

Insert Revised Map- NRH Bicycle System

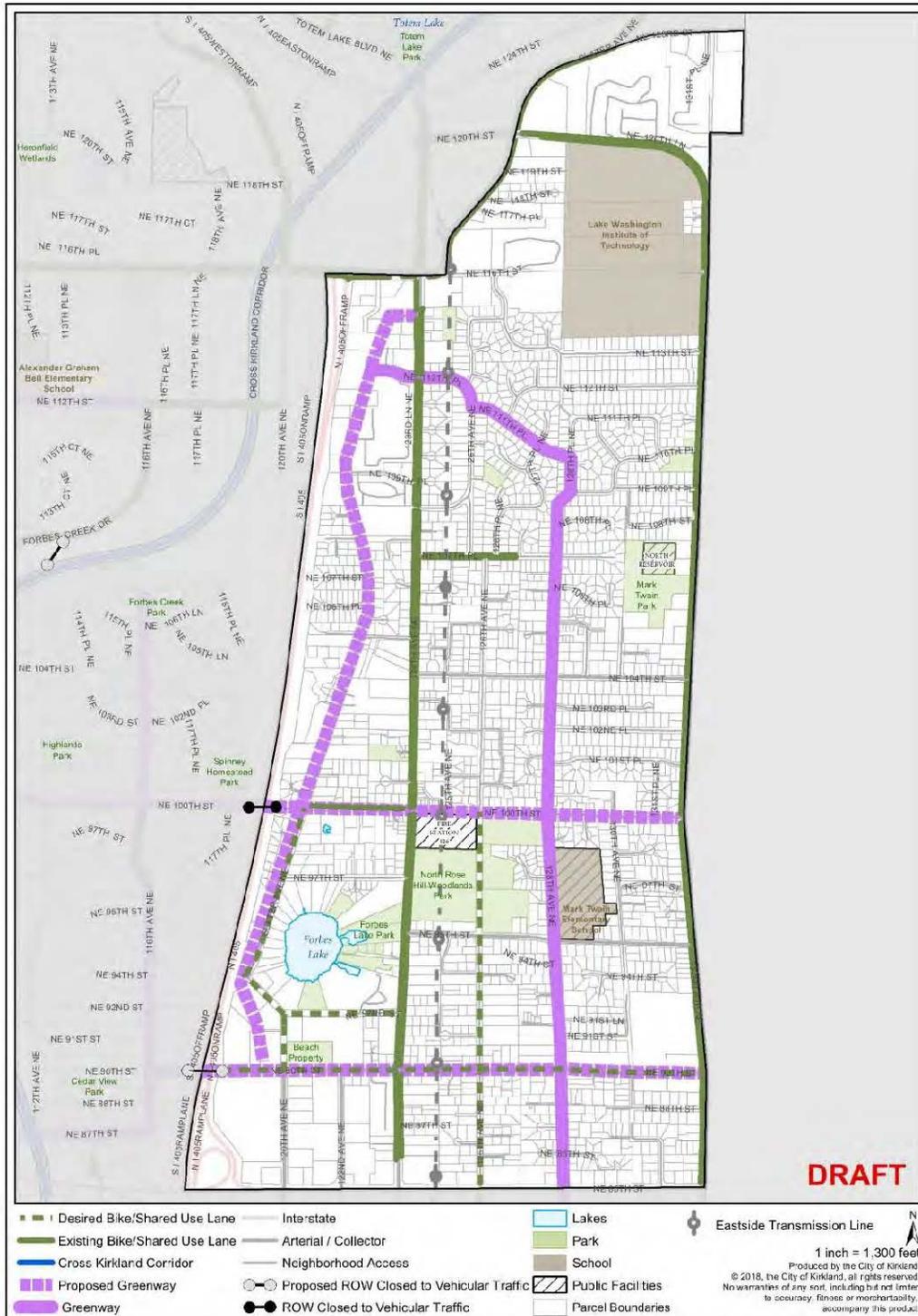


Figure NRH:7 North Rose Hill Bicycle System

Insert Revised Map- SRH Bicycle System



Figure SRH:6 South Rose Hill Bicycle System

Policy RH ~~7274~~: Encourage the use of nonmotorized transportation by providing appropriate facilities and infrastructure for pedestrians and bicyclists throughout the Rose Hill neighborhood either when private development occurs or in some instances with public funding:

- **Along school walk routes** – highest priority.
- **Between bus stops and residential development.**
- Connecting to the planned Bus Rapid Transit Station at NE 85th Street on I-405 (WG).
- Connecting to the South Rose Hill Northeast 75th Street greenway and North Rose Hill 128th Avenue Northeast greenway
- **Connecting** to activity areas, including parks, the Boys and Girls Club, Lake Washington Institute of Technology and Lake Washington High School.
- ~~Wherever a street connection is not required or feasible to connect~~ Connecting dead end streets to adjacent streets wherever new street connections are not required or feasible. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued. (WG)
- **Around a limited portion of Forbes Lake** on City-owned park property and where appropriate, across private property connecting to the Park.
- **Various** links between the Lake Washington Institute of Technology and surrounding residential development to the west between 132nd Avenue NE and Slater Avenue NE, and to the south.
- In NRH 3, in North Rose Hill, between the City open space to the east and 124th Avenue NE with redevelopment of the intervening private property.
- Under the Seattle City Light transmission line in cooperation with the utility and adjacent property owners. Public pedestrian and bicycle easements should be provided across private properties within the Seattle City Light easement, when development, redevelopment or platting occurs to complete the designated Eastside Powerline Corridor trail. See the PROS Plan for further details. This off-street north/south trail provides a safe pedestrian and bicycle link for the most part separated from the street system. Eventually this trail could link up to trail systems in adjoining jurisdictions.
- ~~Connecting to the Eastside Powerline Trail.~~
- Connecting Juanita Bay to North Rose Hill Woodlands Park and eventually to the Sammamish Valley. Known as the Bay to Valley Trail, it would connect Lake Washington to North Rose Hill over the 100th Street Bridge across I-405, and along 100th Street and 132nd Avenue NE in Kirkland to the Puget Sound Energy Trail and Redmond Central Connector Trail in the Sammamish Valley via NE 97th St, NE 94th St and NE 93rd Ct in Redmond.

*Policy RH ~~8375~~: Develop a new pedestrian and bicycle connection between Slater Avenue in the North Rose Hill Neighborhood and NE 80th Street in South Rose Hill. The route would connect to the existing NE 80th Street overpass which leads to downtown Kirkland, with the exact route to be determined in the **context of the City's Transportation Master Plan**.*

Staff Note: Revise this policy in the next draft to describe new Bicycle Greenway.

BRIDLE TRAILS NEIGHBORHOOD PLAN- 2nd Draft 10/18/18 CLEAN COPY VERSION

For Houghton Community Council and Planning Commission Public Hearings

1. 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.

2. 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 an important factor in the neighborhood's historic development.** 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.*

*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 neighborhood greenway provides options for walking and biking 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.

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.

3. 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. Lake Washington Saddle Club and Bridle Trails Park Foundation are two non-profit organizations that have been instrumental in sustaining the park over the years.

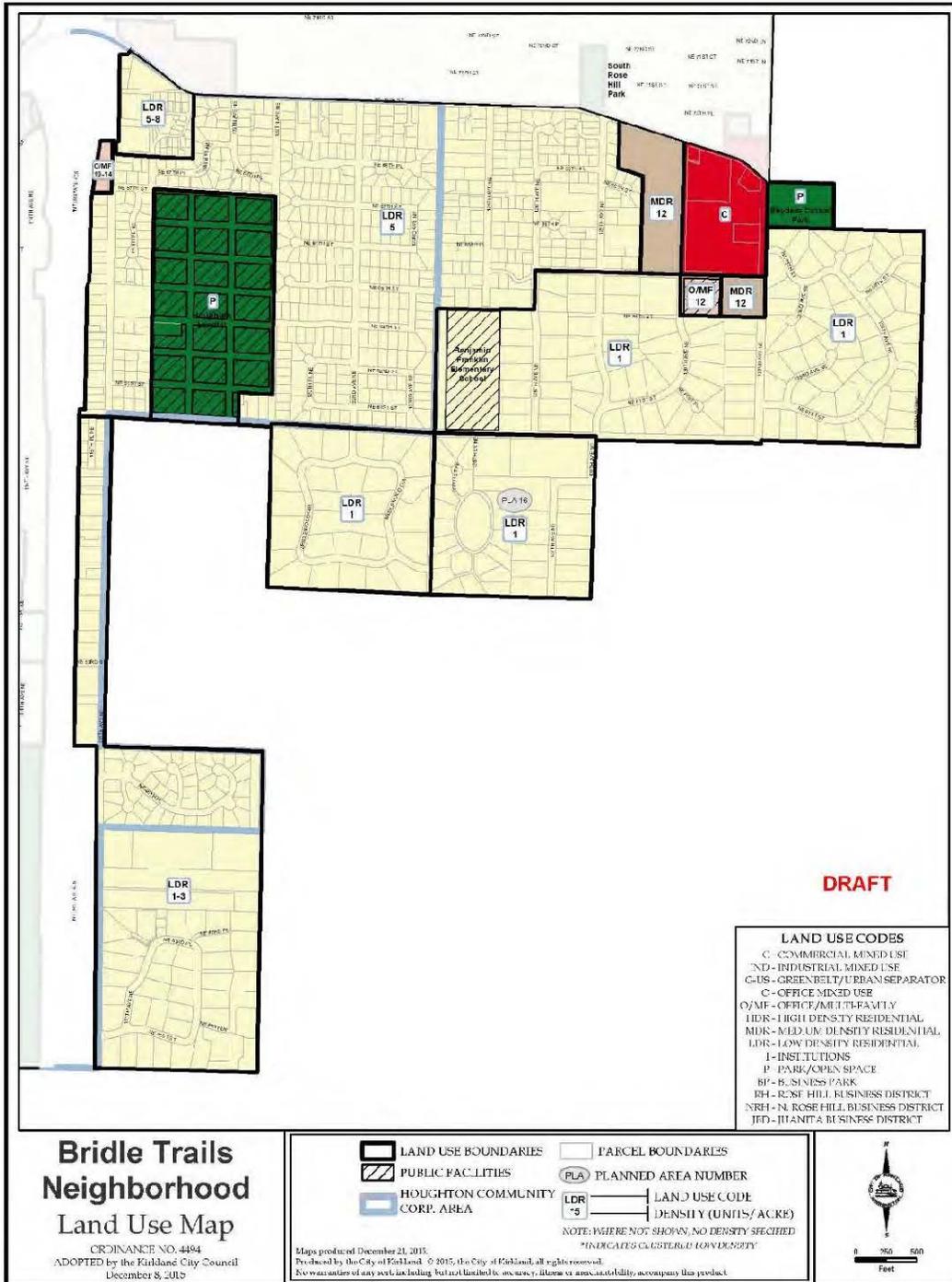
The residential areas that comprise the Bridle Trails neighborhood are relatively recent annexations to Kirkland. The Houghton consolidation (including Sablewood) was annexed in 1968. Bridlewood Circle was annexed in 1969, the Central Park (now the Hunt Club) and Flying Horseshoe areas in 1986, Silver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

4. 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 land use districts. The policies below describe the housing types, equestrian, commercial and public facility uses allowed for each area shown on the map.

(no land use changes/rezones are proposed)- Figure BT-1 Land Use Map



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 new compact housing opportunities where consistent with equestrian uses.

Policy BT 2: Generally south of NE 65th ST surrounding Bridle Trails State Park and east of 132nd Ave NE, maintain lower density, larger lots at one dwelling units per acre capable of keeping horses.

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.

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 60th 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 new and existing development in single-family neighborhoods where consistent with keeping horses and there is adequate sewer infrastructure, to expand the supply of affordable-by-design housing.

*Policy BT 5: Incentivize compact 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 predominately single family 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 70th ST in the vicinity of the Bridle Trails Shopping Center and south of NE 70th ST along 116th Ave NE as shown on the land use map Figure ___.

Policy BT 7: Encourage redevelopment of the Bridle Trails Neighborhood Center into a lively, pedestrian oriented, transit-supportive, mixed use residential and commercial neighborhood center. Allow mixed use up to five stories if properties are consolidated, project includes a grocery store or other neighborhood serving retail, public plazas, affordable housing, green building and sustainable site standards and if it meets the specific additional criteria listed below. (staff/CC)

Design Guidelines for Pedestrian Oriented Business Districts should be used with careful attention to architectural scale, massing and upper story step backs, pedestrian orientation and connections, compatibility with surrounding residential uses, building modulation, and use of materials to reduce the appearance of bulk and mass.

Three story mixed use residential and commercial development is allowed and substantial commercial uses should continue to provide shops and services to the neighborhood. Commercial uses should be oriented to adjacent arterials with wide sidewalks and pedestrian pathways should connect uses on site and with adjacent properties. In addition to these standards, five story development is allowed subject to the following principles:

- Minimum property aggregation within the commercial zone.
- Neighborhood-serving retail is provided on the ground floor with a mix of complementary uses such as grocery store, hardware store, or drug store. Residential should be the predominant use on upper floors with a percentage of affordable units.
- Green building certification and sustainable site standards are included in development.
- Taller building forms are located away from adjoining residential properties
- Pedestrian oriented design elements are incorporated into the development including plazas to create public gathering spaces with public art, water features, and landscaping.
- Driveways are consolidated to minimize impacts on surrounding streets, adjacent residential uses, and to foster a pedestrian oriented site design.
- Parking impacts are minimized to create a pedestrian oriented neighborhood center.
- A master sign plan should be required to ensure attractive signs.
- A gateway feature is provided with redevelopment at NE 70th PI and 132nd Ave NE.

Policy BT 8: At the Houghton Park and Ride, encourage future transit oriented development (TOD).

Policy BT 9: 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.

5. 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.

DRAFT



Bridle Trails Landslide Susceptibility



Bridle Trails Liquefaction Potential

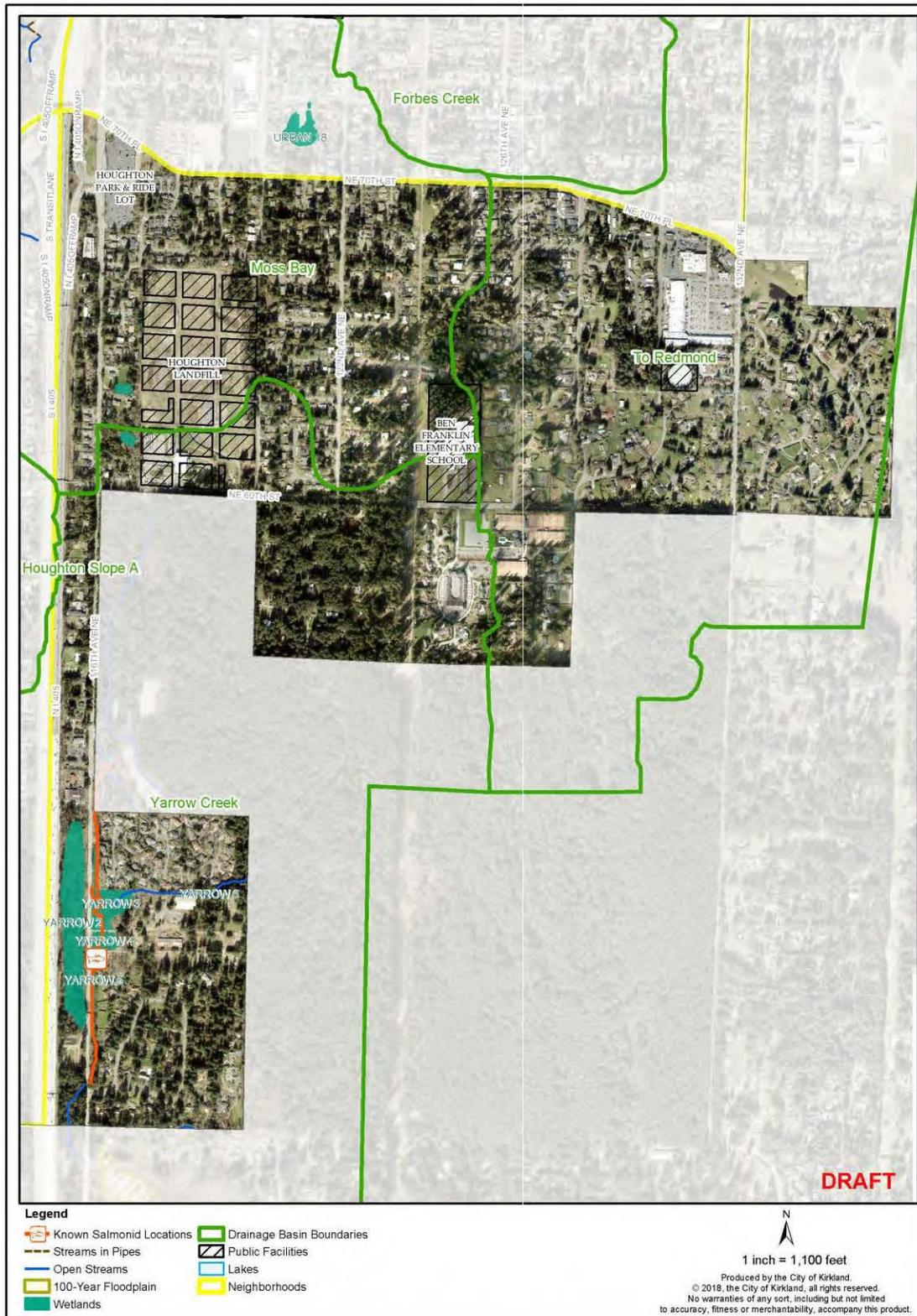


Figure BT-2: Bridle Trails Wetlands, Streams, and Lakes

Policy BT 10: Enhance and restore Yarrow Creek and wetlands in the area shown on Figure ___.

Policy BT 11: Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

6. 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: Pursue acquisition of land for parks especially in the southern portion of the neighborhood and enhance existing 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 park master plan process. New uses could include a community garden, gazebo (or other community amenity), orchard, wetland feature, and dog park.*

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.

7. Transportation

The major east - west streets in Bridle Trails include NE 70th ST, which connects the west to east part of Kirkland and NE 60th 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. 116th Avenue NE and 132nd 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.

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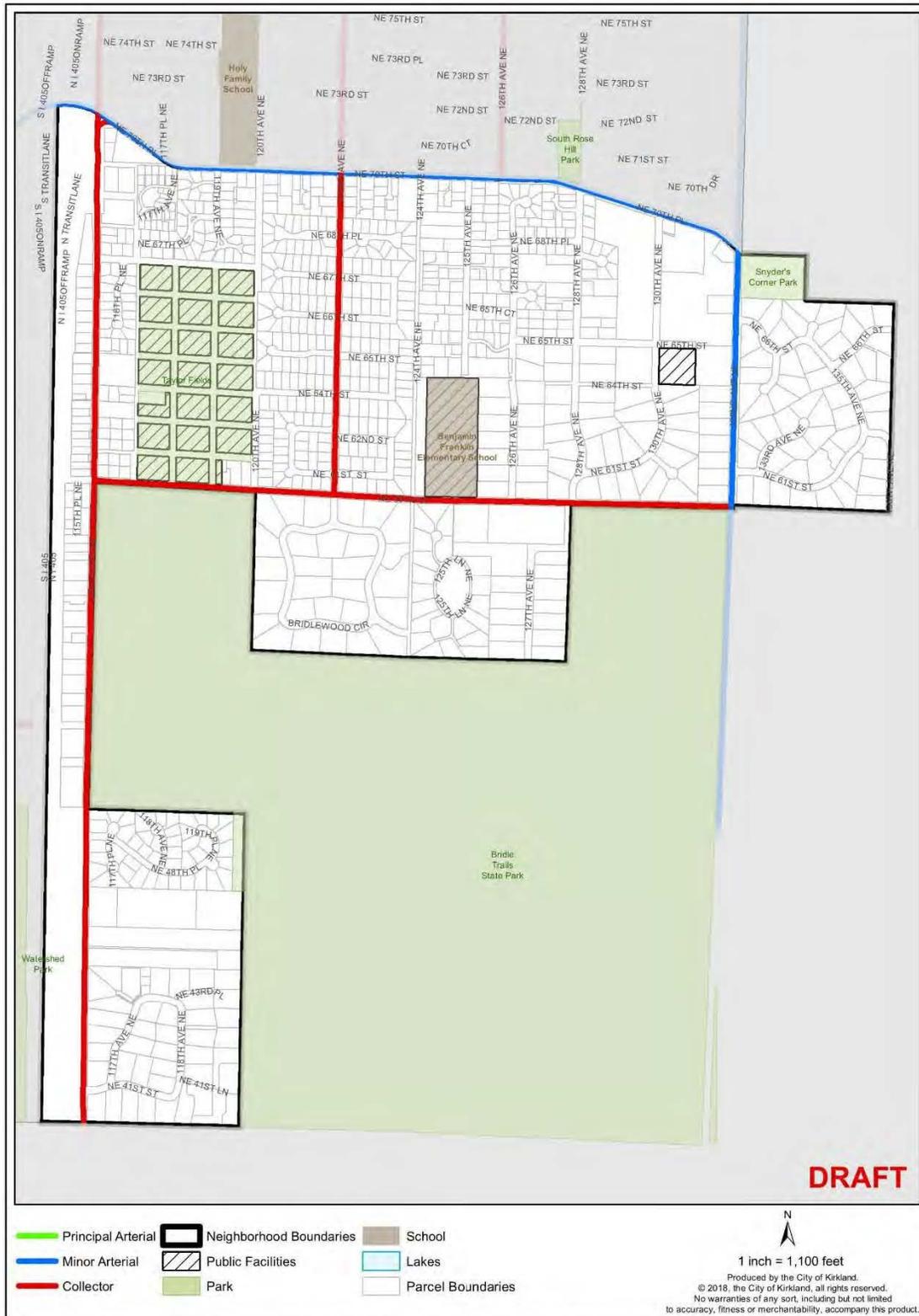


Figure BT-4: Bridle Trails Street Classifications

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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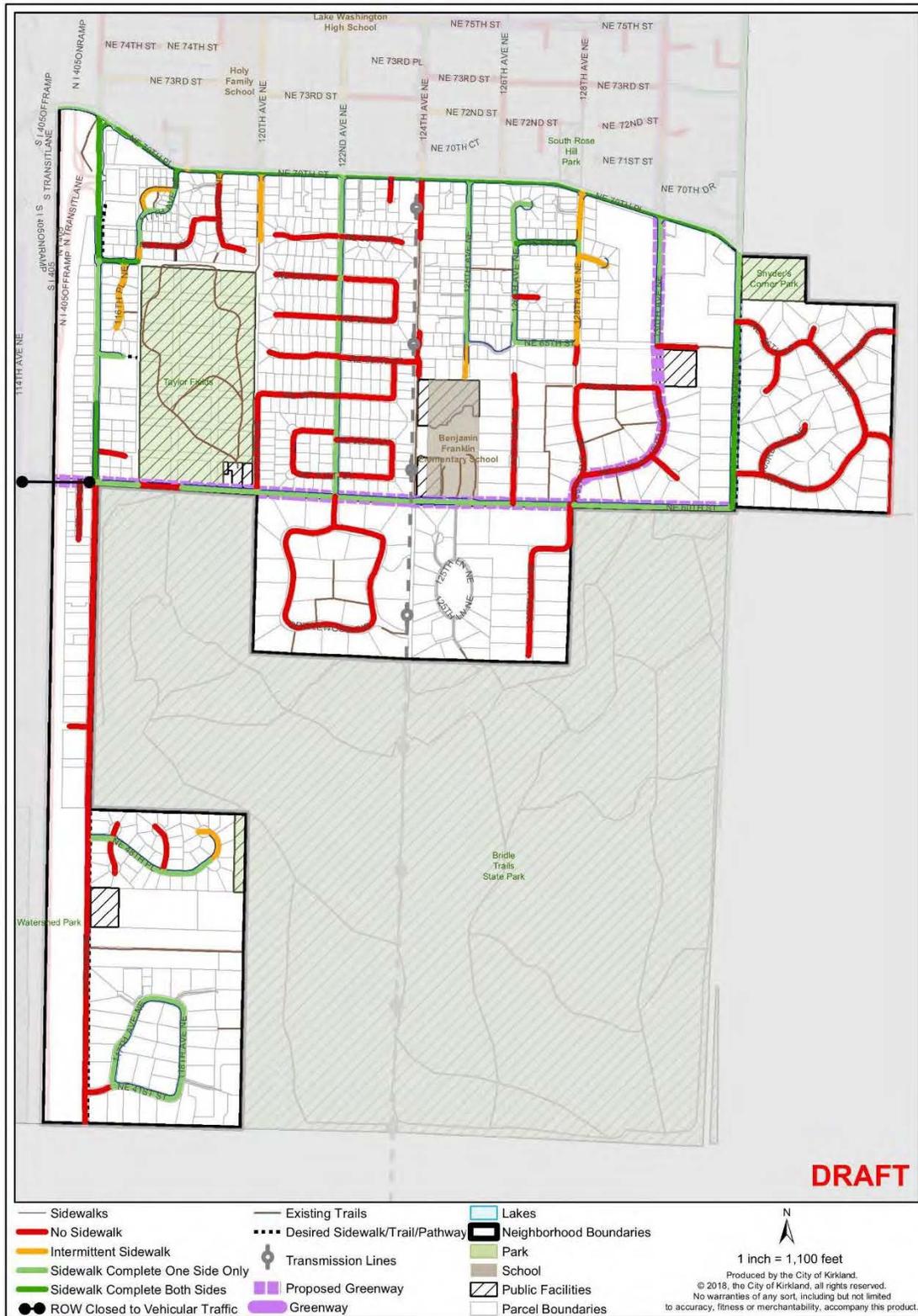


Figure BT:5 Bridle Trails Pedestrian System



Figure BT:6 Bridle Trails Bicycle System

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

Policy BT 20: Develop bike lanes, a sidewalk, and/or multi-use path along 116th Ave NE, between NE 60th ST and the Bellevue city boundary in order to provide access to future light rail.

Policy BT 21: Design trails and streets to minimize conflicts between horses and vehicles while promoting equestrian, pedestrian and bike access.

Policy BT 22: 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 23: 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.

*Policy BT 24: Require private development projects to complete unimproved portions of the regional Eastside Powerline Corridor 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, equestrian 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.

8. 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 25: 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 through the former transfer station from the Park and Ride to 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 26: **The City's water tower is an important public facility and open space amenity for the neighborhood. Maintain and enhance the public pedestrian and bicycle pathway along the west side of the property.***

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.

BRIDLE TRAILS NEIGHBORHOOD PLAN- 2nd Draft 10/18/18 EDITED VERSION

For Houghton Community Council and Planning Commission Public Hearings

Below are text changes to the first draft of the Bridle Trails Neighborhood Plan from the following groups (underlines are new text; strikeouts are deletions):

WG- Working Group

PC- Planning Commission

CC- City Council

HCC- Houghton Community Council

TC- Transportation Commission

PB- Park Board

Staff edits if not identified as above

1. 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.

2. 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 an important factor in the neighborhood's historic development. (WG); ~~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.~~ (WG)

*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 ~~neighborhood bicycle~~ greenway provides ~~options for walking and biking 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.~~ (WG/HCC)

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.

3. 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. Lake Washington Saddle Club and Bridle Trails Park Foundation are two non-profit organizations that have been instrumental in sustaining the park over the years. (WG)

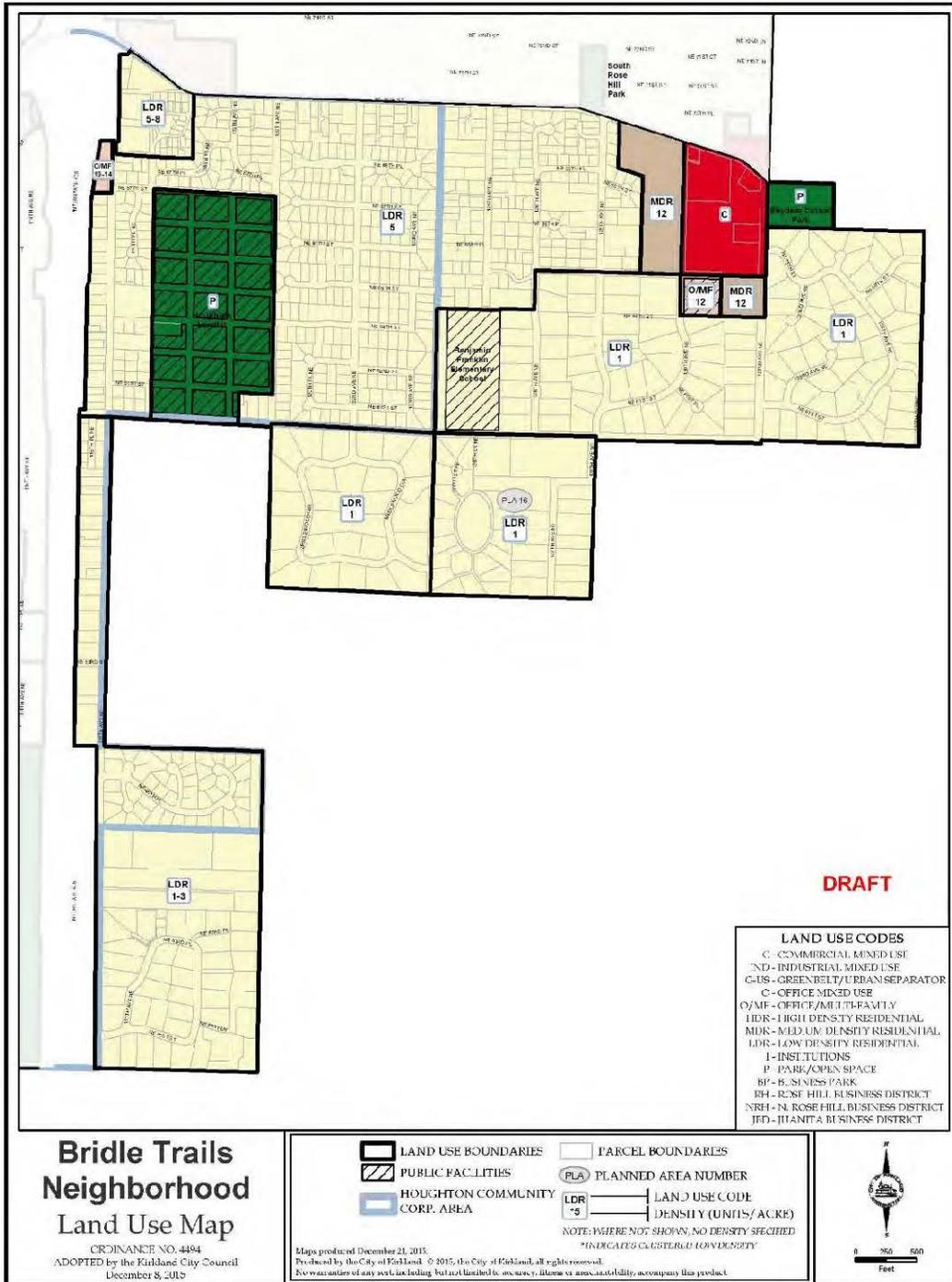
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4. Land Use

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.

(no land use changes/rezones are proposed)- Figure BT-1 Land Use Map



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 new compact new housing opportunities where consistent with equestrian uses. (WG/HCC)

Policy BT 2: Generally south of NE 65th ST surrounding Bridle Trails State Park and east of 132nd 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.~~ (WG)

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.~~ (Staff)

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 60th 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 new and existing development in single-family neighborhoods where consistent with keeping horses and there is adequate sewer infrastructure, to provide living spaces for equestrian caretakers and expand the supply of affordable-by-design housing. (WG)

*Policy BT 5: Incentivize compact housing 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 predominately single family that are in close proximity to the Bridle Trails Shopping Center **while protecting the area's equestrian character.** (WG)*

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 70th ST in the vicinity of the Bridle Trails Shopping Center and south of NE 70th ST along 116th Ave NE as shown on the land use map Figure ___.

Policy BT 7: Encourage redevelopment of the Bridle Trails Neighborhood Center into a lively, pedestrian oriented, transit-supportive, mixed use residential and commercial neighborhood center. Allow mixed use up to five stories if properties are consolidated, project includes a grocery store or other neighborhood serving retail, public plazas, affordable housing, green building and sustainable site standards and if it meets the specific additional criteria listed below. (staff/CC)

Design Guidelines for Pedestrian Oriented Business Districts should be used with careful attention to architectural scale, massing and upper story step backs, pedestrian orientation and connections, compatibility with surrounding residential uses, building modulation, and use of materials to reduce the appearance of bulk and mass.

Three story mixed use residential and commercial development is allowed and substantial commercial uses should continue to provide shops and services to the neighborhood. Commercial uses should be oriented to adjacent arterials with wide sidewalks and pedestrian pathways should connect uses on site and with adjacent properties. In addition to these standards, five story development is allowed subject to the following principles:

- Minimum property aggregation within the commercial zone
- Neighborhood-serving retail is provided on the ground floor with a mix of complementary uses such as grocery store, hardware store, or drug store. Residential should be the predominant use on upper floors with a percentage of affordable units.
- Green building certification and sustainable site standards are included in development.
- Taller building forms are located away from adjoining residential properties
- Pedestrian oriented design elements are incorporated into the development including plazas to create public gathering spaces with public art, water features, and landscaping.
- Driveways are consolidated to minimize impacts on surrounding streets, adjacent residential uses, and to foster a pedestrian oriented site design.
- Parking impacts are minimized to create a pedestrian oriented neighborhood center.
- A master sign plan should be required to ensure attractive signs.
- A gateway feature is provided with redevelopment at NE 70th PI and 132nd Ave NE.

First draft Plan version: 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.~~

~~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. (staff: WG)*~~

~~*Policy BT 8-9: 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. (TC)*~~

~~*Policy BT 9-10: 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.

5. 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.



Bridle Trails Landslide Susceptibility



Bridle Trails Liquefaction Potential

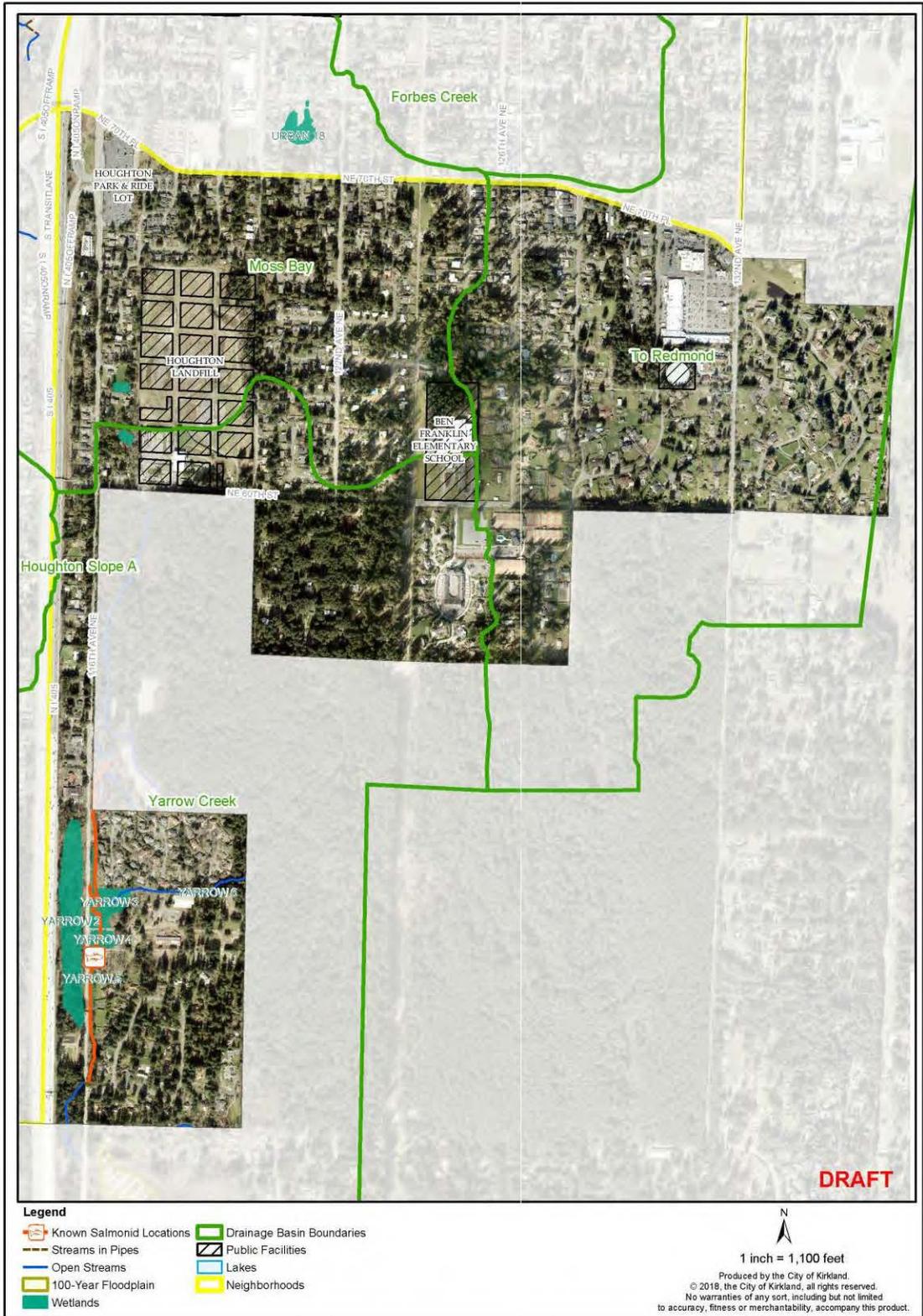


Figure BT-2: Bridle Trails Wetlands, Streams, and Lakes

Policy BT ~~1044~~: Enhance and restore Yarrow Creek and wetlands in the area shown on Figure ___.

Policy BT 11: Encourage creation of backyard sanctuaries for wildlife habitat in upland areas (WC).

6. 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: Pursue acquisition of land for parks especially in the southern portion of the neighborhood and enhance existing 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) (PB).

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, gazebo (or other community amenity), orchard, wetland feature, and dog park and managed woodland. (staff/WG)

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.

7. Transportation

The major east - west streets in Bridle Trails include NE 70th ST, which connects the west to east part of Kirkland and NE 60th 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. 116th Avenue NE and 132nd 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.

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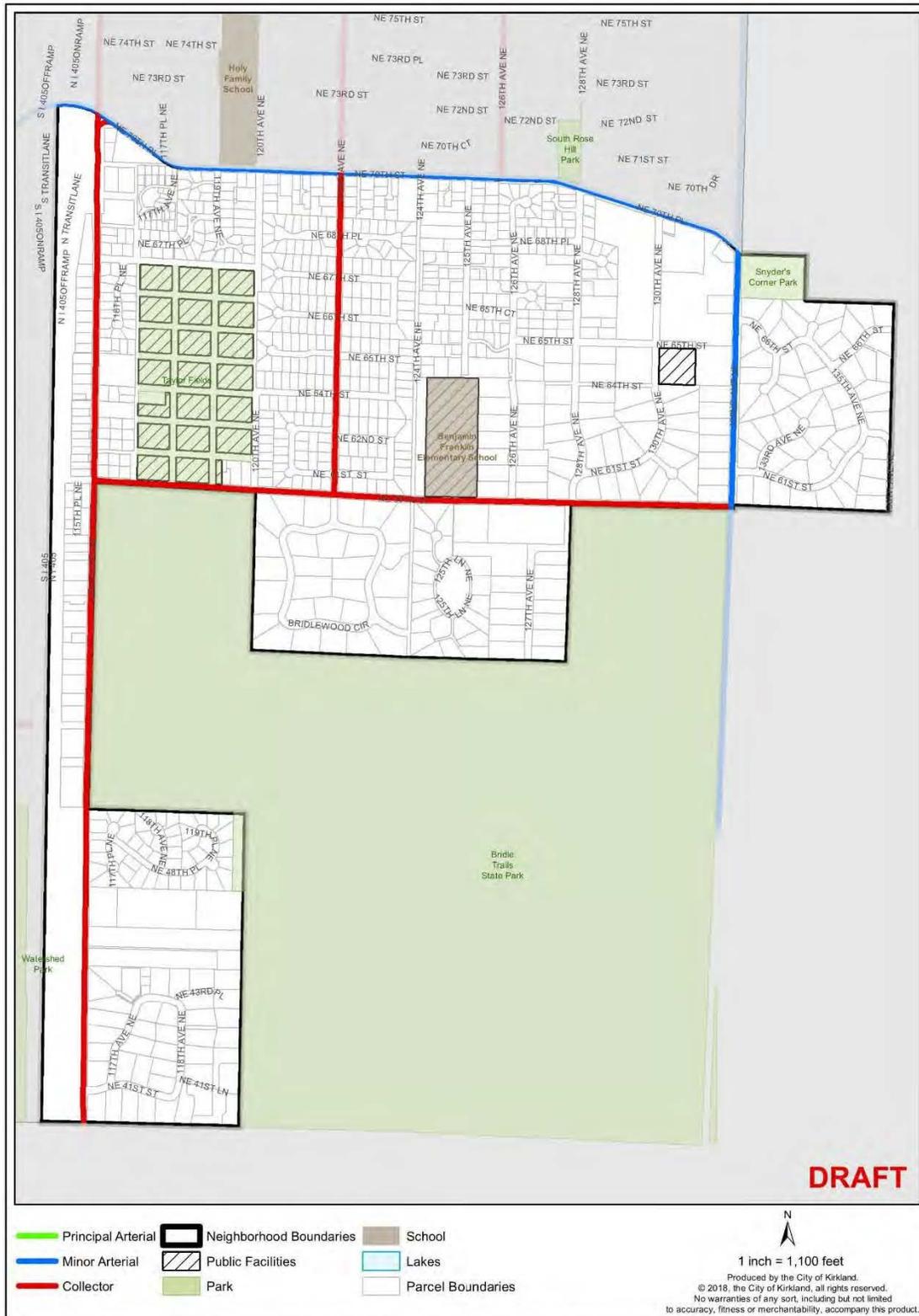


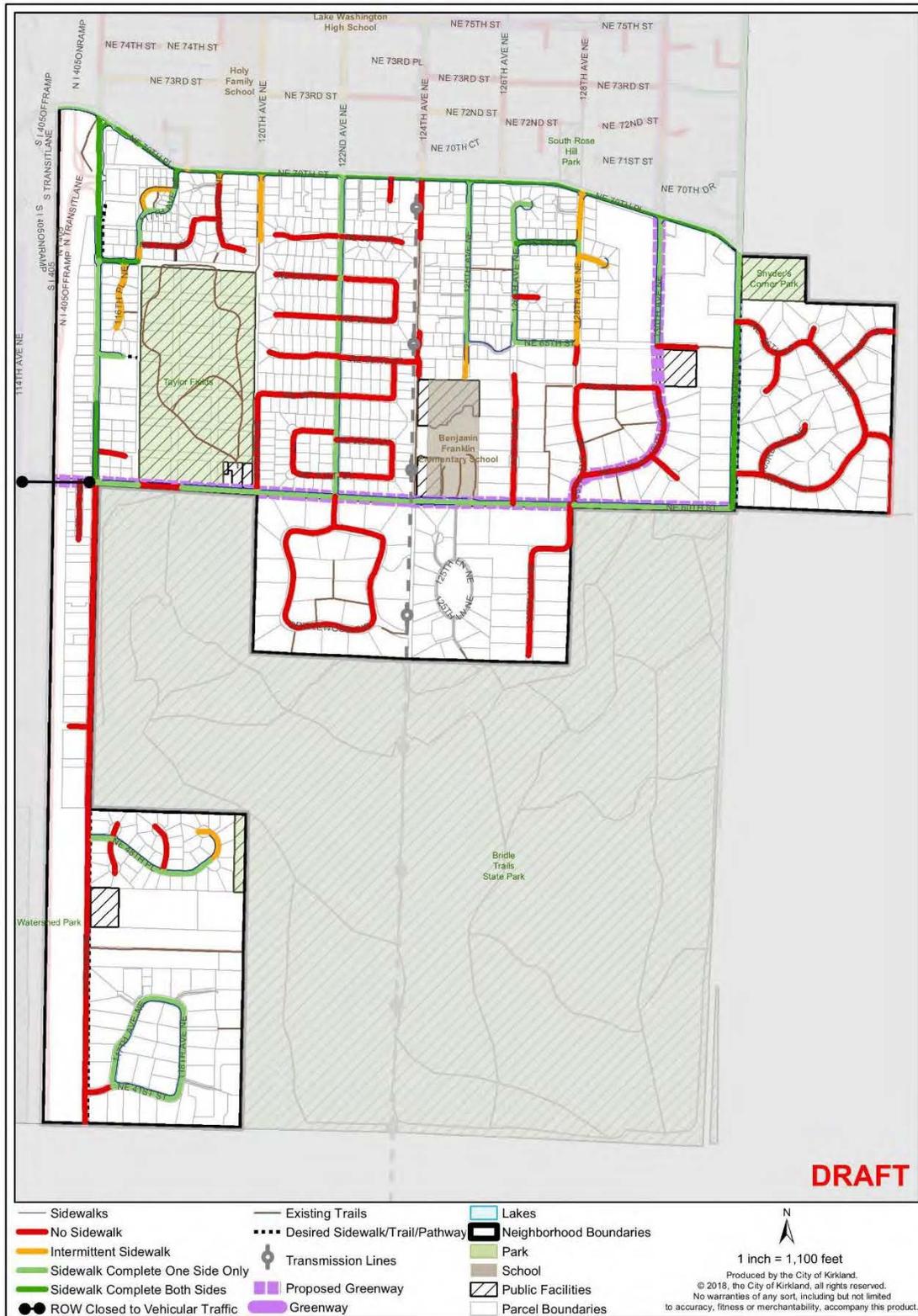
Figure BT-4: Bridle Trails Street Classifications

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. *HCC suggested including on the map a pedestrian route from the P&R lot to the north end of Taylor Fields and Transfer Station.*

Staff response: Existing map shows a desired connection on 116th Ave from NE 70th ST to NE 67th ST and other streets. Is this adequate to address comment?

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Figure BT:5 Bridle Trails Pedestrian System



Figure BT:6 Bridle Trails Bicycle System

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

Policy 20: Develop bike lanes, a sidewalk, and/or multi-use path along 116th Ave NE, between NE 60th ST and the Bellevue city boundary in order to provide access to future light rail (WG)

Policy BT ~~2120~~: Design trails and streets to minimize conflicts between horses and vehicles while promoting equestrian, pedestrian and bike access.

Policy BT ~~2221~~: 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 ~~232~~: 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. (WG)

*Policy BT ~~243~~: Require private development projects to complete unimproved portions of the regional Eastside Powerline Corridor 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. (WG)***

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, equestrian-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. (WG)

8. 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 254: 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 through the former transfer station from the Park and Ride to 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. (Staff: no need to include because it is required with all new development city wide)*~~

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

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.

