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## MEMORANDUM

**To:** Houghton Community Council

**From:** Janice Coogan, Senior Planner  
Adam Weinstein, AICP, Deputy Planning Director

**Date:** July 12, 2018

**Subject:** Bridle Trails Neighborhood Plan Update - 1<sup>st</sup> Draft,  
File Number CAM18-00082 #5

### Staff Recommendation

The Houghton Community Council should receive a status update of the Bridle Trails Neighborhood Plan process and provide comments on the first draft of the Bridle Trails Neighborhood Plan.

### Background

The planning and public outreach processes for the update of the Bridle Trails, North and South Rose Hill Neighborhood Plans, and NE 85<sup>th</sup> ST Subarea Plan are being combined using the new [Neighborhood Planning Framework](#) process described in more detail on the Planning and Building Department webpage.

In addition, City Council gave direction to staff to consider combining the North and South Rose Hill Neighborhood Plans and NE 85<sup>th</sup> ST Subarea Plans into one Rose Hill Neighborhood Plan. So far, there is community support for combining the three plans into one. The Bridle Trails Neighborhood Plan will continue to be a stand-alone plan because of the unique physical and planning characteristics of that neighborhood. Attachment 1 is a draft Bridle Trails Neighborhood Plan that staff would like the Houghton Community Council's feedback on in order to proceed with the next draft. The goal is to complete the two Neighborhood Plans and any related Zoning Code amendments by the end of 2018.

### Public Outreach Activities to Date

Since the January 2018 kick off of the neighborhood plan update, the following public outreach activities and briefings have occurred:

- Neighborhood Association briefings to introduce the process.
- Joint Working Group established and meetings held. Here is a [link](#) to the list of Working Group members. The primary role of the Working Group is to help reconcile competing community interests, provide feedback on interim drafts of the plan, and help foster active public engagement with the plan update. Working Group members have conducted their own independent public outreach on plan issues, and have helped staff reach underrepresented groups (e.g., renters, young homeowners).

- [Project webpage](#) and email list serv created.
- Postcards mailed (8,563) to all residents and property owners in each neighborhood with information about the plan update process, project webpage, survey and March workshop.
- Targeted letters to stakeholders (e.g., larger property owners, the school district, institutional entities) to encourage their involvement in the process.
- March 28, 2018 Neighbor to Neighbor Visioning Workshop. Approximately 55 people attended and responded to a list of questions regarding participants' future vision for their neighborhood. Working Group members helped facilitate the event.
- April briefings with the Houghton Community Council, Planning Commission and City Council to discuss process and study issues (comments from these groups are summarized below).
- April survey was prepared and disseminated, and received 108 responses. [Survey results](#) are available on the project website.
- Requests for land use changes or study issues from property owners. These requests (expected to be submitted by interested property owners at the end of May) are currently being analyzed by staff. (Two requests were received in the Bridle Trails neighborhood and are discussed in more detail below. See Attachments 2 and 3)
- June 2 Open House. Eight stations were set up corresponding to different geographic areas, with staff specialists and Working Group members providing information on different topics. Participants responded to questions at each station. Approximately 30 people attended. A summary of the participant's responses are on the [project webpage](#). Working Group members helped facilitate the event.
- Draft Vision Statements for Rose Hill and Bridle Trails neighborhood plans were written based on public comments received from the survey, workshop and open house and are included in the draft Neighborhood Plans.
- Draft neighborhood plans. The first drafts of the neighborhood plans were released for review by the Working Groups in early July.

#### *Public Comments*

The public comments from the March 28 Workshop, June 2 Open House and [survey](#) are available on the project webpage.

Working Group member comments on the first draft of the Bridle Trails Neighborhood Plan are included in Attachment 4.

#### *Boards and Commission, City Council Briefings*

In April and May, briefings were held with the Houghton Community Council, Planning Commission and City Council so they could provide input on their expectations are for the neighborhood plans and associated planning and public input process. A summary of each group's comments regarding the Bridle Trails Neighborhood Plan or neighborhood plan process in general are listed below with staff's response in *italics*.

On [April 23, 2018](#), staff briefed the Houghton Community Council on the process for updating the Bridle Trails Neighborhood Plan.

The Houghton Community Council had the following comments or questions for staff:

- Explore policies for regulating potential conflicts between pedestrians, e-scooter's and bikes riding on sidewalks *Staff response: We are working with the Public Works Department Transportation Division to examine policies (and improvements to the transportation network) that might avoid such conflicts.*
- Include the following groups in the public outreach: Kirkland Saddle Club, Equine Advisory Group, Kirkland Reporter, Kirkland Views website. *We have included these groups in our public outreach efforts.*
- How will the City handle future increased traffic caused by growth?  
*Realistically, traffic will not get better until people choose alternative modes of transportation, and many of the new policies in the draft plan (e.g., those promoting greater development potential at the Bridle Trails Shopping Center) are intended to foster transit use, biking, and walking. In addition, the City has a long range transportation plan that includes a multimodal funding and infrastructure plan for the future (see Transportation Element of the Comprehensive Plan). New development is reviewed by staff to ensure traffic impacts will be mitigated and projects are assessed road impact fees.*
- What are the future plans are for the Houghton Park and Ride?  
*Staff contacted the Washington State Department of Transportation which said there are no expansion plans at this time. The draft plan includes existing policy BT-9, which encourages a future TOD at the site should plans change.*
- Please keep the Houghton Community Council informed of City Council's comments. *See City Council comments below.*

The Houghton Community Council expressed support for including the following topics in the neighborhood plan:

- Add housing at the Bridle Trails Shopping Center *(See Policy BT-7. See more discussion on this topic below).*
- Increase accessory dwelling units and other priorities in the Housing Strategy within the neighborhood.  
*The current draft Plan includes policies to encourage integrating clustered cottages and other compact housing types that retain the existing pattern of equestrian oriented open space (Policy BT-2), more ADU's in the neighborhood (Policy BT-4), incentive the missing middle housing in proximity to Bridle Trails Shopping Center (Policy BT-5).*
- Equestrian facilities and uses should be preserved. *Draft policies protect equestrian uses (see Policies BT-2 and BT-22).*
- Ensure paths provide adequate distance between horses and cars; improve crosswalks for horse trail crossings. *Policies BT-20 and 21 describe existing policies that encourage designing shared paths and public improvements for horses, vehicles and people.*

- Add to the vision statement that the King County Transfer Station should become a park or would be ideal for an aquatic facility. *The draft vision statement suggests possible future redevelopment of the site for park, recreational or other uses. Policy BT-24 includes a list of land use priorities if the property is redeveloped, including park and aquatic center uses.*
- Identify policies that support effective bike infrastructure, such as protected bike lanes and better connections between major destinations. *Policy BT-18 promotes improving pedestrian, bicycle and equestrian mobility throughout the neighborhood. Policy BT-19 promotes the new pedestrian and bicycle Greenway to be installed north of NE 70<sup>th</sup> Place into South and North Rose Hill.*

On [April 26, 2018](#), the Planning Commission provided the following comments regarding the Bridle Trails Neighborhood Plan:

- Who will be responsible for the soil contamination clean-up at the King County Transfer Station? *It is unlikely the City will be responsible for clean-up. Soil remediation is usually the responsibility of the existing or original property owner causing the contamination and would be determined at the time of the property changing owners. The Seattle-King County Department of Public Health is the regulatory agency responsible now for the landfill property and continually monitors it to meet regulatory standards (See Policy BT-17).*
- The Bridle Trails Shopping Center should be redeveloped in a way that can support an improved grocery store. *An existing policy encourages the redevelopment but has been revised. Property owners have submitted a land use/zoning change request for the properties. The maximum building height and other development standards would need to be determined and drafted as part of the Neighborhood Plan and Zoning Code amendment process (See Policy BT-7). Design Guidelines would need to be developed and the Design Review process would be required consistent with other neighborhood commercial zones.*
- Snyder's Corner Park should be redeveloped. *Policy BT-15 in the draft Plan includes a goal of introducing interim uses at the park until such time as a park master plan process for the site can be completed.*
- House sizes should be proportional to lot size. . While this issue is most effectively addressed by *floor area ratio and maximum lot coverage regulations, the draft Plan includes policies that address smaller, more compact housing types (See Policies BT-1, BT-2, BT-4, and BT-5).*

On [May 1, 2018](#), City Council provided the following comments regarding the desired outcome for the neighborhood planning process:

- Include a broader outreach to the community consistent with the City's inclusiveness efforts. *Staff is undertaking such an effort with a combination of neighborhood meetings, workshops, open houses, Working Group community member outreach efforts, signage, web resources, and targeted letters to stakeholders.*
- Incorporate Housing Strategy Plan implementation ideas in all of the neighborhood plans, including allowing duplex/triplexes on corner lots or zero lot line development on corridors,

experiment with new housing types to address “missing middle” housing types. *Both draft neighborhood plans have new policies to implement the Housing Strategy Plan. See Attachment 1, Draft Bridle Trails Plan.*

- Look for ways to connect the neighborhood more effectively with Bridle Trails State Park. *Policy BT-13 and 22 promote the development of entrance points to the Park.*
- Leverage the new NE 85<sup>th</sup> Street Transit Center with increased housing density and frequent transit service. *Staff has crafted policies to promote this concept in the draft Rose Hill Neighborhood Plan and is researching zoning changes that would help implement these policies.*
- What are the park development opportunities at Snyder's Corner? *There are no immediate plans for the park but the draft Bridle Trails Plan policies encourage interim uses, such as a community garden, orchard, dog park, until a park master plan is created. See Policy BT-15.*

### First Draft of Bridle Trails Neighborhood Plan

The first draft of the Bridle Trails Neighborhood plan follows the new Neighborhood Plan format, with a primary goal of a more streamlined document with less narrative text that effectively expresses priorities for the neighborhood. Comments received from the survey, public meetings (including meetings of the City Council and Houghton Community Council), Working Groups, Boards and Commissions were included in the drafting of the neighborhood plan. You will notice that this first draft of the plan is less polished than typical review drafts presented to the Houghton Community Council or other formal reviewing bodies, and the policies and graphics in the plan will be refined substantially in the coming weeks. Staff's intent in presenting a rough draft of the plan is to receive feedback on plan content early in the process, well before the plan proceeds through an extensive public review process.

Staff invested heavily in removing redundancy from the existing plan, in order to make the plan more concise and user-friendly. Where an existing policy is redundant with a goal or policy in the General Elements of the Comprehensive Plan, Zoning Map, or Zoning Code regulation, text was deleted (such as in the Natural Environment reference to requiring a slope stability analysis for moderate or high landslide areas which are required for new development in the Zoning Code Chapter 85). Descriptions of certain land use areas or properties that are already developed were deleted and instead refer to the land use map designation.

Many of the existing Plan policy statements have been retained with minor revisions. The biggest changes are in the housing policies section and for the policies relating to the Bridle Trails Shopping Center, where new policies have been added to implement the new Housing Strategy Plan and to promote a redeveloped Shopping Center. Staff is still studying ways to promote higher quality retail uses at the shopping center and recognize that there would likely need to be some increase in building height (see more discussion below under Land Use Change Requests). Maps in the Plan will be updated with the second draft including the addition of a future street connections map if any are identified (under study by staff).

*Summary of Differences Between Existing and Draft Neighborhood Plan*

The following is a summary of the key differences between the existing and new draft Bridle Trails Neighborhood Plan (Attachment 1). For comparison, here is a link to the [existing Bridle Trails Neighborhood Plan](#).

- New Vision Statement - The existing Plan does not have a true vision statement. It merely describes the existing patterns of single family residential land use and does not mention the commercial area. A new draft vision statement emphasizes maintaining the equestrian character of the area, and promoting a greater diversity of housing types integrated into the single family neighborhoods, the transformation of the Bridle Trails Shopping Center, and improved bicycle and pedestrian connections.
- New History Section - With help from Lynn Erckmann, (Working Group member from Bridle Trails), a historical section was added.
- The existing policies that emphasize retaining the equestrian facilities and character of the area remain, with minor revisions to promote the introduction of new context-sensitive housing types. These policies have been retained in the new draft with minor revisions.
- New housing policies - New housing policies have been included to implement the new Housing Strategy Plan adopted by City Council. The new housing policies (BT-1, -4, -5) encourage incorporating ADUs into new single family homes, and incentivizing multi-unit or clustered housing types.
- Policy BT-7 for the Bridle Trails shopping center has been revised to encourage future redevelopment of the center into an active, walkable, transit supportive, mixed use neighborhood center, with an increase in building height to a maximum of 5-6 stories (see code amendment discussion below and Attachment 2). The property owners submitted a request to change the current BCX zoning to allow an increase in building height from 30 feet to 65 feet or higher to allow for rooftop amenities and other development standard changes. If there is support for this request, staff would develop new zoning regulations, design guidelines for the area that would also address building compatibility and massing, and other design issues to ensure taller building would be protective of the aesthetic character of the neighborhood.
- New policies emphasize bicycle and pedestrian connections to and between the new Greenway in the South and North Rose Hill neighborhoods, the State Park, and the Eastside Powerline trail (Policies BT-19, -20, -21, -22, and -23).
- Urban Design Section deleted - The urban design section, which describes the neighborhood's urban design characteristics based on principles from Kevin Lynch's 1960 book *The Image of the City* was deleted, in favor of conveying the neighborhood's urban design character in the more prominent vision statement.

*Land Use Change Requests*

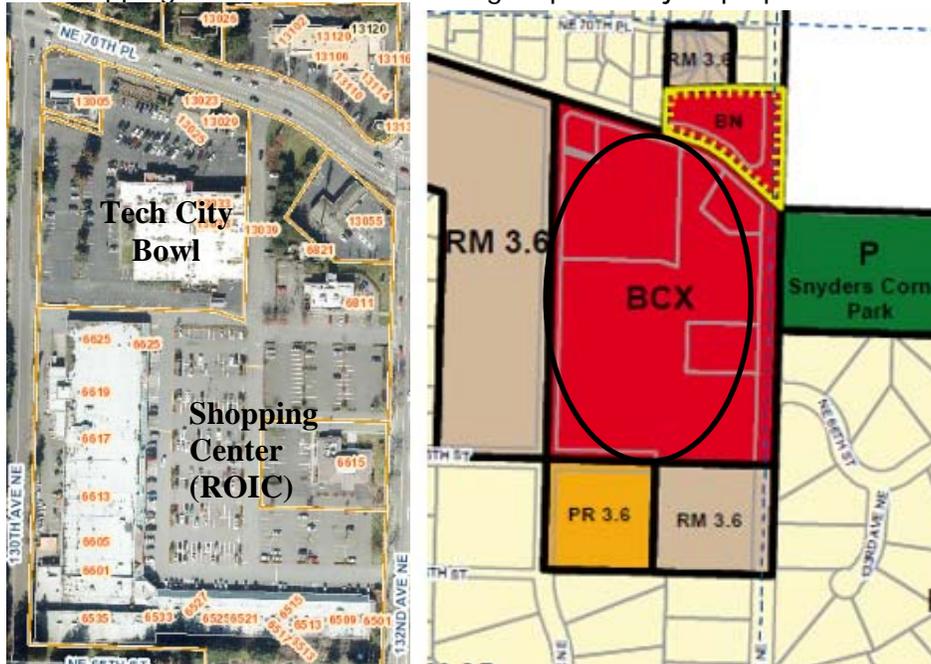
As part of the neighborhood planning process staff will study requests for land use or zoning changes raised by property owners or otherwise identified for further consideration by staff. Within the Bridle Trails neighborhood (but outside the jurisdiction of the Houghton Community Council), two property

owners have requested land use/zoning designation amendments or Zoning Code amendments related to their property. Staff will be researching both of these requests and come back with a staff recommendation to Planning Commission at a later date. Staff is including a summary of these land use requests in this report for informational purposes.

1. Don Wells of Totem Bowl and Investments and the Owners of the Shopping Center (Retail Opportunity Investments Corp, ROIC) at 13033 and 13005 NE 70<sup>th</sup> Pl and 6501 132<sup>nd</sup> Ave NE, request Zoning Code amendments to allow future redevelopment of the Tech City Bowl center and shopping center into a mixed use commercial/residential project. Their request includes increasing the maximum building height from 30 feet to 65 feet to allow for residential uses on the ground floor, market-rate and affordable housing on upper floors, and rooftop open space. Future redevelopment would likely be in phases (see Attachment 2, June 28, 2018 letter; the subject site is shown below). A few years ago the City received a similar citizen amendment request for the Totem Bowl site that was later withdrawn.

The new draft neighborhood plan discusses the Bridle Trails Shopping Center and establishes a set of performance standards should the site redevelop. Staff has yet to make a staff recommendation or discuss this specific request with the Planning Commission, although the proposal generally seems to conform to direction received to-date to foster high-quality retail uses, a mixture of housing types, and better transit access at the shopping center.

Bridle Trails Shopping Center aerial and Zoning Map for subject properties



2. Daniel Weise rezone request - On March 26, 2018, staff received an email from Mr. Weise requesting that three parcels at 6422, 6424, 6425 128<sup>th</sup> Ave NE (he owns two parcels at 6422 128<sup>th</sup> Ave NE and 12810 NE 64<sup>th</sup> ST located south of 6422) be rezoned from RSX 35 to RSX 7.2 zoning (see email in Attachment 3). The maps below shows where the three parcels are located. His request would allow an increase in density across three parcels. Staff is still studying this request and will come back to the Planning Commission with a recommendation.

However, staff has initial concerns that this proposal would compromise the pattern of larger lots in this area that sustains equestrian uses.



### Houghton Community Council Direction

Staff would like feedback from the Houghton Community Council on the following questions:

1. *Are there any issues/policies not included that you would like to see in the second draft?*
2. *Do you agree with the general direction of Plan policies?*

### Next Steps and Schedule

Attachment 5 is an updated project schedule. In September, staff plans to bring the second draft of the Bridle Trails Plan to the Houghton Community Council along with staff recommendations for land use change requests and potential code amendments.

### Attachments:

1. Draft Bridle Trails Neighborhood Plan
2. Letter from Don Wells and Richard Schoebel requesting zoning code amendments to Bridle Trails Shopping Center
3. Email from Daniel Weiss requesting rezone of three parcels
4. Lynn Erckmann and Rodney Rutherford comments on draft BT Plan
5. Project schedule

cc: File Number CAM18-00082 #5

## **BRIDLE TRAILS NEIGHBORHOOD PLAN- Preliminary Draft 7-12-2018**

*[Note to Reviewer: The next draft of this plan will be supplemented with new maps to graphically convey the policies listed below.]*

### **Overview**

The Bridle Trails neighborhood has a rural pastoral feel with large forested areas and an equestrian community character within an urban environment bordering Bridle Trails State Park. The Bridle Trails shopping center provides a mix of neighborhood oriented commercial services to surrounding residents and is an active focal point for the neighborhood. Access to the City's new greenway in South Rose Hill, good transit service, and vehicular access to I-405 make the neighborhood a convenient location to access the rest of the region and major job centers.

### **Vision Statement**

The Bridle Trails Neighborhood is a unique, forested, equestrian oriented community with small-scale housing, trails, and open space amenities that support keeping horses and protect the quiet, wooded nature of the community. Bridle Trails State Park is a focal point for the neighborhood, providing equestrian and pedestrian connections to and from the neighborhood. Equestrian and pedestrian trails connect to the surrounding neighborhood. The private and commercial equestrian uses in the neighborhood have been preserved. Where consistent with the equestrian character of the neighborhood, backyard cottages and other compact housing types have been integrated into parts of the residential neighborhood to provide housing opportunities for multiple generations, and allow for aging in place, additional homeowner income, and provide an affordable place to live for returning college students, and empty nesters.

The Bridle Trails commercial area has been transformed into an active, attractive, mixed use residential and commercial village with neighborhood oriented businesses and gathering places. A residential village surrounding the shopping center provides a built-in customer base to support high-quality retail establishments, allowing people to walk to shops and services without getting in their cars. Nearby Snyder's Corner provides a visual open space amenity for the nearby mixed use neighborhood center.

A bicycle greenway provides an alternative to using cars to travel from one part of Kirkland to another, and to the Cross Kirkland Corridor and regional bike trails. The Houghton Park and Ride and its close proximity to the I-405 NE 70th Street interchange provides residents with easy transit access to numerous destinations throughout the region. This area has been activated with transit-accessible housing designed to accommodate population growth without associated traffic.

The future use of the King County Transfer Station property is unknown at this time; however, the neighborhood vision is for the transfer station to close and see the property redeveloped for a variety of park, recreational, and possibly other uses.

## **Historical Context**

The Bridle Trails area began to be settled in the 1860s. Some of those early settlers in the neighborhood were: Nils P. Andrews, Eric Botsford, William C. Hamley, Miles Bigelow, and John Jehli.

Bridle Trails State Park was part of the original land grant to Washington State in 1889, and its timber sales were managed to support public schools. Equestrian communities formed around the state park in the early 1900s, and it was these communities that lobbied for the public land to become a state park where residents could ride their horses. In the early 1930's the Commissioner of Public Lands set aside the area of the current park for park use. The state park was a focal point for the neighborhood, and most homes near the park had a barn and paddock to keep horses. Washington State Parks began leasing the land for park use in 1962 from the Department of Natural Resources, then purchased the park over the period 1972- 1992.

The residential areas that comprise the Bridle Trails neighborhood are relatively recent annexations to Kirkland. The Houghton consolidation (including Sablewood) was annexed in 1968. Bridlewood Circle was annexed in 1969, the Central Park (now the Hunt Club) and Flying Horseshoe areas in 1986, Silver Spurs and land north of NE 60<sup>th</sup> ST in 1988, land south of Sablewood in 1989, and Bridleview in 2009.

## **Land Use**

The Houghton Community Council has jurisdiction over land use decisions in the west half of the Bridle Trails neighborhood.

Figure BT-1 shows the existing and proposed land use districts. The policies below describe the housing types, equestrian, commercial and public facility uses allowed for each area shown on the map.

Figure BT-1 Existing Land Use Map

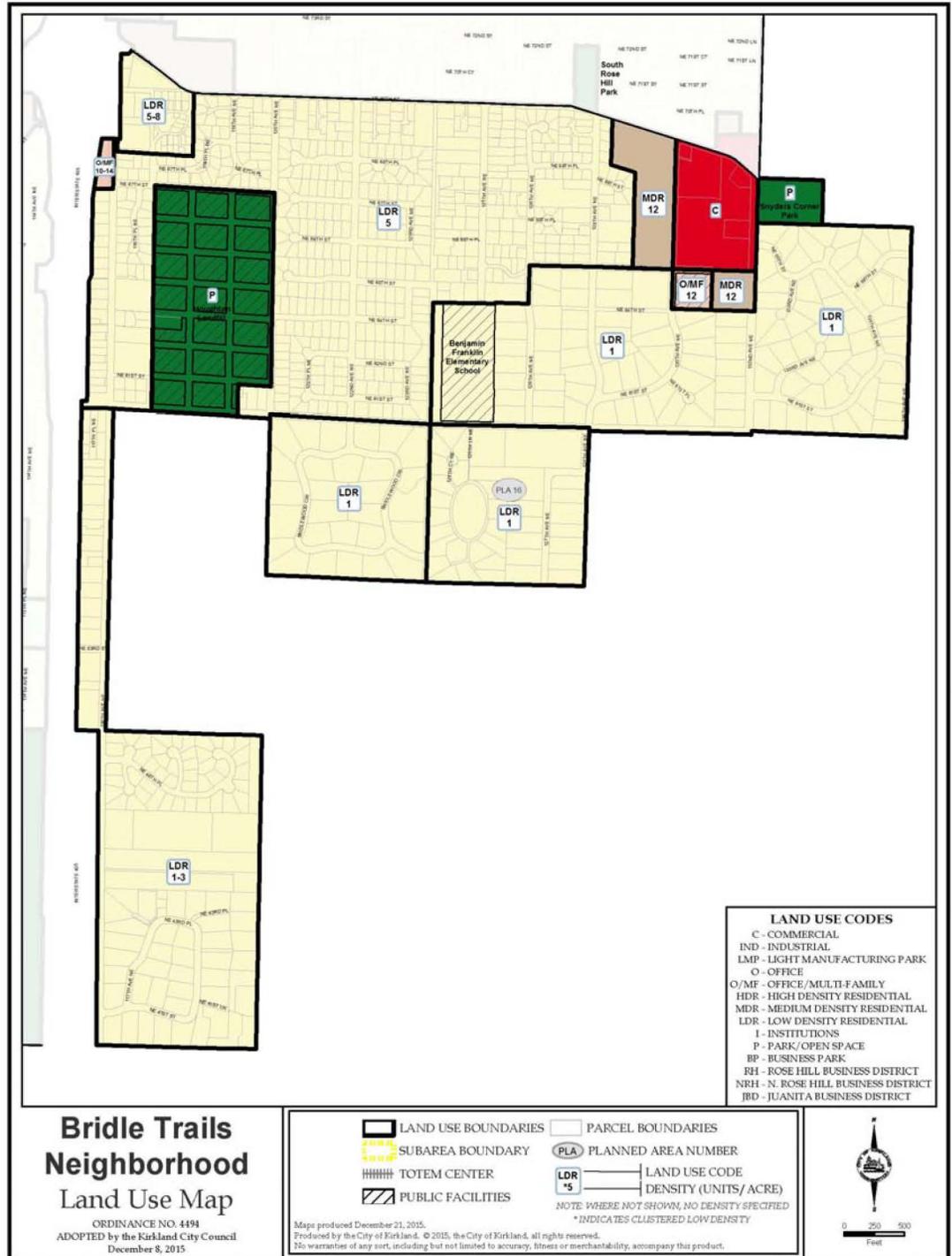


Figure Proposed Land Use Map (to be inserted later)

## Residential

The intent of the following policies is to promote a range of housing types in the Bridle Trails neighborhood that contribute to the livability of the neighborhood – including a rejuvenated Bridle Trails Shopping Center and a sustainable pattern of open space – and provide living opportunities for multiple generations.

*Policy BT 1: Retain and preserve the low density residential and equestrian character of the neighborhood while accommodating compact new housing opportunities where consistent with equestrian use.*

*Policy BT 2: Generally south of NE 65<sup>th</sup> ST surrounding Bridle Trails State Park and east of 132<sup>nd</sup> Ave NE, maintain lower density, larger lots at one dwelling units per acre capable of keeping horses, while integrating clustered cottages and other compact housing types that retain the existing pattern of equestrian-oriented open space.*

A key goal of the Bridle Trails neighborhood is to preserve a portion of larger lots as open space in order to keep horses and other large animals and maintain the equestrian nature of the area. The Zoning Code has minimum requirements for keeping large animals (such as outdoor paddock size). Where shared paddocks or other outdoor requirements for large animals can be met allow compact housing and or Accessory Dwelling Units to be incorporated into the property. Covenants may need to be recorded in order to ensure the paddock or protected open space areas are maintained for the original purpose.

*Policy BT 3: In Planned Area 16, maintain a mix of low-density development and commercial equestrian and recreation facilities.*

Planned Area 16 is designated as a planned area because of its approved master plan that incorporates a mix of equestrian, residential, and tennis club uses. The master plan allows one dwelling unit per acre in the eastern portion and two dwelling units per acre in the western portion of area, with ancillary private stables and pastures and retention of the existing commercial equestrian facility. The commercial tennis club on NE 60<sup>th</sup> ST is compatible with the surrounding residential and equestrian uses. Development in this area should not be permitted to adversely affect the unique equestrian and natural environment of the State Park and its uses by the general public.

*Policy BT 4: Incorporate accessory dwelling units (ADUs) into all new development in single-family neighborhoods, where consistent with keeping horses and there is adequate sanitary sewer infrastructure to expand the supply of affordable-by-design housing.*

*Policy BT 5: Incentivize missing middle housing (i.e., multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living) within areas that are in close proximity to the Bridle Trails Shopping Center while protecting the area's equestrian character.*

*Policy BT 6: Medium density residential and office uses west and south of Bridle Trails shopping center should support the high quality retail uses at the center while providing a transition between adjacent low density residential areas and the commercial center.*

## Commercial

In order to sustain vibrant neighborhood centers, neighborhood oriented commercial and office uses are appropriate south of NE 70<sup>th</sup> ST in the vicinity of the Bridle Trails Shopping Center and south of NE 70<sup>th</sup> ST along 116<sup>th</sup> Ave NE as shown on the land use map Figure \_\_\_.

*Policy BT 7: Actively promote the redevelopment of the Bridle Trails shopping center into an active, walkable, transit-supportive mixed use neighborhood center, including affordable housing.*

Development regulations and a master plan should be created that encourage future redevelopment of the commercial center into a village center that serves local residents. The master plan should be based on input from all the center's property owners and surrounding neighborhood residents. The master plan should include accommodating substantial neighborhood oriented commercial uses on the ground floor of buildings, including a grocery store with residential above retail. Changes to the boundaries of the commercial area should be made if needed to support high quality, local-serving commercial uses.

*(Note: the BCX zone currently does not require that 10% of residential units must be affordable housing. If building height is increased, a percent of the total units will be required to be affordable housing).*

The master plan should include the following design elements:

- Allow an increase in building height that ranges from 2-6 stories (height should be modulated); *Note: final building height to be determined with neighborhood planning process in order to provide a customer base within walking distance that can support high-quality retail uses.*
- Commercial uses oriented to adjacent arterials and pedestrian pathways connect uses on site and with adjacent properties.
- Building modulation is used to reduce the scale and massing of buildings compatible with surrounding existing residential and commercial architecture.
- Pedestrian oriented design elements are incorporated into the development including pedestrian plazas and wide sidewalks adjacent to the shopping center.
- Buffers are provided in areas that adjoin residential neighborhoods, but good connections are designed between these neighborhoods and the shopping center to encourage foot traffic and a walkable, local-serving commercial center.
- Consolidate driveways to minimize impacts on surrounding streets, adjacent residential uses and foster a pedestrian oriented site design.
- Parking areas are aggregated, landscaped, or placed underground to promote a pedestrian-centric neighborhood center.
- A comprehensive sign program should be implemented to reduce the number and size of signs to avoid a cluttered, intensive commercial appearance and ensure compatibility with surrounding residential uses.
- Gateway feature is provided with redevelopment.

*Policy BT 8: Promote transit-supportive office and residential uses southwest of the I-405 interchange with NE 70th Street in order to expand future neighborhood transit access.*

*Policy BT 9: At the Houghton Park and Ride, encourage future redevelopment of transit-supportive housing and commercial uses in conjunction with transit services (transit oriented development (TOD)). If the Houghton Park and Ride is redeveloped, engage the surrounding neighborhood in the site planning design process.*

*Policy BT 10: Foster equestrian and other recreation commercial facilities within the neighborhood.*

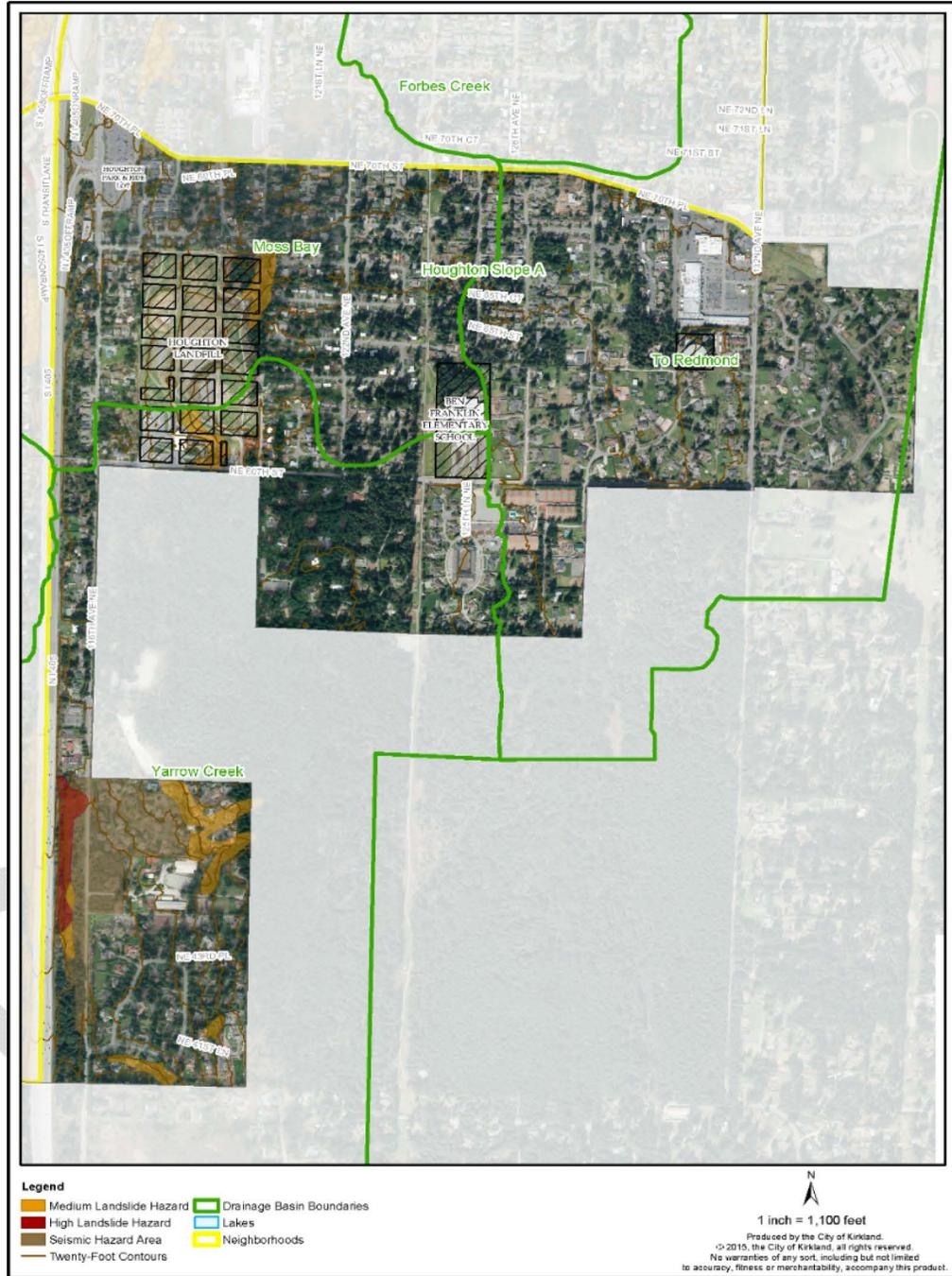
Commercial equestrian stables and tennis courts are located south of NE 60th Street between the Bridle Trails State Park and the Bridlewood Circle area. Other commercial equestrian stables are located along 116th Avenue NE. These uses are encouraged to remain.

**Natural Environment/Parks/Open Space**

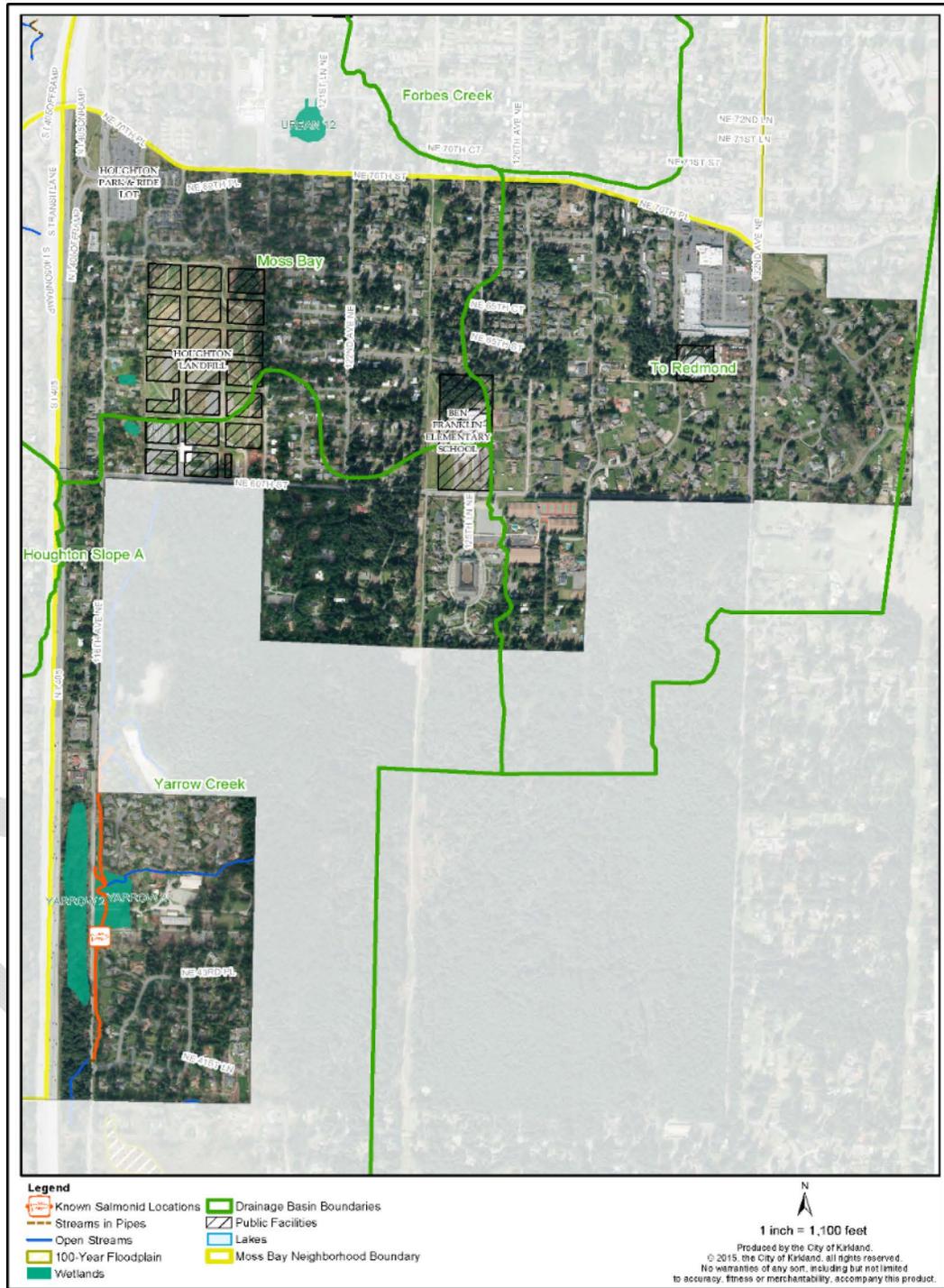
Figures \_\_ and \_\_ show the geologically hazardous areas, drainage basins and known streams and wetlands in the neighborhood. Yarrow Creek is a salmonid stream. These natural resources provide surface water, wildlife benefits and open space amenities for neighborhood and therefore should be maintained or restored to their natural state.

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Existing Geologically Hazardous Map- *Insert revised maps*



Streams, Wetlands Map



Policy BT 11: Enhance and restore Yarrow Creek and wetlands in the area shown on Figure \_\_\_.

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## Parks

Figure 1 Land Use map shows the location of existing parks and open spaces in the Bridle Trails Neighborhood. The citywide Parks and Open Space Plan describes the future plans for parks throughout the city. Prior to development of each park, a master plan process is conducted to allow for community input. The objectives of the following policies include promoting enhanced utilization of existing park and open space facilities, and improving facilities within existing open space resources.

*Policy BT 12: Enhance parks and open space with a wide range of amenities for a diverse population (including kids, families, and the elderly) consistent with the Parks and Open Space Plan (PROS).*

*Policy BT 13: Support Bridle Trails State Park as a local and regional open space, park and equestrian facility. Maintain and enhance public access easements to ensure connections to the Park. Provide directional signs to the Park and use park iconography to establish a sense of place in the Bridle Trails neighborhood.*

*Policy BT 14: In the future, the City should consider a joint agreement if the State seeks to share management of the Bridle Trails State Park.*

*Policy BT 15: Introduce new uses to Snyder's Corner Park to make it more useful to the neighborhood and encourage environmental functions as interim uses in advance of a formal park master plan process. New uses could include a community garden, orchard, wetland feature, dog park and managed woodland.*

*Policy BT 16: Promote the use of Ben Franklin Elementary School and playfield as an open space, recreational facility and community amenity that is shared with the neighborhood.*

The City of Kirkland has contributed towards recreational and interpretive trail improvements at Ben Franklin Elementary School and has a joint use agreement with the School District to allow use of the amenities for community use during non-school hours, including evenings, weekends, and summer months. Neighborhood use of the school site should be continued to help meet the recreation needs of the neighborhood.

*Policy BT 17: Impacts from the King County Transfer Station and sports fields should be minimized.*

Most of the approximately 25 acres encompassing the King County Transfer Station were once used as a landfill. The sports fields located to the north of the transfer station 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.

## Transportation

The major east - west streets in Bridle Trails include NE 70<sup>th</sup> ST, which connects the west to east part of Kirkland and NE 60<sup>th</sup> ST. Other important elements of the transportation system include the pedestrian/bicycle overpass over I-405, links to the County trail system that connect to Seattle and Marymoor Park in Redmond, the Cross Kirkland Corridor, and the Houghton shopping district. 116<sup>th</sup>

Avenue NE and 132<sup>nd</sup> Avenue connects to Bellevue. The policies below are intended to promote mobility, provide people with options to access goods and services without a car, and promote equestrian movement throughout the community.

*Policy BT 18: Improve vehicle, pedestrian, bicycle and equestrian mobility throughout the neighborhood, to other City and regional destinations.*

### **Pedestrian and Bicycle System**

Desired major pedestrian and bicycle pathways in the Bridle Trails Neighborhood are designated in Figures BT\_ and BT\_. The new Greenways in progress and planned shown on Figure \_\_ will help add to the citywide and regional pedestrian and bicycle system.

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Existing Pedestrian Circulation System Map

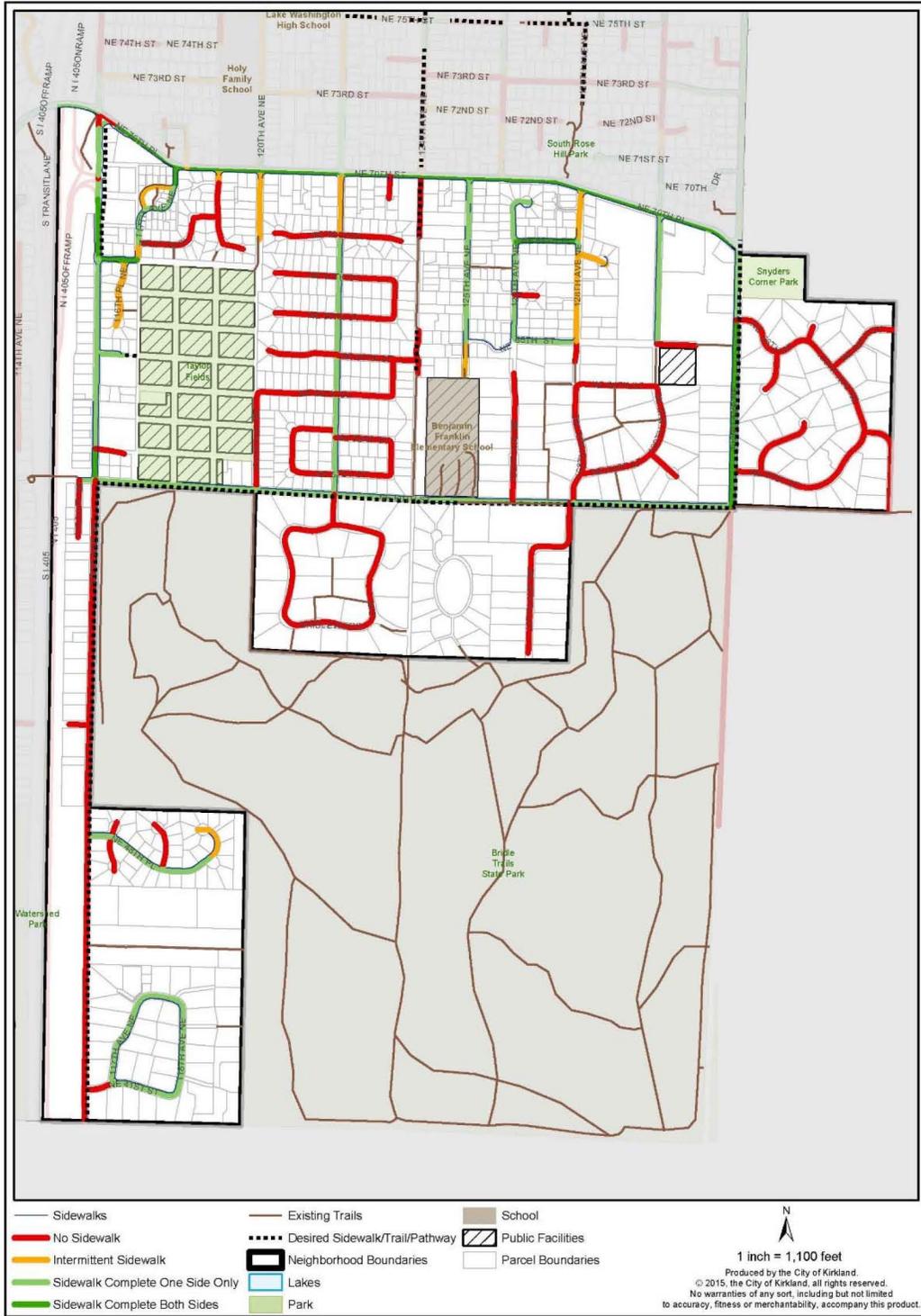


Figure BT:5 Bridle Trails Pedestrian System

Existing Pedestrian Circulation System Map



Figure BT:6 Bridle Trails Bicycle System

*Proposed Bicycle Circulation System Map – (Insert revised map showing Greenways)*

*Policy BT 19: Plan for a future bicycle and pedestrian Greenway along NE 60<sup>th</sup> ST and 130<sup>th</sup> Avenue NE to connect to the Greenway north of NE 70<sup>th</sup> Place and to the South and North Rose Hill Neighborhoods.*

*Policy BT 20: Design trails and streets to minimize conflicts between horses and vehicles while promoting equestrian, pedestrian and bike access.*

*Policy BT 21: In equestrian areas, design public improvements to reflect shared equestrian and pedestrian use of paths, sidewalks, roadway improvements, transit connections and signage to reflect the equestrian uses in the neighborhood.*

- Where possible, some separation of equestrians from bicyclists and motorists is desirable.
- Equestrian paths should not be paved. Paths should be constructed with a specially designed, stabilized hoof grid mix to provide appropriate footing and to retain integrity in Puget Sound's wet climate.
- Paths should be designed to accommodate horses and riders. Paths should be wide enough to support two-way equestrian travel and have enough vertical clearance for a horse and rider.

*Policy BT 22: Preserve and enhance equestrian, pedestrian and bike access to Bridle Trails State Park from the surrounding neighborhood, although bikes are not allowed in the park.  
(Staff Note: show access points to the Park on map?)*

*Policy BT 23: Require private development projects to complete unimproved portions of the regional Eastside Powerline trail located in Bridle Trails within the Seattle City Light Power Line Easement or explore ways to use public funds to make improvements to trail. Where private development has already occurred, consider completing sections through the City's Capital Improvement Program.*

Public pedestrian and bicycle improvements should be provided under the Seattle City Light power line easement when development, redevelopment or platting occurs to complete the trail system. Public funding should also be considered. See PROS Plan for further details. This off-street north/south trail through the neighborhood serves the recreational needs of the community by providing a safe pedestrian and bicycle link separated from the street system. This will provide a more pedestrian friendly option to the street system. Eventually this trail could link up to the South Rose Hill neighborhood and trail systems in adjoining jurisdictions. The trail should be enhanced with signage and wayfinding features, providing landscaping improvements that are consistent with the rural nature of the area.

## Public Facilities

Public facilities in the neighborhood include the King County Transfer Station, City water tower and Ben Franklin Elementary School. North of the King County Transfer Station site is the old Houghton Landfill and now Taylor Fields sports fields. The King County Solid Waste Division continually monitors the groundwater and methane gas at the Houghton landfill to ensure it complies with Seattle-King County Department of Public Health requirements. Any permanent use for the landfill will need soil remediation. There are many homes in the neighborhood still on septic systems because of lack of sanitary sewer infrastructure. As new development occurs the sewer mains and connections should be extended to meet current standards.

*Policy BT 24: Establish guiding principles for the redevelopment of the King County Transfer Station facility if it is closed:*

- Public-serving open space uses should be the primary focus of any redevelopment.
- Open space should include active (e.g., sports field) and passive (walking trails, dog park) uses, along with other recreational uses (e.g., aquatic center), and should establish ecological/wildlife and pedestrian connections between the former transfer station and Bridle Trails State Park.
- Non-open space/park uses may be considered, but should be compatible with the open space character of the site.
- Any soil contamination should be remediated prior to reuse.

*Policy BT 25: Upgrade sanitary sewer mains and connections before new infill development can occur.*

*Policy BT 26: The City's water tower is an important public facility and open space amenity for the neighborhood. Maintain the public pedestrian and bicycle pathway along the west side of the property.*

*(Staff Note: map where the path is located/desired)*

*Policy BT 27: Noise impacts adjacent to the Interstate 405 should be minimized with new development with the use of sound walls, berms or other mitigation measures.*



June 28, 2018

Janice Coogan  
Senior Planner  
City of Kirkland Planning and Building Department  
123 Fifth Avenue, Kirkland WA 98033

**RE: Bridle Trails Neighborhood Plan Update**

Dear Janice:

We are writing to you as the owners of the Tech Bowl (Totem Bowl) and Bridle Trails Shopping Center (ROIC).

As part of the Bridle Trails Neighborhood Plan update process, we would like the City of Kirkland to consider changes to the Zoning Code to allow higher density residential, and a mix of commercial and retail uses at the Bridle Trails Shopping Center and Tech Bowl properties.

They include the following addresses and parcel numbers.

**Totem Bowl**

Address: 13033 NE 70<sup>th</sup> Place & 13005 NE 70<sup>th</sup> Place – Kirkland, WA  
Parcel Numbers: 124150-0265, 124150-0276, 124150-0277

**Bridle Trails Shopping Center**

Address: 6501 132<sup>nd</sup> Ave NE – Kirkland, WA  
Parcel Number: 124150-0310

We believe the following standards would be important elements to achieve a successful vibrant redevelopment of the collective properties in the future:

- Increase of overall height limits to 65 feet to facilitate midrise mixed-use buildings;
- Use modulation, upper building setbacks and material changes to breakdown overall scale.
- Allow for residential amenities on the rooftop of mixed use buildings, which may exceed the suggested height limit of 65 feet.
- Increased flexibility to meet retail/commercial uses at ground floor.
- Allow residential uses at ground floor of buildings.
- Participation in affordable housing at a maximum of 20% of all residential units at an

Bridle Trails Neighborhood Plan Update  
June 28, 2018  
Page 2

- affordability level at 80% AMI defined by King County MFTE guidelines.
- Flexibility in minimum parking requirements for mixed use developments.
- Encourage pedestrian oriented environment by use of wider sidewalks and small plazas at the street level that allow retail uses to spill out and activate.

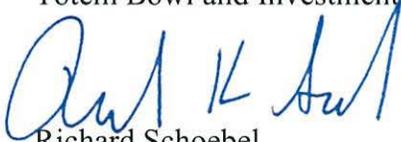
We think the City of Kirkland should support these changes in zoning for this area, as this is the logical place to encourage increased density while preserving the existing scale and character of the surrounding single-family neighborhoods. These changes will provide the economic catalyst to change the current one level commercial environment into a neighborhood village that better serves this area and encourages a vibrant pedestrian experience.

Thank you for consideration the proposed changes.

Sincerely,



Don Wells  
Totem Bowl and Investment Inc.



Richard Schoebel  
Chief Operating Officer  
Retail Opportunity Investments Corp. (ROIC)

**Janice Coogan**

---

**From:** Daniel Weise <daniel@weises.org>  
**Sent:** Monday, March 26, 2018 1:31 PM  
**To:** Janice Coogan  
**Cc:** Daniel Weise  
**Subject:** Redoing of comprehensive plan for Bridle Trails (and 3 related neighborhoods)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Janice,

My family got the postcard for the upcoming neighborhood meeting. Unfortunately, I cannot make that meeting. I was looking at the existing comprehensive plan for Bridle Trails at <http://www.codepublishing.com/WA/Kirkland/cgi/NewSmartCompile.pl?path=html/KirklandCP15C/KirklandCP15C.html>. I assume that this is the existing comprehensive plan and not the proposed one.

I'm writing about the part of the plan that says

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

---

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

Of particular interest to me is the definition of "Silver Spurs Ranch", which has historical anomalies associated with it. In particular, the 3 properties along its northern edge (as defined by Figure BT-3) 6422 128<sup>th</sup> Ave NE, 6425 128<sup>th</sup> Ave NE, and 6424 126<sup>th</sup> Ave NE, are not really part of Silver Spurs because they cannot be accessed from NE 60<sup>th</sup>, they must be accessed from NE 70<sup>th</sup>. Including them in the LDR 1 zoning of Silver Spurs makes no sense, they should be included in the LDR 5 of the properties to their north and east. You can see this zoning change was done to create 12509 NE 65<sup>th</sup> and 12512 NE 65<sup>th</sup> abutting Kent Sullivan's on the north (6407 126<sup>th</sup> Ave NE). (If my memory is correct, Kent carved these northern lots off of the property he used to build his own house.)

What process should I follow to ensure that any comprehensive plan no longer places these properties within Silver Spurs, thereby making it much easier to short plat these properties in the future as LDR5? We need to be increasing the density of housing in Kirkland to help keep housing affordable. Undoing this mistake of history is one way to improve density.

Daniel Weise  
 Silver Spurs Resident  
 12810 NE 64<sup>th</sup> St.  
 Owner, 6422 128<sup>th</sup> Ave NE.

PS, I have chatted with the owner of 6425 128<sup>th</sup> Ave NE many times over the years and know of his interest in building more units than currently allowed. I have no idea the druthers of the owner of the 3<sup>rd</sup> lot, but as that lot is not nearly as buildable as the other two, I wouldn't be surprised if that owner is not interested in this idea.



**BRIDLE TRAILS NEIGHBORHOOD PLAN- Preliminary Draft 7-2-2018**  
Suggested edits and comments from Working Group members Lynn Erckmann and Rodney Rutherford.

[Note to Reviewer: The next draft of this plan will be supplemented with new maps to graphically convey the policies listed below.]

**Overview**

The Bridle Trails neighborhood has a rural pastoral feel with large forested areas and an equestrian community character within an urban environment bordering Bridle Trails State Park. The Bridle Trails shopping center provides a mix of neighborhood oriented commercial services to surrounding residents and is an active focal point for the neighborhood. Access to the City's new greenway in South Rose Hill, good transit service, and vehicular access to I-405 make the neighborhood a convenient location to access the rest of the region and major job centers.

**Vision Statement**

The Bridle Trails Neighborhood is a unique, forested, equestrian-oriented community with small-scale housing, trails, and open-space amenities that support keeping horses and protect the quiet, wooded nature of the community. Bridle Trails State Park is a focal point for the neighborhood and its historic development~~providing equestrian and pedestrian connections to and from the neighborhood.~~ Equestrian and pedestrian trails connect to the surrounding neighborhood. The private and commercial equestrian uses in the neighborhood have been preserved. Where consistent with the equestrian character of the neighborhood, b~~ackyard cottages and other compact housing types have been integrated into parts of the residential neighborhood to provide housing opportunities for multiple generations, and allow for aging in place, additional homeowner income, and provide an affordable place to live-for local equestrian employees, returning college students, and empty nesters.~~

The Bridle Trails commercial area has been transformed into an active, attractive, mixed use residential and commercial village with neighborhood oriented businesses and gathering places. A residential village surrounding the shopping center provides a built-in customer base to support high-quality retail establishments, allowing people to walk to shops and services without getting in their cars. Nearby Snyder's Corner provides a visual open space amenity for the nearby mixed use neighborhood center.

A bicycle greenway provides an alternative to using cars to travel from one part of Kirkland to another, and to the Cross Kirkland Corridor and regional bike trails. The Houghton Park and Ride and its close proximity to the I-405 NE 70th Street interchange provides residents with easy transit access to numerous destinations throughout the region. This area has been activated with transit-accessible housing designed to accommodate population growth without large increases in associated traffic.

The future use of the King County Transfer Station property is unknown at this time; however, the neighborhood vision is for the transfer station to close and see the property redeveloped for a variety of park, recreational, and possibly other uses.

### Historical Context

The Bridle Trails area began to be settled in the 1860s. Some of those early settlers in the neighborhood were: Nils P. Andrews, Eric Botsford, William C. Hamley, Miles Bigelow, and John Jehli.

Bridle Trails State Park was part of the original land grant to Washington State in 1889, and its timber sales were managed to support public schools. Equestrian communities formed around the state park in the early 1900s, and it was these communities that lobbied for the public land to become a state park where residents could ride their horses ~~and hold horse shows~~. In the early 1930s the Commissioner of Public Lands set aside the area of the current park for park use. The state park was a focal point for the neighborhood, and most homes near the park had a barn and paddock to keep horses. Washington State Parks began leasing the land for park use in 1962 from the Department of Natural Resources, then purchased the park over the period 1972--and exchanged final deeds in 1992.

The residential areas that comprise the Bridle Trails neighborhood are relatively recent annexations to Kirkland. The Houghton consolidation (including Sablewood) was annexed in 1968. Bridlewood Circle was annexed in 1969, the Central Park (now the Hunt Club) and Flying Horseshoe areas in 1986, Silver Spurs and land north of NE 60<sup>th</sup> ST in 1988, land south of Sablewood in 1989, and Bridleview in 2009.

### Land Use

The Houghton Community Council has jurisdiction over land use decisions in the west half of the Bridle Trails neighborhood.

Figure BT-1 shows the existing and proposed land use districts. The policies below describe the housing types, equestrian, commercial and public facility uses allowed for each area shown on the map.

Figure BT-1 Existing Land Use Map

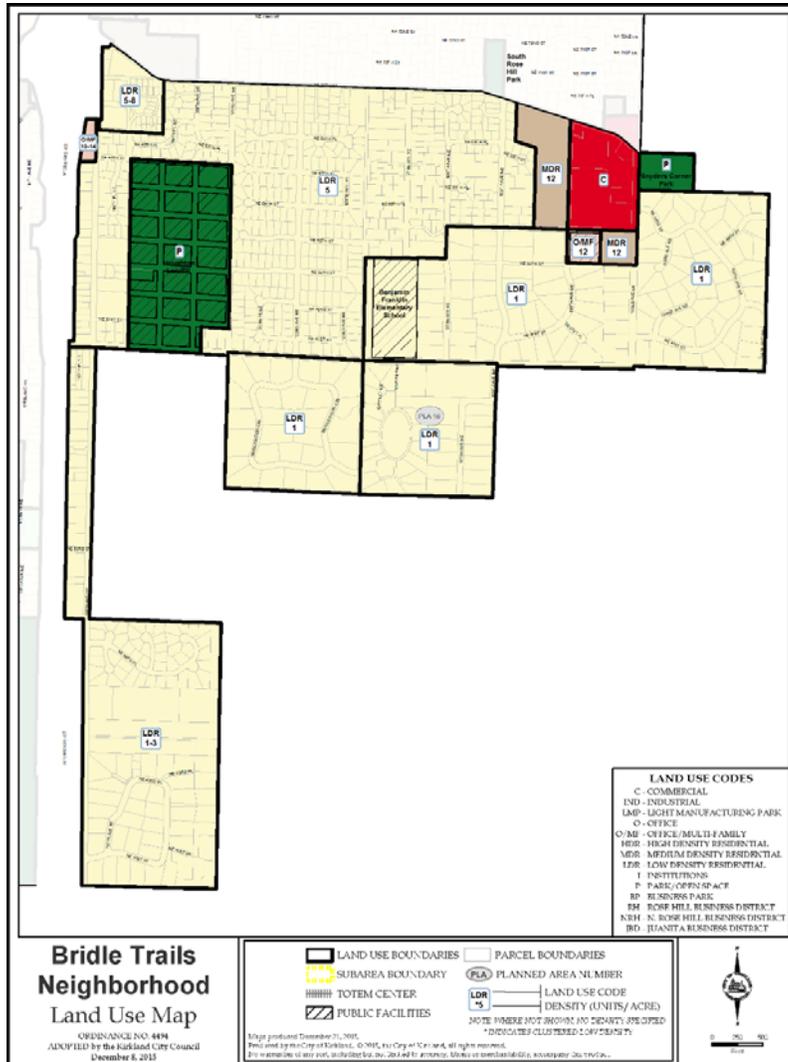


Figure Proposed Land Use Map (to be inserted later)

## Residential

The intent of the following policies is to promote a range of housing types in the Bridle Trails neighborhood that contribute to the livability of the neighborhood – including a rejuvenated Bridle Trails Shopping Center and a sustainable pattern of open space – and provide living opportunities for multiple generations ~~and equestrian employees.~~

*Policy BT 1: Retain and preserve the low density residential and equestrian character of the neighborhood while accommodating compact new housing opportunities where consistent with equestrian use.*

*Policy BT 2: Generally south of NE 65<sup>th</sup> ST surrounding Bridle Trails State Park and east of 132<sup>nd</sup> Ave NE, maintain lower density, larger lots at one dwelling units per acre capable of keeping horses, ~~while integrating clustered cottages and other compact housing types that retain the existing pattern of equestrian-oriented open space.~~*

A key goal of the Bridle Trails neighborhood is to preserve a portion of larger lots as open space in order to keep horses and other large animals and maintain the equestrian nature of the area. The Zoning Code has minimum requirements for keeping large animals (such as outdoor paddock size).

~~Where shared paddocks or other outdoor requirements for large animals can be met and shared among owners, allow compact housing and or Accessory Dwelling Units to be incorporated into the property. Covenants may need to be recorded in order to ensure the paddock or protected open space areas are maintained for the original purpose.~~

*Policy BT 3: In Planned Area 16, maintain a mix of low-density development and commercial equestrian and recreation facilities.*

Planned Area 16 is designated as a planned area because of its approved master plan that incorporates a mix of equestrian, residential, and tennis club uses. The master plan allows one dwelling unit per acre in the eastern portion and two dwelling units per acre in the western portion of area, with ancillary private stables and pastures and retention of the existing commercial equestrian facility. The commercial tennis club on NE 60<sup>th</sup> ST is compatible with the surrounding residential and equestrian uses. Development in this area should not be permitted to adversely affect the unique equestrian and natural environment of the State Park and its uses by the general public.

*Policy BT 4: Incorporate accessory dwelling units (ADUs) into all new development in single-family neighborhoods, where consistent with keeping horses and on sewer, to ~~provide living spaces for equestrian caretakers and~~ expand the supply of affordable-by-design housing.*

*Policy BT 5: Incentivize missing middle housing (i.e., multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living) within areas that are in close proximity to the Bridle Trails Shopping Center while protecting the area's equestrian character.*

**Commented [1]:** I am not in favor of shared paddock areas. Keeping horses in a group situation with different owners is only successful with boarding facilities where someone is in charge and makes the rules. Horses all have to fed at the same time and get along with one another, and there has to be a cooperative effort for cleaning and upkeep.

**Commented [2]:** Don't single out equestrian caretakers – there aren't enough of them in the area to matter. Horse owners do the majority of care.

*Policy BT 6: Medium density residential and office uses west and south of Bridle Trails shopping center should support the high quality retail uses at the center while providing a transition between adjacent low density residential areas and the commercial center.*

### Commercial

In order to sustain vibrant neighborhood centers, neighborhood-oriented commercial and office uses are appropriate south of NE 70<sup>th</sup> ST in the vicinity of the Bridle Trails Shopping Center and south of NE 70<sup>th</sup> ST along 116<sup>th</sup> Ave NE as shown on the land use map Figure \_\_\_.

*Policy BT 7: Actively promote the redevelopment of the Bridle Trails shopping center into an active, walkable, transit-supportive mixed use neighborhood center, including affordable housing.*

Development regulations and a master plan should be created that encourage future redevelopment of the commercial center into a village center that serves local residents. The master plan should be based on input from all the center's property owners and surrounding neighborhood residents. The master plan should include accommodating substantial neighborhood-oriented commercial uses on the ground floor of buildings, including a grocery store, with one or two floors of residential space above retail. Changes to the boundaries of the commercial area should be modified made if needed to support high quality, local-serving commercial uses.

*(Note: the BCX zone currently does not require that 10% of residential units must be affordable housing. If building height is increased, a percent of the total units will be required to be affordable housing).*

The master plan should include the following design elements:

- Allow an increase in building height to 2-35-6 stories in order to provide a customer base within walking distance that can support high-quality retail uses.
- Commercial uses oriented to adjacent arterials and pedestrian pathways connect uses on site and with adjacent properties.
- Building modulation is used to reduce the scale and massing of buildings.
- Pedestrian oriented design elements are incorporated into the development including pedestrian plazas and wide sidewalks adjacent to the shopping center.
- Buffers are provided in areas that adjoin residential neighborhoods, but good connections are designed between these neighborhoods and the shopping center to encourage foot traffic and a walkable, local-serving commercial center.
- Consolidate driveways to minimize impacts on surrounding streets, adjacent residential uses and foster a pedestrian oriented site design.
- Parking areas are aggregated, landscaped, or placed underground to promote a pedestrian-centric neighborhood center.
- A comprehensive sign program should be implemented to reduce the number and size of signs to avoid a cluttered, intensive commercial appearance and ensure compatibility with surrounding residential uses.
- Gateway feature is provided with redevelopment.

**Commented [3]:** 5-6 stories is way too high for a small neighborhood shopping center. BT is not Totem lake. Residents will really balk at buildings that tall.

*Policy BT 8: Promote transit-supportive office and residential uses at the southeast corner of the I-405 interchange with NE 70th Street in order to expand future neighborhood transit access.*

**Commented [4]:** This is confusing. If referring to the P&R it seems to be covered in BT9. Do we need BT8?

*Policy BT 9: At the Houghton Park and Ride, promote development of transit-supportive housing and commercial uses in conjunction with transit services (transit oriented development (TOD)). If the Houghton Park and Ride is redeveloped, engage the surrounding neighborhood in the site planning design process.*

**Commented [5]:** Is there enough certainty of the future transit service or other amenities near this site to justify TOD investment? I'm expecting that transit service will continue to focus away from here (as it has over the past 10 years) and more towards 85th/405.

*(Staff Note: Waiting to hear back from WSDOT regarding the future plans for the P&R).*

**Commented [6]:** Also reach out to Metro to find out if there are plans for substantial increases in regional transit service here, as this is primarily only served by slow local routes today.

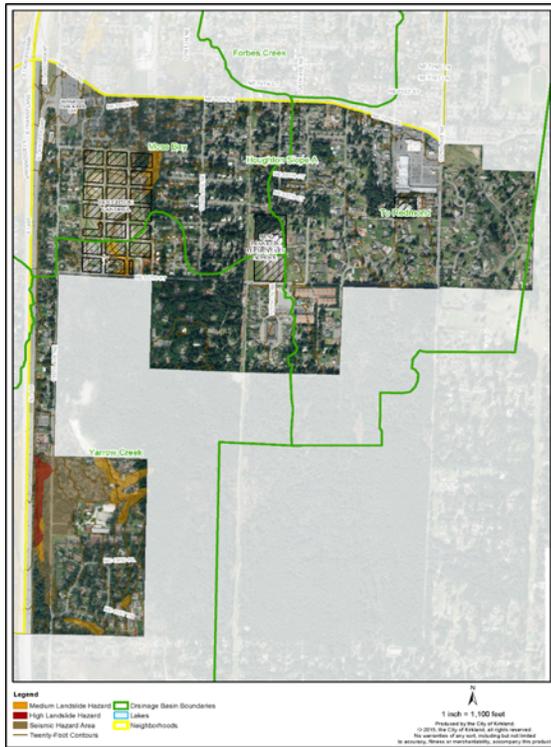
*Policy BT 10: Foster equestrian and other recreation commercial facilities within the neighborhood.*

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 uses are encouraged to remain.

#### **Natural Environment/Parks/Open Space**

Figures \_\_ and \_\_ show the geologically hazardous areas, drainage basins and known streams and wetlands in the neighborhood. Yarrow Creek is a salmonid stream. These natural resources provide surface water, wildlife benefits and open space amenities for the neighborhood and therefore should be maintained or restored to their natural state.

Existing Geologically Hazardous Map- Insert revised maps



Streams, Wetlands Map



Policy BT 11: Enhance and restore Yarrow Creek and wetlands in the area shown on Figure 1.

Commented [7]: Unlikely to have salmon where shown on figure.

## Parks

Figure 1 Land Use map shows the location of existing parks and open spaces in the Bridle Trails Neighborhood. The citywide Parks and Open Space Plan describes the future plans for parks throughout the city. Prior to development of each park, a master plan process is conducted to allow for community input. The objectives of the following policies include promoting enhanced utilization of existing park and open space facilities, and improving facilities within existing open space resources.

Policy BT 12: Enhance parks and open space with a wide range of amenities for a diverse population (including kids, families, and the elderly) consistent with the Parks and Open Space Plan (PROS).

Policy BT 13: Support Bridle Trails State Park as a local and regional open space, park and equestrian facility. Maintain and enhance public access easements to ensure connections to the Park. Provide directional signs to the Park and use park iconography to establish a sense of place in the Bridle Trails neighborhood.

*Policy BT 14: In the future, the City should consider a joint agreement if the State seeks to share management of the Bridle Trails State Park.*

*Policy BT 15: Introduce new uses to Snyder's Corner Park to make it more useful to the neighborhood and encourage environmental functions as interim uses in advance of a formal park master plan process. New uses could include a community garden, orchard, ~~and wetland feature, and managed woodland.~~*

**Commented [8]:** BT has plenty of trees and forests and little open space. Inappropriate use of open space in an already heavily-treed area.

*Policy BT 16: Promote the use of Ben Franklin Elementary School and playfield as an open space, recreational facility and community amenity that is shared with the neighborhood.*

**Commented [9]:** Add "dog park."

The City of Kirkland has contributed towards recreational and interpretive trail improvements at Ben Franklin Elementary School and has a joint-use agreement with the School District to allow use of the amenities for community use during non-school hours, including evenings, weekends, and summer months. Neighborhood use of the school site should be continued to help meet the recreation needs of the neighborhood.

*Policy BT 17: Impacts from the King County Transfer Station and sports fields should be minimized.*

Most of the approximately 25 acres encompassing the King County Transfer Station were once used as a landfill. The sports fields located to the north of the transfer station 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.

**Commented [10]:** Keep these existing trees.

## Transportation

The major east - west streets in Bridle Trails include NE 70<sup>th</sup> ST, which connects the west to east part of Kirkland and NE 60<sup>th</sup> ST. Other important elements of the transportation system include the pedestrian/bicycle overpass over I-405, links to the County trail system that connect to Seattle and Marymoor Park in Redmond, the Cross Kirkland Corridor, and the Houghton shopping district. 116<sup>th</sup> Avenue NE and 132<sup>nd</sup> Avenue connects to Bellevue. The policies below are intended to promote mobility, provide people with options to access goods and services without a car, and promote equestrian movement throughout the community.

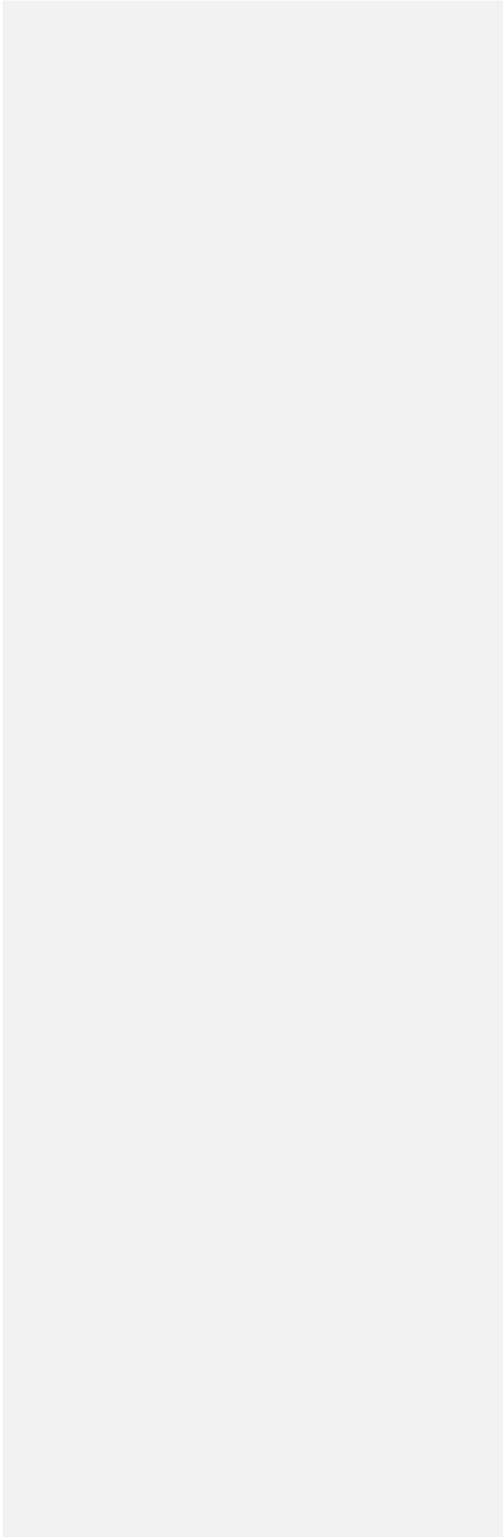
*Policy BT 18: Improve vehicle, pedestrian, bicycle and equestrian mobility throughout the neighborhood, to other City and regional destinations.*

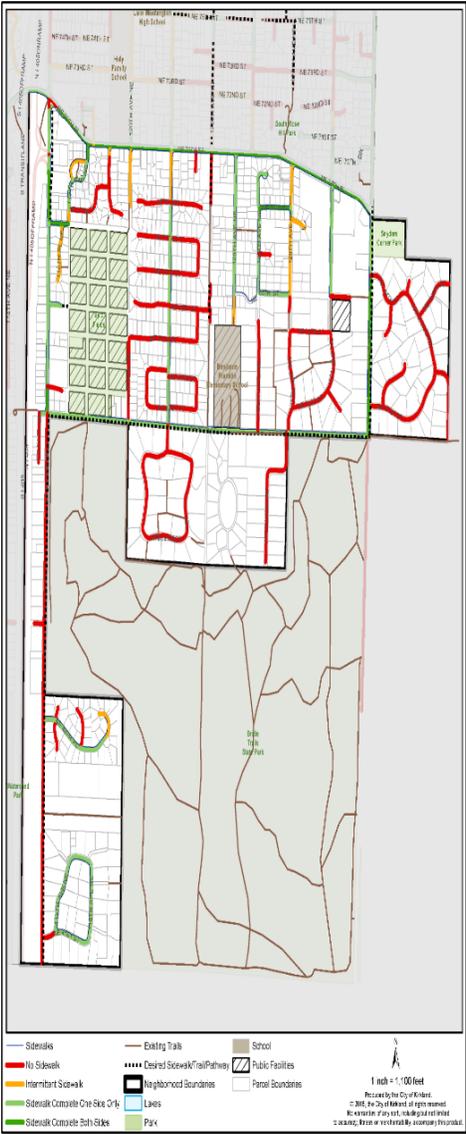
## Pedestrian and Bicycle System

Desired major pedestrian and bicycle pathways in the Bridle Trails Neighborhood are designated in Figures BT\_ and BT\_. [The new Greenways in progress and planned shown on Figure \_\_ will help add to the citywide and regional pedestrian and bicycle system.

**Commented [11]:** Map is distorted. No sidewalks on the south side of NE 60th St (there is a trail already on the north side). No sidewalks on the east side of 132nd Ave. NE because of horse use. Existing sidewalks on the W side. If doing a sidewalk on 116th Ave. NE it should be on the W side.

*Existing Pedestrian Circulation System Map*





Insert Proposed Pedestrian Circulation System Map

Existing Pedestrian Circulation System Map



Commented [12]: Map is distorted.

*Proposed Bicycle Circulation System Map – (Insert revised map showing Greenways)*

*Policy BT 19: Plan for a future bicycle and pedestrian Greenway along NE 60<sup>th</sup> ST and 130<sup>th</sup> Avenue NE to connect to the Greenway north of NE 70<sup>th</sup> Place and to the South and North Rose Hill Neighborhoods.*

**Commented [13]:** Put on the north side of NE 60 St where there is already a horse/pedestrian trail.

*Policy BT 20: Design trails and streets to minimize conflicts between horses and vehicles while promoting equestrian, pedestrian and bike access.*

*Policy BT 21: In equestrian areas, design public improvements to reflect shared equestrian and pedestrian use of paths, sidewalks, roadway improvements, transit connections and signage to reflect the equestrian uses in the neighborhood.*

- Where possible, some separation of equestrians from bicyclists and motorists is desirable.
- Equestrian paths should not be paved. Paths should be constructed with a specially designed, stabilized hoof grid mix to provide appropriate footing and to retain integrity in Puget Sound's wet climate.
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*Policy BT 23: Require private development projects to complete unimproved portions of the regional Eastside Powerline trail located in Bridle Trails within the Seattle City Light Power Line Easement. Where private development has already occurred, consider completing sections through the City's Capital Improvement Program.*

**Commented [14]:** This seems like quite a burden to place on owners of these properties, especially because it is an improvement that would benefit far more than just those who own this property. (Ideally we could use a land value capture tax to fund improvements like this, but I expect that would require some work by the state legislature to make that possible.) As written, I would expect that the additional burden placed on these properties would mean that the affected properties would be neglected and not developed.

Public pedestrian and bicycle improvements should be provided under the Seattle City Light power line easement when development, redevelopment or platting occurs to complete the trail system. Public funding should also be considered. See PROS Plan for further details. This off-street north/south trail through the neighborhood serves the recreational needs of the community by providing a safe pedestrian and bicycle link separated from the street system. This will provide a more pedestrian friendly option to the street system. Eventually this trail could link up to the South Rose Hill neighborhood and trail systems in adjoining jurisdictions. The trail should be enhanced with signage and wayfinding features, providing landscaping improvements that are consistent with the rural nature of the area.

**Commented [15]:** Horses use the SCL trail south of NE 70th to the state park. Motorized vehicles are not allowed on this trail except for residents accessing their property.

## Public Facilities

Public facilities in the neighborhood include the King County Transfer Station, City water tower and Ben Franklin Elementary School. North of the King County Transfer Station site is the old Houghton Landfill and now Taylor Fields sports fields. The King County Solid Waste Division continually monitors the groundwater and methane gas at the Houghton landfill to ensure it complies with Seattle-King County Department of Public Health requirements. Any permanent use for the landfill will need soil remediation. There are many homes in the neighborhood still on septic systems because of lack of sanitary sewer infrastructure. As new development occurs the sewer mains and connections should be extended to meet current standards.

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*(Staff Note: map where the path is located/desired)*

*Policy BT 27: Noise impacts adjacent to the Interstate 405 should be minimized with new development with the use of sound walls, berms or other mitigation measures.*

Reviewed by Lynn Erckmann 7/8/18

**Commented [16]:** My personal view is that this is not a good place for an aquatic center.

**Table: Schedule for Neighborhood Plan Update (and Code Amendments) 4/24/2018**

#	Task	Responsibility	Date
1	Internal Kickoff Meetings	City	Wednesday, January 10, 2018
2	Prepare Preliminary Scope/Schedule/Outreach Plan	City	Monday, January 22, 2018
3	Prepare Background Data	City	
4	External Project Kickoff Meeting with Neigh Assoc.	City/Working Group	Thursday, January 25, 2018
5	Internal Kickoff PW/PBD meeting		Wednesday, February 14, 2018
6	Joint Working Group Mtg	City/Working Group	Wednesday, February 28, 2018
7	Send Postcard	City	Thursday, March 08, 2018
8	Release Neighborhood Survey #1	City/Working Group	Tuesday, March 13, 2018
9	Attend SRH/BT Neighborhood Association Meeting	City/Working Group	Tuesday, March 13, 2018
10	Facilitation Training for Visioning Workshop	City/Working Group	Thursday, March 15, 2018
9	Attend NRH Neighborhood Association Meeting	City/Working Group	Monday, March 19, 2018
11	Conduct Visioning Workshop	City/Working Group	Wednesday, March 28, 2018
12	Comments on Survey Due to Identify Themes	City	Wednesday, April 04, 2018
13	Present Preliminary Issues to HCC		Monday, April 23, 2018
13	Present Preliminary Issues to PC	City	Thursday, April 26, 2018
14	Present Preliminary Issues to CC	City	Tuesday, May 01, 2018
15	Prepare Plan vision/outline and issues	City	Tuesday, May 01, 2018
16	Joint Working Group Mtg	City/Working Group	may 15?
17	Release Neighborhood Survey #2	City/Working Group	Friday, June 01, 2018
18	Workshop present draft vision/issues & planned projects	City/Working Group	Saturday, June 02, 2018
19	Submit Written Comments on Plan outline/issues and vision	Working Group	Monday, June 11, 2018
20	Comments on Survey Due	City	Friday, June 15, 2018
21	Prepare Draft Plan #1	City	Monday, June 25, 2018
22	Present Draft Plan #1 to Community	City/Working Group	Monday, July 09, 2018
23	HCC Study Session	City/Working Group	Monday, July 23, 2018
24	PC Study Session	City/Working Group	Thursday, July 26, 2018
25	Prepare Draft Plan #2 & Code Amendments	City	Thursday, August 16, 2018
26	Present Plan/Code Amendments to Parks Board	City	Wednesday, September 12, 2018
27	City Council Study Session	City/Working Group	Tuesday, September 18, 2018
28	Present Plan/Code Amendments to Tran. Commission	City	Wednesday, September 26, 2018
29	Public Notice Issued		Thursday, October 11, 2018
30	Publish SEPA Addendum	City	Friday, October 12, 2018
31	Department of Commerce Intent to Adopt	City	Friday, October 19, 2018
32	PC/HCC Public Hearing	City/Working Group	Thursday, October 25, 2018
	PC Deliberation	City/Working Group	November
33	City Council Study Session	City/Working Group	Tuesday, November 20, 2018
34	City Council Adoption	City/Working Group	Tuesday, December 18, 2018
35	Send final ordinance to Dept of Commerce	City	Jan
36	Houghton Community Council Final Approval	City	Monday, January 28, 2019

Notes:

1. "Working Group" = Neighborhood Group Chair, Vice Chair, plus 1-2 other members.
2. Shading = Public Meetings
3. Green = Additional Opportunities for Public Input
4. This schedule doesn't include all internal (City) meetings.
5. Dates are subject to Change

