4 weeks.

Staff would like the Planning Commission's thoughts on the public outreach approach.

Attachments:

1. Potential Changes to the Existing Neighborhood Plans
2. Example of potential text changes to the Bridle Trails Neighborhood Plan

POTENTIAL CHANGES TO THE EXISTING NEIGHBORHOOD PLANS

Below are charts of potential changes to each of the neighborhood plans based on comments at the Jan/Feb and May/June public meetings on the neighborhoods plans, citizen amendment requests and staff review of each chapter.

CENTRAL HOUGHTON NEIGHBORHOOD PLAN	REVISIONS/STUDY	PLANNER
Public Comments		Angela
Houghton Shopping Center: <ul style="list-style-type: none"> • Most want only 1-2 stories and no intensification while others can accept 5 stories with underground parking • Neighborhood retail & office only. Keep grocery store. • Fix traffic at peak time to reduce congestion • Wider sidewalks with undergrounding of utilities • Public open space • Truck parking and deliveries underground • Don't expand until light rail/ bus corridor in place • Concerned about where employees will park if site is redeveloped/no neighborhood parking • Different heights and not a wall of 5 stories • Need 4 lane road if redeveloped like in front of Juanita Village or NE 85th. 	Comments to be deferred to a future work program: <ul style="list-style-type: none"> • 3 CARs in Houghton and business district study. • Discuss open space comment. • Add wide sidewalks and undergrounding of utilities in transportation section. • Study comment regarding lining up curb cuts with PCC shopping center with Public Works Dept. 	
Better access from Cross Kirkland Corridor	Change Policy Ch-12.2 to reflect improvements to CKC. Access is already mentioned	
Citizen Amendment Request (pending)		
<ul style="list-style-type: none"> • Thomas Markl/Houghton Shopping Center • Houghton Ct Apt/Waddell 	Zoning Code Amendments consistent with existing policies	
EVEREST NEIGHBORHOOD PLAN	REVISIONS/STUDY	PLANNER
Public Comments		Angela
Redesign access point at PCC center to make one way in/out	Issue to be studied with future work program (see above)	
Everest/Houghton Shopping Center (PCC) redevelopment. Some support and some don't	Issue to be studied with future work program.	

LIT zone for MF or Office and not industrial. Some said SF or cottage housing. Some said retail facing CKC but others said will not be successful-needs to face street. Some said no residential because it brings in more peak hour traffic	Issue to be studied with future work program	
Citizen Amendment Request		
<ul style="list-style-type: none"> Hansen/Vandenberg 	Permit residential work lofts in LIT (part of LIT group of requests)	
LAKEVIEW NEIGHBORHOOD PLAN	REVISIONS/STUDY	PLANNER
Public Comments		Janice
Prioritize pedestrian and bicycle over cars and parking along Lake Washington Blvd	Add discussion under Public Services/Facilities (Check with Public Works Dept.)	
Citizen Amendment Request		
None submitted		
SOUTH ROSE HILL/BRIDLE TRAILS NEIGHBORHOOD PLAN	REVISIONS/STUDY	PLANNER
Public Comments		Janice
<p>Bridle Trails Shopping Center</p> <p>Some say no change and some say 4-5 stories</p> <ul style="list-style-type: none"> Neighborhood retail & office only. Keep grocery store Incentives for grocery store 	No policy changes related to Bridle Trails shopping center section proposed. Propose to add keeping grocery store.	
Change plan to allow stacked MF housing near BT Shopping Center	Already permitted. However, revise MF text on page XV.C-3 to change “be in scale with SF” to “provide buffer and building design” as transitional area between residential and commercial.	
Wider sidewalks around shopping center. Others said no-want separated bike lanes. Slower speed limits.	Add to plan for redevelopment	
Off leash dog park and community garden for park north of transfer station because is not maintained during non-sports months	Change text for transfer station to say: “passive recreational use, such as community garden and off leash park.”	
Change text for old radio site	Revise page XV.G-9 to delete discussion about potential park at the site	
Citizen Amendment Request		
None selected		
NORTH ROSE HILL NEIGHBORHOOD PLAN	REVISIONS/STUDY	PLANNER
Public Comments		Joan

Keep Lake Washington Technical College in NRH	Discuss with Totem Lake Plan. Maybe put in Urban Center but keep in NRH for now	
Citizen Amendment Request		
<ul style="list-style-type: none"> Greg Griffis Jim Walen/PLB Real Estate Brasra 	Rezone RSX 7.2/RS to NRH 8/office zone Allow commercial use in NRH 5/office zone Rezone from LIT to Commercial	
NE 85th STREET CORRIDOR NEIGHBORHOOD PLAN	REVISIONS/STUDY	PLANNER
Public Comments		Janice
None		
Citizen Amendment Request		
<ul style="list-style-type: none"> Greg Griffis 	Rezone RSX 7.2/RS to NRH 8/ office zone (see North Rose Hill CAR's above)	
TOTEM LAKE NEIGHBORHOOD PLAN	REVISIONS/STUDY	PLANNER
Public Comments		Dorian
More roads. Others said no more roads but separated bike lanes and transit.	Discuss as part of Totem Lake Plan.	
Increase lane versus traffic calming along 120 th Ave NE	Consider change in plan (Discuss with Public Works Dept)	
Citizen Amendment Request		
<ul style="list-style-type: none"> Evergreen Healthcare Brian & Susan Morris Greg Rairdon TJ Woosley/Totem Commercial Ct Diana Suzuki/Astronics Corp 	<ul style="list-style-type: none"> Add parcel to TL3A (master plan site) Rezone TL7 (industrial) to RMA 3.6 Rezone TL9B (MF) to TL7 (LIT/Commercial) Increase height & add permitted uses in TL7 Increase height in TL7 	
MARKET STREET NEIGHBORHOOD PLAN	REVISIONS/STUDY	PLANNER
Public Comments		Angela
Bring buildings closer to the street, not require horizontal façade regulation, zero lot lines	Defer to future work program	
Consider transition between commercial and residential with smaller lots or green buffers		
Make Market more pedestrian friendly		
Citizen Amendment Request		
None selected for study		
NORKIRK NEIGHBORHOOD PLAN	REVISIONS/STUDY	PLANNER
Public Comments		Joan

LIT needs transition buffer such as office or MF	Discuss as part of LIT study (add to scope)	
Keep LIT businesses for job growth and not residential or retail	Discuss as part of LIT study	
Save cannery. Allow MF or other uses. Historical designation?	Discuss with Economic Development Manager and Community Character Element	
Citizen Amendment Request		
<ul style="list-style-type: none"> Lynn Booth Chris Dammann Susan McCarron Christy Reichhelm Xu and Jie Zhous Kylie Hansen/Kris Vandenberg Robert Hendsch 	<ul style="list-style-type: none"> Buffer between RS and LIT Change LIT to RS Change LIT to RS Change LIT to RS Change LIT to RS Allow residential lofts in LIT zones Rezone RS7.2 to LIT/mixed use 	
MOSS BAY NEIGHBORHOOD PLAN	REVISION/STUDY	PLANNER
Public Comments		Jeremy
<ul style="list-style-type: none"> Extend CBD to include area around post office More density between CBD and CKC for future transit 	Discuss with Planning Commission	
Prioritize pedestrian and bicycle over cars and parking along Lake Washington Blvd	Add discussion under Public Services/Facilities (Check with Public Works Dept)	
Citizen Amendment Request		
<ul style="list-style-type: none"> Doug Waddell/Watermark East 	Remove common recreational open space requirement for MF. Extending CBD east to include PLA5C would address this request.	
<ul style="list-style-type: none"> Nelson/Cruikshank 	Rezone two lots from PLA6C (single family) to multi- family	
JUANITA NEIGHBORHOOD PLAN	REVISION/STUDY	PLANNER
Public Comments		Janice
Improve pedestrian routes and sidewalks, including north-south route between NE 132 nd and NE 124 th and along North Juanita business district.	Add policy to plan (check with Public Works)	
Incentives for redevelopment of Albertson's site and mixed use developments. Some say 2-3 stories and others say more height. One said not too much mix use-much of retail does not get leased out	Look at with business district land use study; discuss with Planning Commission; May defer to future work program	

Add gateway near NE 145 th /100 th Ave NE, such as wooden neighborhood sign or City of Kirkland sign	Add to plan	
TOD near Kingsgate and Brickyard Park n Ride lots.	Add to plan	
Connect Juanita to CKC	Add to plan. Connection via Forbes Creek Drive and also NE 122 and NE 116 (David G response)	
Citizen Amendment Request		
• Victoria Newland	Rezone RSX7.2 to RM	
HIGHLANDS NEIGHBORHOOD PLAN	REVISION/STUDY	PLANNER
Public Comments		Joan
Emergency access across rail road tracks at 111 Ave NE. Is it still on the table?	Revise Goal H-12 per fire dept. recommendation. Location based on fire department coverage study.	
Update pedestrian map	Update to reflect map in Transportation Element	
<ul style="list-style-type: none"> • Policy H-3.2 References railroad • Policy H-3.2 References tree preservation adjoining I-405 	<ul style="list-style-type: none"> • Change to Cross Kirkland Corridor • Maybe address in Add to Community Character? Or Chapter 95? Or as zoning regulations? Delete or keep this policy? 	
Goal H-1 Provide markers and interpretive info at historic sites	Delete goal (not appropriate here). Existing policy on Community Character Element.	
Policy H-6.3 MF transition. Says south and west	Delete “west” in policy	
Policy H-11.1 Explore neighborhood gathering place	Add text about master plan in text about Spinney Park. Check with PROS Plan	
Citizen Amendment Request		
None submitted		

CKC General edits in several plans

- Change references from railroad to CKC
- Add policies to improve access and orientation to and from CKC

General changes with each Neighborhood Plan

- Update or delete text to reflect properties already developed or where Zoning Code already addresses development standards
- Update maps using citywide maps (parks and transportation)
- Update format for older plans (is. Everest and Bridle Trails)

~~XV.C. BRIDLE TRAILS NEIGHBORHOOD~~

DRAFT



~~XV.C. BRIDLE TRAILS NEIGHBORHOOD~~

Draft- 9/3/2014

Mention that a portion of BT is in Houghton?

Insert Historical Section?

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.

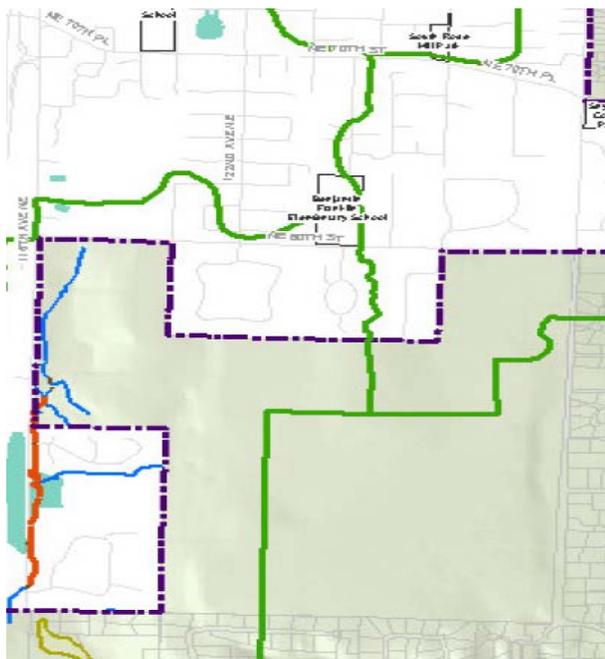
Specific land use designations for the Bridle Trails Neighborhood are illustrated in Figure BT-12. ~~These designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis 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 and south of the State Park (see Figure BT-1). ~~No severe problems appear to exist for many types of park development, although S~~some areas of the transfer site may be subject to uneven settlement and contamination problems due to past landfill activities.

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Insert new Figure BT-2 Sensitive Areas map
 showing streams/wetlands/drainage basins

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.~~

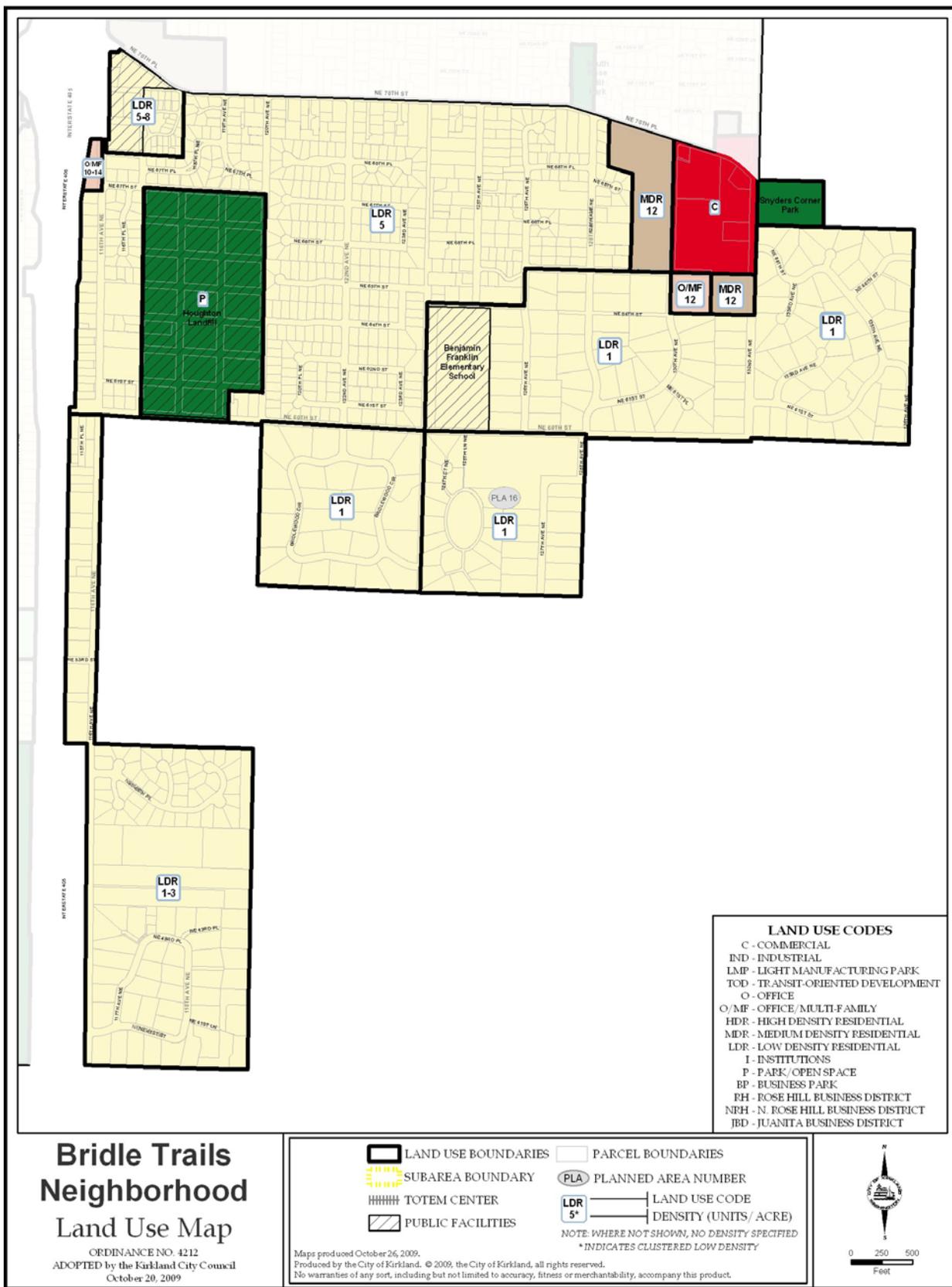


Figure BT-31: Bridle Trails Land Use

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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.

Note: Property is developed as Lakeview Park

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.

Note: Property is already developed.

~~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.~~

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* South of the Bridle Trails commercial center, a development with a density higher than recommended by this Plan ~~was has been~~ approved by when within the jurisdiction of King County. The development, however, has been designed to cluster units away from the single-family residences to the south and, therefore, should not be construed to be in conflict with the intent of this Plan.

~~(3) The existing natural vegetative cover is maintained to the greatest extent possible.~~

~~(4) Access for development west of the shopping center is primarily via 130th Avenue NE and not towards the west or south through the adjacent single family development nor north via NE 70th Street. Access for the southern parcel should be primarily via NE 65th Street towards the east to 132nd Avenue NE and not west or south towards the adjoining single family development.~~

~~(5) Parking areas are aggregated, landscaped, and visually screened from adjoining single family development.~~

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

Note: Administrative building was demolished. Whether or not to keep tower should not be an issue.

The City's water tower ~~and an administrative building are is~~ located south of NE 65th Street and the Bridle Trails commercial center and east of 130th Avenue NE. ~~The City's facility should be permitted to remain, since it is necessary to permit effective service to the area.~~ Expansion of the City's facility should be permitted if adequate setbacks and buffering are provided, ~~and if future buildings are compatible in scale and in design with adjoining single family development.~~

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

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

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

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.

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~~*Problems with utilities and traffic are discussed for the area.*~~

Note: Delete section. 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.

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

~~*Higher-density residential development should not be permitted in the area.*~~

~~Based upon the above considerations~~ Due to the equestrian nature of the area, development in vicinity this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). 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.*~~

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The area lying east of Bridlewood Circle and south of NE 60th Street has been designated as a “planned area.” This area, ~~commonly referred to as Central Park~~, contains a master plan approved for mix of a commercial equestrian stables facility and an indoor arena, surrounded by low residential density development (two dwelling units per acre) in the western portion of the site, very low residential density development (one dwelling unit per acre) with associated equestrian stables and pastures in the eastern portion, and a commercial tennis club facility with indoor and outdoor courts and a clubhouse in the center of the planned area. The ~~Central Park~~ Area has been designated as a planned area due to this mix of uses and the potential impacts of the uses on the surrounding residential development and the Bridle Trails State Park equestrian park. The planned area designation ~~will permit the application of special development procedures and standards to allow~~s 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 equestrian and natural environment of the State Park,~~ unique and its uses by the general public.

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

Note: Now Kirkland Hunt Club. PLA 16 zoning sets forth specific requirements.

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

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

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~~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.

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(5) Vehicular and pedestrian circulation to and from the property should be coordinated with other properties in the vicinity.

(6) Right-of-way improvements along NE 60th Street, including a sidewalk and equestrian trail, should be completed with any future expansion of buildings, parking lot or outdoor courts.

5. COMMERCIAL ECONOMIC ACTIVITIES

Commercial

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

Note: This last part could prohibit adding onto the center even if there is room on the commercial site. Also text does not say anything about expansion. Note: BCX zoning (2) says 0' except front yard

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~~underdeveloped based on associated development regulations that would ~~which may~~ allows for ~~redevelopmentsome commercial expansion~~. 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) LargeFor building over three stories in height, increase setbacks with a substantial vegetative buffers ~~are provided~~ adjoining ~~the residential developments~~ to the west and southeast.
- (3) Access is provided via NE 70th Street and 132nd Avenue NE and not via 130th Avenue NE and NE 65th Street.
- (4) Parking areas are aggregated ~~and~~; landscaped or place underground to; ~~and~~ visually screened from adjoining residential development.
- (5) The number and size of signs are minimized to avoid a cluttered, intensive commercial appearance. A comprehensive sign program should be implemented.
- (6) Commercial uses in the Bridle Trails commercial center should be oriented to the needs of the neighborhood and include a grocery store. ~~More intensive commercial activities should locate in the Central Business District, on NE 85th Street, and in the Totem Lake commercial center.~~
- (7) Wide sidewalks are provided adjacent to the shopping center.

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(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.

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

Property on the west side of 116th Avenue NE, across from the park and ride lot, is suitable for office and/or medium-density residential development, ~~subject to the following standards:~~

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

Commercial recreation facilities should be permitted to expand.

The other ~~major~~ economic activity in the Bridle Trails Neighborhood is commercial recreation. Commercial equestrian stables and tennis courts are located south of NE 60th Street between the Bridle Trails ~~King County~~ State Park and the Bridlewood Circle area. In addition, commercial equestrian stables are located along 116th Avenue NE. These facilities should be permitted to expand if certain performance standards are met (see page C-6).

46. OPEN SPACE/PARKS

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

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

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

Development of Snyder's Corner Park should be completed.

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

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

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

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

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

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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-52.

57. PUBLIC SERVICES/FACILITIES

Sewer Service

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

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

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

Storm Water

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

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

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Overhead Power Lines

Undergrounding of overhead utilities is to be actively encouraged.

Note: Community Character is silent on undergrounding. Public Service Element does not address utilities.

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.~~

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-24).

~~(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.~~

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

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

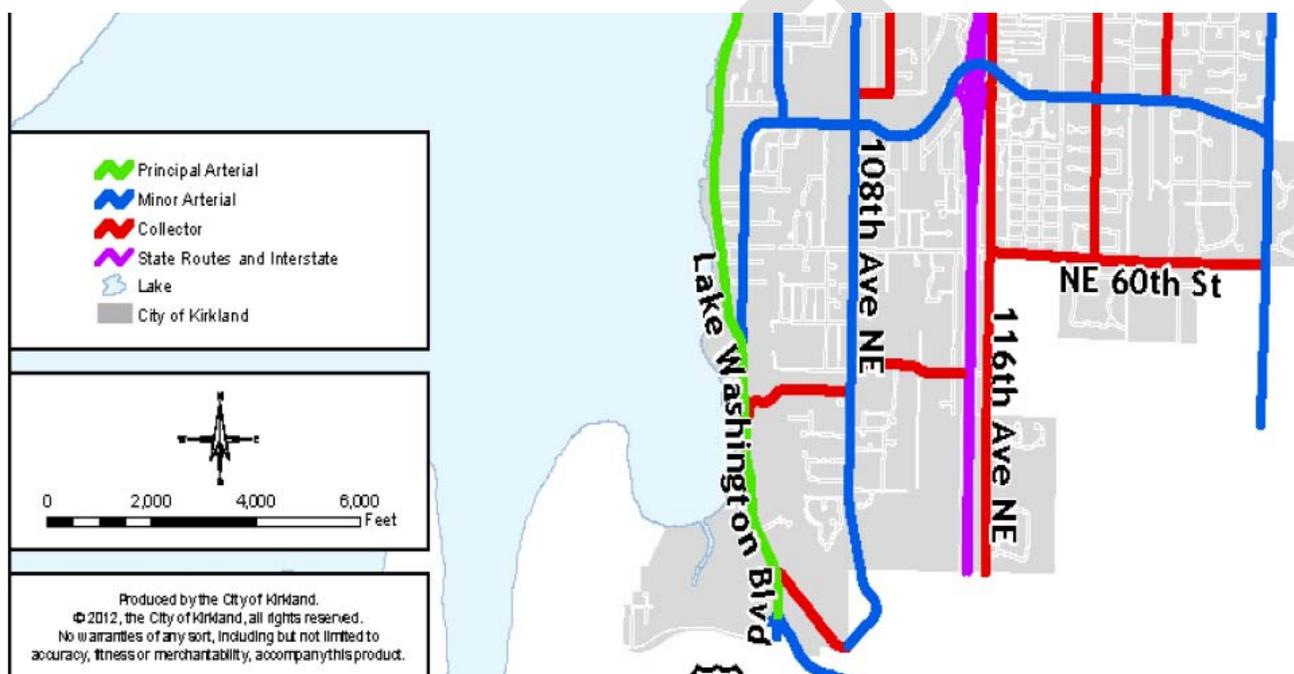


Figure BT-4: Bridle Trails Street Classification

~~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.~~

~~Moved from next page-~~ Within the Bridle Trails Neighborhood, bicycle and pedestrian paths the path system are shown in the Transportation Element. Figure BT-4 does not include all existing and future sidewalks and paths but merely the major elements. A bicycle/pedestrian overpass located at NE 60th Street and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond. Any proposed right-of-way improvements to 116th Avenue NE and NE 60th Street should include provisions for a bicycle/pedestrian/equestrian trails separated from traffic that connects to this overpass.

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On the west side of Ben Franklin Elementary School under the high voltage power lines, there is an unimproved pedestrian/bicycle path. This path provides a convenient safe link between the surrounding residences and the school and should be improved with public signing provided to designate the path.

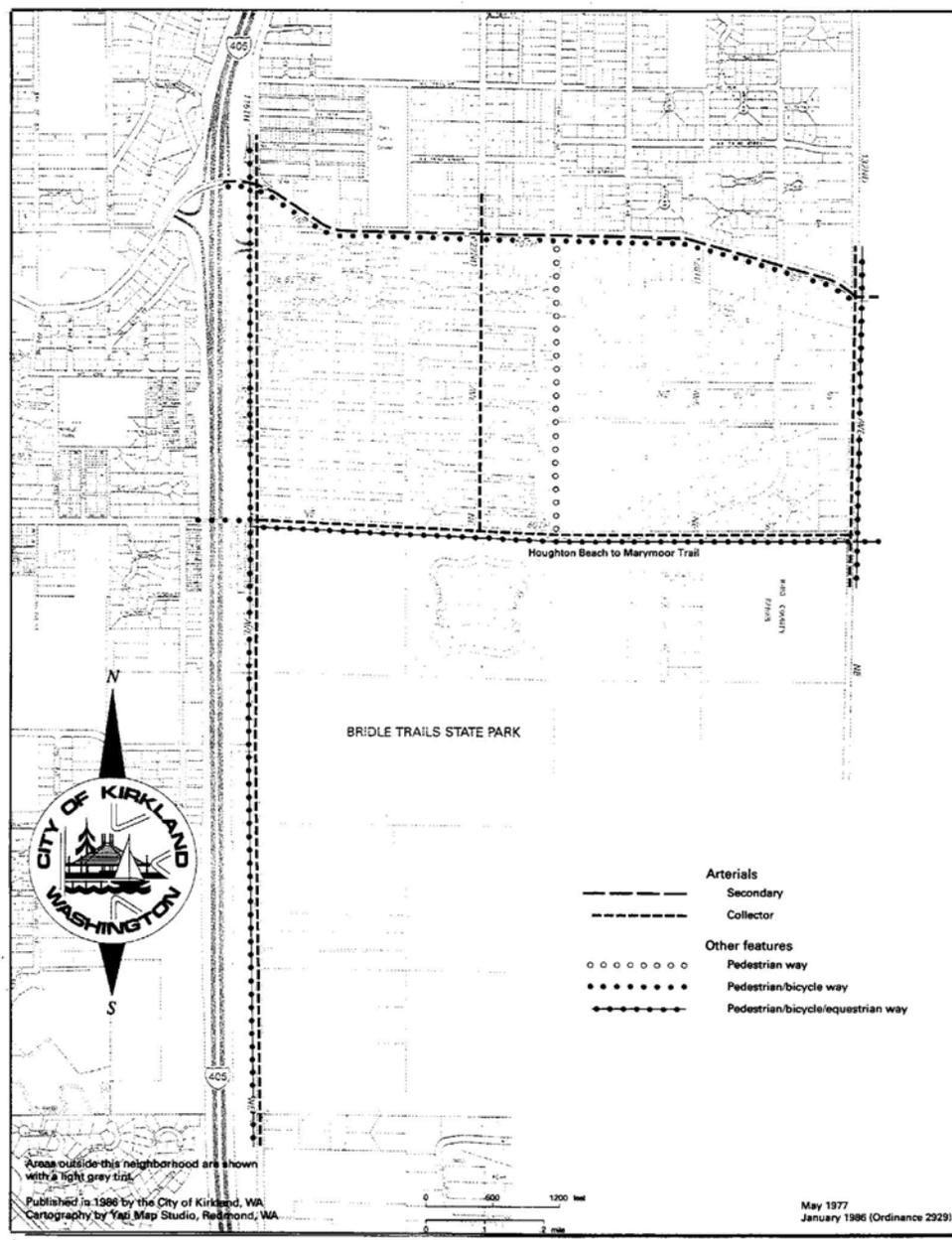


Figure BT- 5 Pedestrian System (revise to include city limit boundaries and all parcels)

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

Note: Sound walls in but not the entire length.

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

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

The State Department of Transportation owns a park and ride facility at the southeast corner of NE 70th Street and 116th Avenue NE to serve the needs of commuters in and around the Bridle Trails Neighborhood. ~~Any~~ Future expansion of the facility (including a mixed use residential and commercial transit oriented development) should be carefully designed to protect the adjacent residences to the east and south. If the State identifies the site as a potential site for a TOD, 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. Points of access should be minimized to avoid congestion and safety problems. Improvements to adjacent streets should be made to facilitate through traffic as well as traffic to and from the park and ride lot. See Transportation Element chapter goals and policies.

Bicycle and pedestrian paths are planned for this area.

Within the Bridle Trails Neighborhood, the path system shown in Figure BT-2 does not include all existing and future sidewalks and paths but merely the major elements. A bicycle/pedestrian overpass located at NE 60th Street and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond. Any proposed right-of-way improvements to 116th Avenue NE and NE 60th Street should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic.

On the west side of Ben Franklin Elementary School under the high voltage power lines, there is an unimproved pedestrian/bicycle path. This path provides a convenient safe link between the surrounding residences and the school and should be improved with public signing provided to designate the path.

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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-~~63~~).

'Edges' and 'visual landmarks' are discussed.

The neighborhood's western border is vividly and effectively provided by a 'hard edge' Interstate 405. Major visual landmarks are the Bridle Trails State Park, the Bridle Trails ~~c~~Commercial ~~c~~Center, and the high voltage power lines. The dominant visual landmark of the wooded ~~State P~~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.

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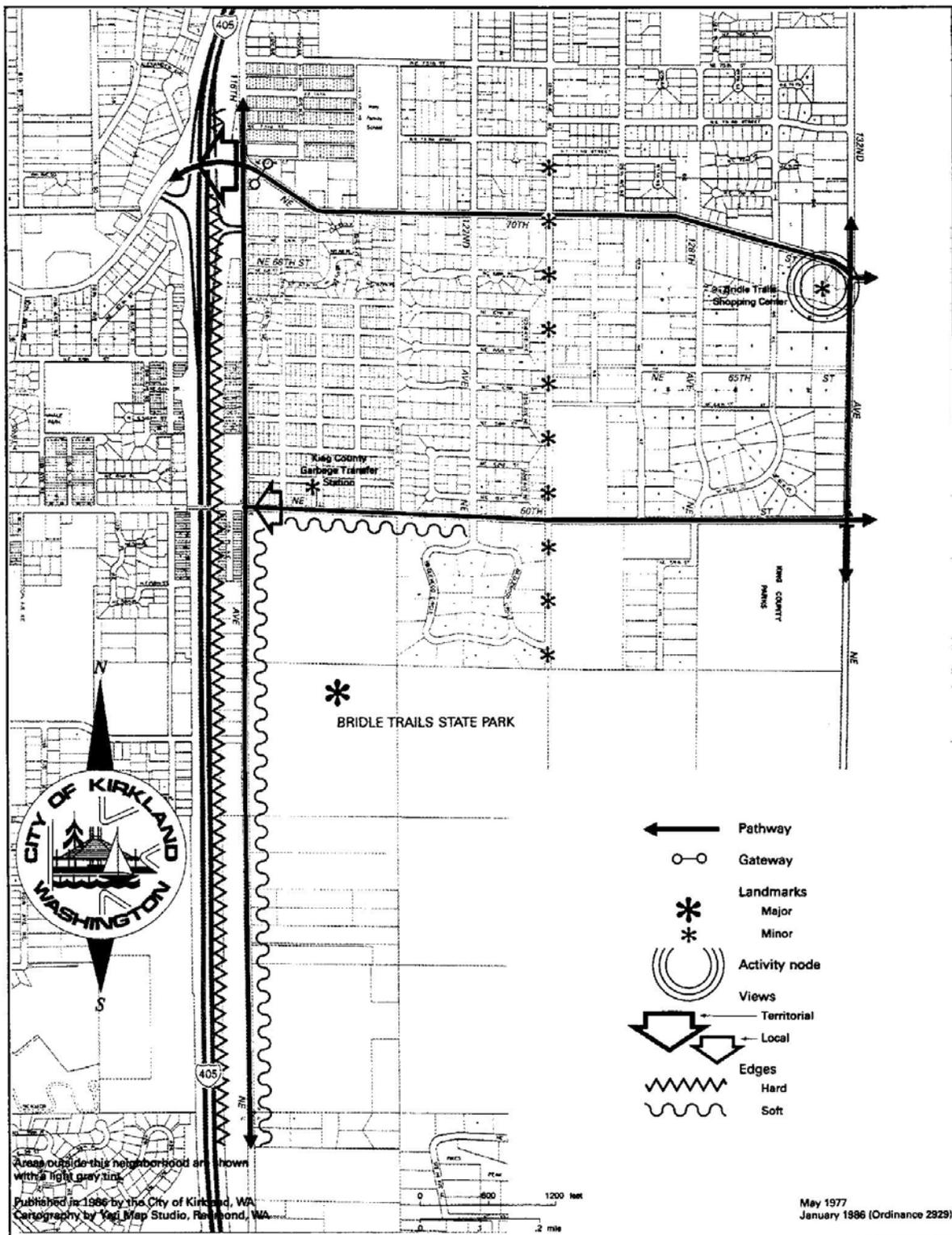


Figure BT-6: Bridle Trails – The Image of the City (*insert revised figure to add city limit lines, Snyder’s corner, Ben Franklin school*)