



**CITY OF KIRKLAND**  
**Planning and Building Department**  
**123 5th Avenue, Kirkland, WA 98033**  
**425-587-3600**

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**MEMORANDUM**

**To:** Kurt Triplett, City Manager

**From:** Adam Weinstein, AICP, Planning & Building Director  
Jeremy McMahan, Deputy Planning & Building Director  
Scott Guter, AICP, Senior Planner

**Date:** March 1, 2022

**Subject:** Bridle Trails Neighborhood Center Community-Initiated Amendment Request, Amendments to the Kirkland Zoning Code and Kirkland Municipal Code, File No. CAM20-00674

**RECOMMENDATION**

It is recommended that the City Council consider adoption of two ordinances amending the Kirkland Zoning Code (KZC) and Kirkland Municipal Code (KMC 3.30.40) Design Guidelines for Pedestrian Oriented Business Districts, to support mixed-use redevelopment of the Bridle Trails Neighborhood Center properties of up to five stories in height consistent with the policies of the Bridle Trails Neighborhood Plan chapter of the Comprehensive Plan (Bridle Trails Policy BT-7 is included as **Attachment 1**).

The proposed ordinances incorporate the recommendation of the Kirkland Planning Commission.

O-4784: Amends KZC Chapters 35, 92, 95, 105, 112 and 180; and

O-4785: Amends KMC 3.30.040 Design Guidelines for Pedestrian Oriented Business Districts.

**BACKGROUND**

The owner of the TechCity Bowl property, Totem Bowl & Investment (Totem), has applied for a Community-Initiated Amendment Request (CAR) for a zoning text amendment. The proposed amendments to the Zoning and Municipal Codes implement the policies of the Bridle Trails Neighborhood Plan to encourage redevelopment of the Bridle Trails Neighborhood Center into a lively, pedestrian-oriented, transit-supportive, mixed-use residential and commercial neighborhood center.

The Zoning Code amendments would update the BCX zone of KZC Chapter 35 to allow for residential-commercial mixed-use development of up to 5 stories in height. These amendments include establishing a minimum acreage threshold beyond which a grocery store and master sign plan is required. Supportive Zoning Code amendments establish parking standards, design regulations, landscape buffer standards, overhead weather protection, affordable housing requirements, and pedestrian circulation standards

consistent with Policy BT-7 and typical of the requirements in other neighborhood centers in Kirkland that allow mixed-use development.

Amendments to the Design Guidelines for Pedestrian Oriented Business Districts would adopt design guidelines and special considerations for redevelopment within the BCX zone.

Staff, Totem, and the owner of the shopping center, Retail Opportunity Investment Corporation (ROIC), have worked cooperatively in developing the draft zoning code and design guidelines.

### **Planning Commission Study Sessions**

The Planning Commission reviewed the Phase 2 Community-Initiated Amendment Request (CAR) at their [October 14, 2021](#), [October 28, 2021](#), [November 30, 2021](#), and [January 13, 2022](#) meetings and provided direction to staff on amendments for consideration at a public hearing.

The Planning Commission study focused on the following key topics:

- Allowed uses and their location and orientation
- Review process
- Required public amenities and locations, size, and qualities
- Parking standards
- Lot coverage requirements
- Pedestrian and vehicular access requirements
- Design requirements and guidelines
- Affordable housing requirements
- Sign standards
- Green building standards
- Massing requirements such as required yards, maximum building height, façade widths, and upper story step backs

At the November 30 study session, the Planning Commission suggested adding a 6th story to achieve more affordable housing. After significant discussion around the opportunity, the Commission ultimately concluded that adding additional stories to the BCX zone would require an amendment to the Comprehensive Plan due to the level of specificity and community expectations reflected in Policy BT-7. Rather than just addressing the opportunity with this one zone, the Commission added a project to investigate similar opportunities Citywide in the 2022 – 2024 Planning Work Program.

Staff also presented green building standards consistent with the standards of other neighborhood centers noting that staff is proposing to develop high performing building standards consistent with the goals and actions of the Sustainability Master Plan and that these codes will likely supersede the green building standards established with this amendment. The City Council is scheduled to review the draft high performing building standards at their April 5, 2022 meeting.

## **PUBLIC HEARING & PLANNING COMMISSION RECOMMENDATIONS**

On February 10, 2022, the Planning Commission held a public hearing to receive public comments on the draft amendments. Written public comment received prior to the hearing were included in the hearing packet. Public comments received after distribution of the hearing packet are included as **Attachment 2** to this memo.

### Public Comment Themes:

- Concern about impacts of taller development next to residential zones
- Support for more affordable housing
- Concern over loss of grocery store commitment
- Concern that new development will increase flooding in area
- Support for more pedestrian-focused/transit-oriented development

### Planning Commission Recommendations Summary:

Following the public hearing, the Planning Commission deliberated on the testimony and draft regulations and recommended advancing the draft regulations and guidelines to City Council for approval. The Planning Commission recommended adoption of the draft regulations and design guidelines as considered at the hearing, with the following additional changes based on public testimony and Commission deliberations. These changes have been incorporated into the attached amendments.

1. Grocery Store Regulation: The original draft regulations were crafted in collaboration with staff and the owner of the shopping center, ROIC, where a grocery store will be required. The draft regulations required a minimum 10,000 square foot grocery store, included a definition of "grocery store", and included deviation standards where the Planning and Building Director could allow the use in multiple locations, and a reduced size if it was determined that adequate grocery service was being supplied.

The Planning Commission felt that a 10,000 square foot grocery store with deviation allowances would not provide the quality grocery service the neighborhood expects with redevelopment. The Commission recommended increasing the minimum size of a grocery store to 15,000 square feet, removing any deviation standards, and providing a definition of what a "full-service grocery service" shall entail.

2. Design Guidelines - Pedestrian-Friendly Building Fronts: The draft general regulations for the BCX zone require orientation of street-level uses towards pedestrian-oriented streets and through-block pathways. The draft regulations also establish street-level commercial depth and floor height requirements with limits on street-level residential lobbies and amenities. The supporting design guidelines include new special considerations that support the general regulations by encouraging appropriate commercial building orientation and guidelines for sloped portions of the zone for successful commercial activity along arterials and through-block pathways.

The Planning Commission recommended adding additional guidelines for commercial and public activation along through-block pathways.

3. Design Guidelines – Landscaping across from low-density residential neighborhoods: During the public testimony portion of the hearing, the Planning Commission heard from neighboring residents who expressed concern about the impacts that taller, street-oriented development would have on their properties.

The Planning Commission recommended adding a special consideration to incorporate both public and private trees and associated landscaping to help mitigate the urban edges of the neighborhood center across from low-density residential neighborhoods.

4. Sign Standards near low-density residential neighborhoods: During the public testimony portion of the hearing, the Planning Commission heard from neighboring residents who voiced concern about the impacts that commercial signage would have on their properties.

The Planning Commission recommended including additional development standards for the required master sign plan to ensure signage will not be visually disruptive to the surrounding residential neighborhoods.

Additional Planning Commission discussion on the draft amendments is included in the sections below.

### **DRAFT CODE AMENDMENTS**

The following is a summary of the draft Zoning Code amendments presented in **Exhibit A to O-4784** (attached) and a summary of policy guidance from Neighborhood Plan Policy BT-7. The key amendments for the neighborhood center will be incorporated in the Commercial Zones (Chapter 35). Additional supporting amendments are proposed to Design Regulations (Chapter 92), Trees and Landscaping (Chapter 95), Parking Areas, Vehicle and Pedestrian Access, and Related Improvements (Chapter 105), Affordable Housing Incentives – Multifamily (Chapter 112), and Plates (Chapter 180).

#### **1) Amendments to Commercial Zones Chapter 35**

- a) General Regulations BCX Zones (KZC 35.10.040)

General Redevelopment Objectives

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." The policy continues with specific objectives for developments up to three stories and additional objectives for development up to five stories.

Proposed Regulations: Amendments are proposed to KZC 35 to regulate redevelopment of the neighborhood center consistent with the redevelopment objectives in Policy BT-7.

- i) General Regulation 1:

Maintains regulations for development where the maximum building height is 30' above average building elevation (ABE).

ii) General Regulation 2:

Establishes regulations for development up to 60' ABE. These regulations:

- Allow only residential and Assisted Living Facility uses above the 3<sup>rd</sup> story
- Set maximum building height restrictions 40' from NE 70<sup>th</sup> Street
- Establish a minimum grocery store size
- Establish a minimum acreage threshold beyond which a grocery store is required
- Define required grocery store components
- Establish upper-story setbacks for taller structures\*
- Set public open space and gateway requirements
- Require affordable housing consistent with City standards
- Establish green building standards consistent with standards required in other neighborhood centers
- Set a minimum commercial floor height
- Allow street-level residential and assisted living facilities on neighborhood streets (NE 65<sup>th</sup> Street and 130<sup>th</sup> Avenue NE) with 7-foot required yards.
- Set street-level commercial frontage and depth requirements
- Require commercial orientation towards arterials and through-block pathways
- Establish through-block pathway requirements
- Set limitations on street-level residential and assisted living uses lobbies and amenity space

*\*During Planning Commission's deliberation, the Commission asked staff for suggestions on additional standards addressing impacts of development across from the Bridle View neighborhood south of Snyder's Corner Park.*

*Staff suggested additional landscaping design guidelines, additional sign standards, and adopting the same upper-story step back standards as those proposed on 130<sup>th</sup> Avenue NE and NE 65<sup>th</sup> Street. While the Planning Commission adopted staff's landscaping recommendation (see Design Guideline Amendment 6) and sign standards (see Development Standard Amendment d.ii) the Commission did not specifically adopt staff's recommendation for upper-story step backs. Staff supports this additional standard as it would apply similar massing requirements to all areas where the center is across from residential neighborhoods.*

b) Permitted Uses (KZC 35.20)

- i) This section of the Zoning Code identifies the permitted uses within a zone and the review process required for each use. Policy BT-7 notes that all future development of the neighborhood center should be subject to design review using current Design Guidelines for Pedestrian Oriented Business Districts.

Proposed Regulations: The draft amendments to this section of the Zoning Code include the following:

- Requires Design Review for all permitted uses
- Removes Retail Establishment Providing Storage Services, and Vehicle or Boat Sales or Vehicle or Boat Services or Repair as allowed uses
- Allows for attached dwelling units consistent with the general regulations of the BCX zone (unclear why the use was previously excluded)
- Allows Entertainment, Cultural and/or Recreational Facility use within the BCX zone (unclear why the use was previously excluded)

c) Density/Dimensions (KZC 35.30)

- i. Required Yards: Policy BT-7 directs commercial uses to be oriented to adjacent arterials with wide sidewalks and pedestrian pathways. Most uses currently allowed within the BCX zone have a 20-foot required front yard (along NE 70th, 130th Ave NE, NE 65th, and 132nd Ave NE) and 0-foot required side and rear yards. General regulations for all commercial zones in Chapter 35, including the BCX zone, prohibit surface parking areas between the street and building unless no feasible alternative exists.

Proposed Regulations:

- Establish 0-foot required front yard for pedestrian-oriented commercial uses facing external streets and internal access ways.
- Refer to general regulation allowing for 7-foot required yards for street-level residential and assisted living facilities on neighborhood streets (NE 65th Street and 130th Avenue NE)

ii. Lot Coverage

Proposed Regulations: The draft special regulation for future commercial and mixed-use redevelopment will allow for 100% lot coverage. This is typical in zones allowing building to property lines and that encourage structured parking. For all other standalone uses permitted within BCX, lot coverage is maintained at 80% to retain consistency with other neighborhood centers.

iii. Maximum Building Height

Proposed Regulations: Standalone uses maintain existing height limitations. A special regulation refers to the new general regulations for mixed use development for maximum building height as discussed above.

d) Development Standards (KZC 35.40)

This section of the Zoning Code identifies the landscape category, sign category, and parking requirements for permitted uses within a zone.

i. Landscape Category

Proposed Regulations: Draft amendments remove the landscape buffer requirements for street-level assisted living facility and attached or stacked dwelling units to allow for residential activation along the street.

ii. Sign Category: Policy BT-7 requires that development above 3 stories include a master sign plan to ensure attractive signage and wayfinding. The existing shopping center has a master sign plan.

Proposed Regulations: The draft amendments require a master sign plan with all new development within the BCX zone. The draft code amendment also includes additional requirements for signage near low-density residential neighborhoods (see hearing summary above).

iii. Parking Requirements: Policy BT-7 states that with redevelopment of up to five stories, parking and transportation impacts should be minimized to create a pedestrian-oriented neighborhood center.

The goal of the proposed regulations is to “right-size” the parking requirements. That means that development will provide for its parking demand onsite but will not be required to provide more parking than the demand warrants. The Planning Commission believes that overparking development of the neighborhood center would be detrimental to affordability, sustainability, and the ability for developers to provide neighborhood serving retail including eating and drinking establishments.

Proposed Regulations: The draft regulations allow multifamily parking reduction through a parking modification, utilizing the provisions of KZC 105.103.3.c., and not subject to a 15% increase above their demonstrated parking demand rate (see Development Standard Special Regulation 2).

The regulations also include using the retail parking rate of 1 stall per 300 square feet of gross floor area for restaurants or tavern uses. This rate is similar to conventional parking rates for shopping centers. See Development Standard Special Regulation 15 for draft code amendment.

## **2) Amendments to Design Regulations Chapter 92**

a) This Chapter of the Zoning Code establishes the design regulations that apply to development in Design Districts.

Proposed Regulations: Similar to other neighborhood centers that require design review, the draft amendments would add the Bridle Trails Neighborhood Center (BCX Zone) to the list of areas where design regulations apply (KZC 92.05). In addition to the requirements established for all design review districts in Chapter 92, the draft amendment also includes the BCX Zone to KZC 92.15.2 which regulates pedestrian-oriented spaces and plazas when properties abut a

pedestrian-oriented street as referenced in draft zoning amendments in Chapter 180 Plates (below) and as referenced in General Regulation 1(d).

### **3) Amendments to Trees and Landscaping Chapter 95**

- a) KZC 95.42 establishes minimum land use buffers between properties and their uses.

Proposed Regulations: Like other neighborhood centers, the draft amendments add the BCX zone to the design review zones not subject to buffer standards when the adjoining property is also zoned BCX.

### **4) Amendments to Parking Areas, Vehicle and Pedestrian Access, and Related Improvements Chapter 105**

- a) KZC 105.18.3.b establishes requirements for overhead weather protection adjacent to pedestrian walkways or sidewalks.

Proposed Regulations: Like other neighborhood centers, the draft amendments add the BCX zone to the design review zones that require a minimum of 75 percent of the pedestrian-oriented building frontage to provide overhead weather protection.

- b) KZC 105.58 regulates the location of parking areas in specific design districts.

Proposed Regulations: Reinforce current BCX requirements that the parking areas shall not be located a between pedestrian-oriented street and the building façade.

### **5) Amendments to Affordable Housing Incentives – Multifamily Chapter 112**

- a) The citywide standard for affordable housing requires that 10% of housing be affordable for developments creating four or more dwelling units. KZC 112.15.3 establishes the affordable housing requirements for multifamily developments in zones with no density limitations.

Proposed Regulations: The draft amendments require the amount of affordable housing be calculated based on the total number of dwelling units proposed, consistent with citywide standards.

### **6) Amendments to Plates Chapter 180**

- a) Policy BT-7 states that “commercial uses should be oriented to adjacent arterials with wide sidewalks and pedestrian pathways should connect uses on site and with adjacent properties”.

Proposed Regulations: Like other design districts, the draft amendments would add a Plate to Chapter 180. This new plate establishes the location and classification of pedestrian-oriented streets and major pedestrian sidewalks, and written standards for new through-block pathways within and through the neighborhood center.

### **DRAFT DESIGN GUIDELINES**

The following is a summary of the draft design guideline amendments presented in **Exhibit A to O-4785** (attached). Policy BT-7 states that the City’s Design Guidelines

for Pedestrian Oriented Business Districts should be used to guide future redevelopment within the neighborhood center.

### **1) Amendments to Introduction**

- a) Purpose of the Design Guidelines for Bridle Trails Neighborhood Center (BCX Zone)

Proposed Guidelines: As with other design districts, the guidelines include a purpose statement in the introduction explaining how the design guidelines should be used to support the policies expressed in the Comprehensive Plan.

### **2) Amendments to Pedestrian-Oriented Elements**

- a) Pedestrian-Friendly Building Fronts

Proposed Guidelines: The guidelines include new special considerations that support general regulations for the BCX zone by encouraging appropriate commercial building orientation. The draft guidelines also include Planning Commission's recommendation for additional guidelines for commercial and public activation along through-block pathways (see hearing summary above).

- b) Pedestrian-Oriented Plazas

Proposed Guidelines: The draft special considerations support general regulations for the BCX zone by informing the location and program of public plazas.

### **3) Amendments to Public Improvements and Site Features**

- a) Pathway Width

Proposed Guidelines: The draft special considerations provide guidelines on managing the pedestrian experience along the through-block pathway connecting NE 70th Place to shops and services within the development.

- b) Pedestrian Paths and Amenities

Proposed Guidelines: The draft special consideration provides pedestrian amenity guidelines along streets and pathways, including the City's Greenways connection along 130th Ave NE.

### **4) Amendments to Scale**

- a) Building Modulation – Vertical

Proposed Guidelines: Include BCX in the special consideration for modulations of facades wider than 120 feet.

- b) Building Modulation – Horizontal

Proposed Guidelines: Include BCX in the special consideration for upper-story step backs. This guideline supports the proposed general regulation in the zoning code for upper-story step backs from rights-of-way (see discussion above).

### **5) Amendments to Building Material, Color, and Detail**

- a) Color

Proposed Guidelines: This special consideration works to help mitigate the visual appearance of taller building forms in conjunction with required dimensional and material relief in building planes.

## **6) Amendments to Natural Features**

### a) Visual Quality of Landscapes

Proposed Guidelines: During the public hearing Planning Commission recommended adding a special consideration to incorporate both public and private trees and associated landscaping to help mitigate the urban edges of the neighborhood center across from low-density residential neighborhoods (see hearing summary above).

## **PUBLIC OUTREACH EFFORTS**

Zoning Code Chapters 135 and 160 describe the Process IV requirements for community-initiated amendment requests to amend the zoning and municipal codes. Per the code requirements, public notice was distributed 14 calendar days before the public hearing, notice of the amendment was published in the official newspaper, and posted on official notification boards of the City, and on the City's website. Public notice boards were installed in front of the property.

In addition, staff created a webpage, created a project listserv for community members to sign up for project updates, posted the public notice boards months in advance of the public hearing, and sent a mailer out to properties within 300' of the neighborhood center.

Prior to submitting for a Community-Initiated Amendment Request, the applicant participated in neighborhood meetings, conducted one-on-one dialogues, and held an open house in October of 2020. After submitting their application, the applicant continued to engage with the public at neighborhood association meetings.

**Attachment 2** includes public comments received to date related to the proposed amendments.

## **CRITERIA FOR AMENDING THE ZONING CODE**

The proposed amendments to the text of the Zoning Code must satisfy the criteria contained in Chapter 135 of the Zoning Code. The criteria and a brief analysis of how the proposed changes meet them are discussed below.

Chapter 135 of the Zoning Code contains four criteria for amending the text of the Zoning Code:

1. The proposed amendment is consistent with the applicable provisions of the Comprehensive Plan;
2. The proposed amendment bears a substantial relation to public health, safety, or welfare;
3. The proposed amendment is in the best interests of the residents of Kirkland; and
4. When applicable, the proposed amendment is consistent with the Shoreline Management Act and the City's adopted shoreline master program.

### Staff Conclusions

The proposed amendments to the Zoning Code for the Bridle Trails Neighborhood Center are consistent with the criteria listed above. The amendments will enact Policy BT-7 (**Attachment 1**) of the Bridle Trails Neighborhood Plan in the Comprehensive Plan and encourage redevelopment in a manner that is consistent with the established policy direction. The amendments support transit-oriented development in a location well served by existing transit service. Consistent with adopted City goals and policies, new mixed-use development of this neighborhood center will increase affordable housing opportunities in the Bridle Trails neighborhood close to transit, shops, and services. The proposed amendments support the public health, safety and welfare of the community, and are in the best interests of the residents of Kirkland in that they implement general City policies for neighborhood centers and Policy BT-7. No amendments to the Shoreline Master Program are proposed.

### **ENVIRONMENTAL REVIEW**

A State Environmental Policy Act (SEPA) addendum to the City of Kirkland 2015 Comprehensive Plan Update Draft and Final Environmental Impact Statement that analyzed the draft amendments was issued on February 15, 2022 and is contained in the official file in the Planning and Building Department. The SEPA Addendum identifies that the proposed amendments would not result in new environmental impacts beyond those identified for the Comprehensive Plan Update EIS or the neighborhood plan amendment process.

### **DEPARTMENT OF COMMERCE NOTICE OF INTENT**

Under RCW 36.70A.106, the City is required to submit a Notice of Intent to Adopt along with any amendments to development regulations to the Washington Department of Commerce (DOC) at least sixty days prior to final adoption. DOC may review the draft regulations to confirm that they are consistent with the Growth Management Act (GMA), and with multi-regional and region planning policies. The City submitted the Intent to Adopt the Draft amendments to the DOC on January 12, 2022.

### **EQUITY IMPACT REVIEW**

An equity assessment typically considers how projects relate to equity and inclusion along the following markers of difference:

- Race or ethnicity
- Gender and gender identity
- Disability
- Age
- Sexual orientation
- Religion, faith or belief
- Socio-economic factors

An assessment considers whether any groups might be negatively impacted by a project, whether there are issues of access for some groups, and how a project might positively impact equity and inclusion.

Staff concludes that the amendments support the City's goals of equity and inclusion. The proposed amendments support more intensive development of a current

neighborhood center. In its current configuration, the neighborhood center offers substantial commercial uses by providing shops and services to the surrounding communities. Future development of the neighborhood center would create a pedestrian-oriented, transit-supportive, mixed-use residential and commercial neighborhood center. Kirkland's neighborhood centers provide places for all members of the community to congregate, shop, dine, walk, and bike. The amendments affect equity and inclusion by concentrating redevelopment close to transit and by providing more attainable housing choices for the community, particularly with the opportunity to expand the City's inclusionary affordable housing requirements to this area.

The draft regulations would require redevelopment to contain affordable housing, which would expand the opportunity to live in a neighborhood with access to shops, services, and transit for residents who would otherwise not be able to afford housing in this area. In addition, the development regulations include:

- "Right sized" parking requirements that reduce the cost of living for residents with lower car ownership rates and that provides other environmental benefits
- Pedestrian-oriented site design offering open space and pathways within the development that encourage social connectivity and gathering spaces
- Green building standards that offer health and wellbeing benefits to residents as well as lower utility rates due to more energy-efficient construction

#### **ATTACHMENTS**

1. Policy BT-7
2. Public Comments

Ordinance O-4784 Amending the Kirkland Zoning Code  
Ordinance O-4785 Amending the Kirkland Municipal Code

cc: File Number CAM20-00674

**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.*

*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. "[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 and commercial uses across NE 70th St., building modulation, and use of materials to reduce the appearance of bulk and mass.*

*In addition to the above standards, allow mixed-use development up to five stories after the City Council has approved development standards, design guidelines, and a design program encompassing all properties within the neighborhood center. These development and design guidelines should address program requirements for such items as a minimum acreage threshold beyond which a grocery store and master sign plan would be required, pedestrian connections, vehicular access, types and organization of uses within the subject property and along adjacent streets, building and massing forms, children's recreation space, public amenities and the additional criteria/performance standards listed below:*

- *Neighborhood-serving retail is provided and oriented to adjoining rights-of-way and internal pedestrian pathways, with a grocery store and mix of complementary uses such as hardware store, or drug store.*
- *Residential (rather than office) should be the predominant use on upper floors with a percentage of affordable housing units consistent with City standards.*
- *Green building standards 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 such as 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 and transportation impacts are minimized to create a pedestrian-oriented neighborhood center.*
- *A master sign plan should be required to ensure attractive signage and wayfinding.*
- *A gateway feature is provided at the corner of NE 70th Pl. and 132nd Ave NE.*

## Support of the Totem Bowl property redevelopment

Melissa Acton-Buzard <[melissa@chameleontechinc.com](mailto:melissa@chameleontechinc.com)>

Thu 2/10/2022 9:12 AM

To: Scott Guter <[SGuter@kirklandwa.gov](mailto:SGuter@kirklandwa.gov)>

Dear Mr. Scott Guter,

Hello, my name is Melissa Buzard and I live in Kirkland at 530 13<sup>th</sup> Ave West. I am writing today in support of the Totem Bowl property redevelopment (Permit No. CAM20-00674). I believe the new project will be a great addition to the neighborhood and is consistent with the neighborhood plan goals. I understand this is just the zoning request – the building design and further detail on the site plan comes later.

We do not have many opportunities in Bridle Trails for market-rate rental housing for our neighbors who want to downsize or age-in-place. Or, for our adult children who want to be in the neighborhood near family but can't afford to buy a home yet. The development will also provide new bicycle and pedestrian connections, new sidewalks and new ground-level retail, which the neighborhood needs. This neighborhood center can still be an important gathering place for the neighborhood, it just needs to evolve over time to support the needs of residents.

I ask the Planning Commission to recommend this project moves forward to the City Council.

Thank you,  
Melissa



Melissa Acton-Buzard | CEO

o: 425.827.1173 | m: 425.761.1174 | e: [melissa@chameleontechinc.com](mailto:melissa@chameleontechinc.com)

[www.chameleontechinc.com](http://www.chameleontechinc.com) | [Staffing](#) | [Data Analytics & BI](#)



## support for the Bridle Trails shopping center upzone

David Allen <[david@bikeallover.com](mailto:david@bikeallover.com)>

Mon 2/14/2022 8:21 AM

To: Scott Guter <[SGuter@kirklandwa.gov](mailto:SGuter@kirklandwa.gov)>

Cc: Samantha St. John <[samanthas@kirklandchamber.org](mailto:samanthas@kirklandchamber.org)>

Scott,

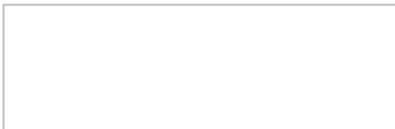
David Allen, 201 2<sup>nd</sup> Street South, 98033.

I'm writing to support the Bridle Trails shopping center upzone that was discussed at tonight's Planning Commission meeting. I meant to speak during public testimony but was unable to break away from a volunteer meeting.

This is an equity issue. Redeveloping this space is a rare and critically important opportunity to provide housing, amenities and a built environment that works for the people who work in lower wage jobs in Kirkland. The teachers, baristas and cooks working in our city simply cannot afford to live in single family homes in Kirkland. They need options for middle market housing and if we are not willing to build up in a neighborhood like Bridle Trails, there's simply not enough land in Kirkland to create sufficient affordable housing.

Thank you.

David L. Allen  
[david@bikeallover.com](mailto:david@bikeallover.com)  
425.623.9215



## Bridle Trails

Patricia Allen <pertallon2@gmail.com>

Wed 2/9/2022 8:42 PM

To: Scott Guter <SGuter@kirklandwa.gov>

Scott,

I am one of over 50 homeowners in the Bridle View neighborhood , the north end of which is opposite the proposed Bridle Trails Center on 132 nd Ave NE Over the years I know several members of our community have put in a request for a pedestrian crossing in the vicinity of NE 66th St to make it easier and safer to cross 132nd Ave NE and it would seem that this would be a good time to address this issue, and , a positive addition to the overall plan. I often take my car to the shopping center even though it is a relatively quick walk, However, the sidewalk on the west side of 132nd Ave NE is in terrible shape and the east side is still a bridle path and the crossings very far apart. Given that the plan is for a 'walkable neighborhood' I would imagine a pedestrian crossing from our Bridle View neighborhood would be a step in the right direction.

Sincerely

Patricia Allen

## SUPPORT FOR BRIDLE TRAILS SHOPPING CENTER PROJECT

Lani Brockman <LaniBrockman@studio-east.org>

Thu 2/10/2022 3:29 PM

To: Scott Guter <SGuter@kirklandwa.gov>

Good afternoon Mr. Guter,

I would like to ask the Planning Commission to support Permit No. CAM20-00674, the new mixed-use project, as it is consistent with the Bridle Trails vision for the neighborhood. Below are the reasons:

- Planning for this small site has been in the works with the City for years. The development will greatly improve the existing site, as well as adding bicycle and pedestrian connections, new sidewalks, and new ground-level retail.

- The scale of the site is also consistent with the neighborhood vision and provides a much-needed new market-rate housing option for those who want a smaller living space and want to stay in the neighborhood.

Please vote to recommend this project moves forward to the City Council for final adoption.

Thank you very much,

Lani Brockman

lanbrockman@gmail.com

9318 NE 143<sup>rd</sup> Street

Kirkland, WA 98034

Lani Brockman – Artistic Director–(she/her)

**Studio East Training for the Performing Arts | StoryBook Theater**

Office: 425.820.1800 ext.117 | **NEW** Downtown Kirkland Location: 348 Kirkland Ave.

[www.Studio-East.org](http://www.Studio-East.org) | [www.StoryBookTheater.org](http://www.StoryBookTheater.org)

*Studio East works to create confident, compassionate, responsible young people through training in the art and craft of theater.*

**Now Registering:** [[studio-east.org/classes-workshops](http://studio-east.org/classes-workshops)]Mini Winter Classes, [November Studio Day](#), [[studio-east.org/auction](http://studio-east.org/auction)]Jest for Funds Auction

**Current & Upcoming Productions:** [[studio-east.org/christmas-pageant](http://studio-east.org/christmas-pageant)]The Best Christmas Pageant Ever, [[storybooktheater.org/bwcw](http://storybooktheater.org/bwcw)]The Boy Who Cried Wolf (streaming online!)

[Resources for raising Anti-racist children.](#)

# McCULLOUGH HILL LEARY, PS

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February 10, 2022

Kirkland Planning Commission  
123 5<sup>th</sup> Avenue  
Kirkland, WA 98033

Re: Bridle Trails CAR

Dear Commissioners:

Thank you for your hard work on our Citizen's Amendment Request to implement Policy BT-7. We are very excited to be before you at the public hearing after many years of work from both the private and public side. We look forward to sustainable, transit-oriented mixed-use development delivering workforce and market rate housing at Bridle Trails in the near future.

After review of the code amendments drafted by City Staff, we wanted to offer one friendly amendment that is consistent with the intent of Tech City's CAR application, and consistent with the Planning Commission's deliberation of the CAR:

## **Proposed Amendment.**

(The current code amendment reads as amended below):

### 35.10.040 BCX Zones

1.e Lobbies and amenity space for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear ~~commercial retail~~ frontage along the street or through-block pathway. The Design Review Board (or Planning and Building Director if not subject to DR) may approve a minor increase to ground floor residential lobbies and amenities if they are connected to retail use and the design of the ground floor frontage will maximize visual interest.

(The proposed amendment would read as follows--highlight is the extent of change):

### 35.10.040 BCX Zones

1.e Lobbies and amenity space for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear ~~commercial retail~~ frontage along the arterial street or through-block pathway. The Design Review Board (or Planning and Building Director if not subject to DR) may approve a minor increase to ground floor residential lobbies and amenities if they are connected to retail use and the design of the ground floor frontage will maximize visual interest.

### **Amendment Justification.**

The map below reflects approximately where through-block pathways (in red) will be required for development of the Tech City Bowl site.



The staff's draft could be interpreted to require 80% of the site's frontage as retail along NE 70<sup>th</sup>, 130<sup>th</sup> Ave NE, the southern through-block pathway, and the eastern through-block pathway. This is not consistent with the Planning Commission's direction, or staff's discussion of internal commercial uses. In particular, the current draft would not leave adequate room for vital back-of-house requirements for a mixed use building (garbage/recycling, commercial loading, parking entrances, move-in/move-out functions).

In addition, large retail expanses along two internal fire lanes not fronting a public street are not likely to succeed, resulting in dark empty spaces. This is the opposite result of the vision of the community and the Planning Commission, which would like to see vibrant and successful retail in public-facing locations facing transit (such as along 70<sup>th</sup>).

Finally, this retail requirement would be unprecedented in the region. We can think of no other city that would require that extent of retail frontage along a privately-owned internal passthrough leading to a surface parking lot/strip center.

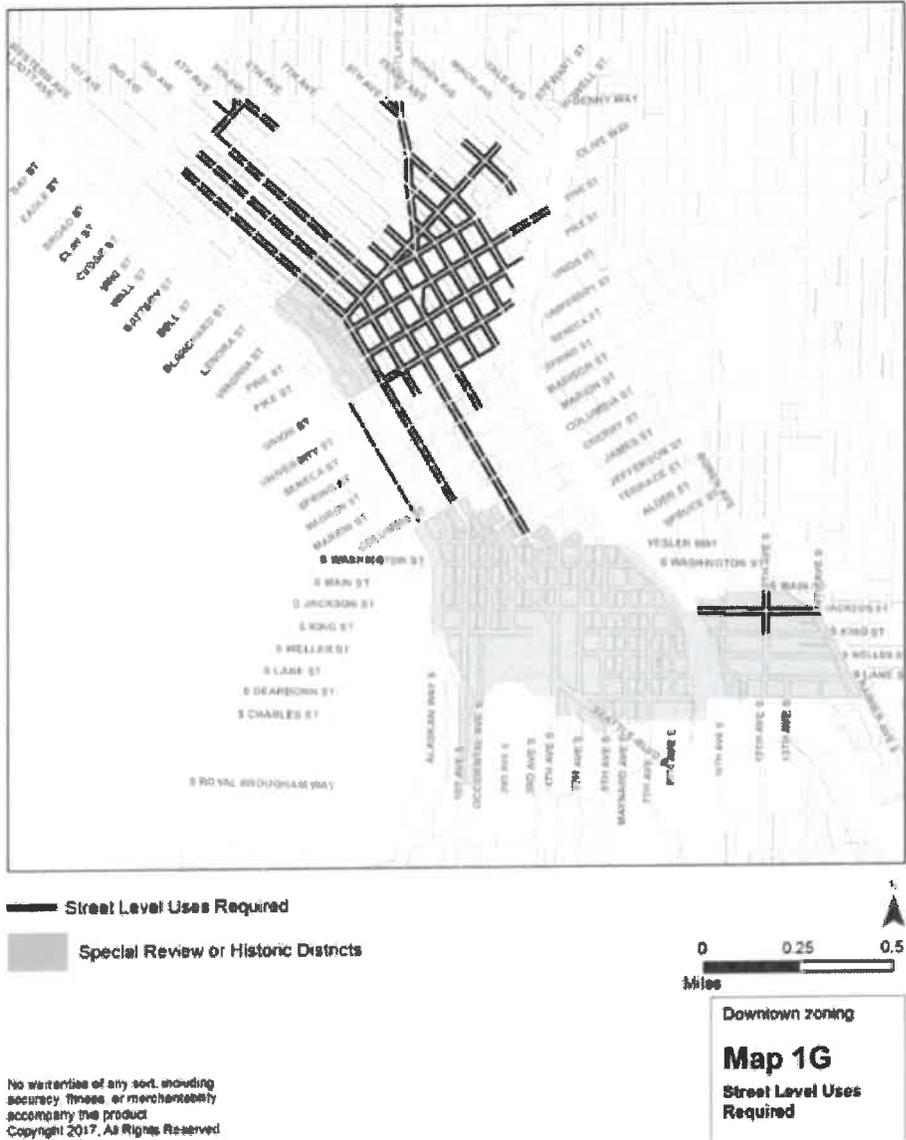
For context, in the City of Seattle, 80% retail/street level use frontage is required only on the most intensely pedestrian streets in pedestrian-designated zones. The current requirements would exceed

# McCULLOUGH HILL LEARY, PS

the retail requirements that currently exist for most of Queen Anne Avenue, 45<sup>th</sup> Street in Wallingford, and many streets in downtown Seattle and South Lake Union. See the map below for the streets along which “street level uses” are required for 80% of a development’s frontage.

Map 1G: Street Level Uses Required

## Street Level Uses Required



Finally, the new design review guidelines do direct active/commercial uses, to be placed in areas where public amenities or intersections of through-block pathways are located (see Special Consideration for Bridle Trails, on page 57 of your packet). We agree that these areas should be activated with appropriate uses, but we are extremely concerned about a stringent 80% requirement along through-block pathways for the reasons mentioned above.

Thank you for your consideration of our amendment, and of the CAR generally.

Sincerely,

McCULLOUGH HILL LEARY, PS

/s Jessie Clawson

**ROIC WASHINGTON, LLC**  
11250 El Camino Real, #200  
San Diego, CA 92130

February 10, 2022

City of Kirkland Planning Commission  
Scott Guter, Kirkland Senior Planner

*Via Email*  
PlanningCommissioners@kirklandwa.gov  
SGuter@kirklandwa.gov

**RE: ROIC Comment Letter for Public Hearing:  
Bridle Trails Neighborhood Center (CAM20-00674)**

Dear Kirkland Planning Commission and Mr. Guter:

Thank you for your continued attention to Bridle Trails. ROIC submits this letter to inform tonight's Planning Commission deliberations. More specifically, ROIC respectfully requests the following:

- 1. Enact code amendments jointly presented by City Staff, Tech City, and ROIC to clarify that BT7 regulations and guidelines are applicable only for development that exceeds three stories.**

City Staff, the Planning Commission, Tech City and ROIC have consistently agreed that the BT7 regulations and design guidelines before the Planning Commission are applicable only for development that exceeds three stories. This agreement is consistent with the plain language of BT7. Today, City Staff, Tech City, and ROIC reviewed the draft code currently before the Planning Commission and agreed to code revisions that clarify this intent. The revised draft code prepared by City Staff is attached as Exhibit A. ROIC understands City Staff will present this revision tonight.

ROIC requests that the Planning Commission accept the code in Exhibit A, which is jointly presented by City Staff, Tech City, and ROIC. This is a technical, but very important revision to the draft code.

- 2. Enact the amendment jointly presented by City Staff and ROIC to clarify the intent of the new grocery-related covenant**

During today's call, City Staff confirmed that the proposed grocery-related covenant is intended to apply only if the Director approves more than one storefront to satisfy the grocery requirement. Exhibit A (draft KZC 35.10.040.2.c) includes language jointly submitted by City Staff and ROIC to clarify this intent. ROIC requests that the Planning Commission accept this revision.

ROIC reiterates the importance of providing as much flexibility as possible for the grocery requirement because securing a grocer at this site will already be challenging as outlined in the

market report and discussed at the previous Planning Commission meetings. Any new requirements will only increase the difficulty of securing a grocer during redevelopment.

**3. Previous ROIC comment letters**

ROIC has submitted various comment letters throughout this process before the Planning Commission. Those letters are incorporated by this reference to create a complete record of our communications for this public hearing.

ROIC sincerely thanks the Planning Commission and City Staff for their attention to the successful redevelopment of Bridle Trails.

Sincerely,



Rich Schoebel  
Chief Operating Officer  
Retail Opportunity Investments Corp

## ATTACHMENT A

Bridle Trails Neighborhood Center (BCX Zone) Code Amendments  
File No. CAM20-00674

### 35.10.040 BCX Zone

- ~~1. The required yard of any portion of the structure must be increased one foot for each foot that any portion of the structure exceeds 30 feet above average building elevation (does not apply to Public Park uses).~~
- ~~2. 1. The following requirements shall apply to all development that includes residential or assisted living uses. For development where the maximum height of structure is thirty feet above average building elevation:~~
  - a. The development must include commercial use(s) with gross floor area on the ground floor equal to or greater than 25 percent of the parcel size for the subject property. Commercial floor area shall be one or more of the following uses: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office.
  - b. The commercial floor shall be a minimum of 13 feet in height. The height of the structure may exceed the maximum height of structure by three feet.
  - c. Commercial uses shall be oriented to adjoining arterials.
  - d. Residential uses, assisted living uses, and parking for those uses shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. The intervening commercial frontage shall be a minimum of 20 feet in depth. The Planning and Building Director may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.
- ~~3. 2. For development where the maximum height of structure is as follows is sixty feet above average building elevation:~~
  - a. Uses above the 3<sup>rd</sup> story are limited to Assisted Living Facility and Attached or Stacked Dwelling Units.
  - b. No portion of a building within 40 feet of NE 70th Place exceeds a height of 60 feet above NE 70th Place measured at the midpoint of the frontage of the subject property on the NE 70th Place right-of-way. The Design Review Board is authorized to allow rooftop amenities within this 100-foot height limit.
  - c. The development includes a Retail Establishment Selling Groceries and Related Items with a minimum 10,000 square feet of floor area. This requirement only applies if the subject property contains more than five acres. This use shall be an establishment that sells food and supplies, such as fresh fruit and vegetables, meats, frozen foods, and beverages. The Planning and Building Director is authorized to allow a decrease in the square footage if the applicant demonstrates that a smaller space supports a viable grocery store with all required components. The Planning and Building Director is also authorized to allow a decrease in size if the applicant demonstrates that the function and

- services equal to a single Retail Establishment Selling Groceries and Related Items are provided in multiple storefronts on the subject property. If the Director approves more than one storefront to satisfy the grocery requirement, the Director may require the property owner to provide a covenant or similar agreement to ensure that the functions and services will continue to be provided.
- d. For all building facades facing and within 100 feet of the abutting right-of-way, all portions of a structure greater than three stories in height, as measured from the abutting right-of-way, shall be stepped back from the third story façade as follows:
    - a. From NE 70th Place and 132nd Avenue NE by an average of 8 feet.
    - b. From 130th Avenue NE and NE 65th Street by an average of 12 feet.
      - i. The required upper story step backs for all floors above the third story shall be calculated as Total Upper Story Step Back Area as follows: Total Upper Story Step Back Area = (Linear feet of front property line(s), not including portions of the site without buildings that are set aside for vehicular areas) x (Required average step back) x (Number of stories proposed above the third story). The Design Review Board is authorized to allow rooftop amenities within the step back area.
  - e. The development provides publicly accessible pedestrian oriented open space(s) adjacent to the street or through-block pathway. The publicly accessible space(s) shall contain a minimum of 1,000 square feet or one square foot per 200 gross square feet of above grade building area, whichever is greater. The size calculation shall not include the required width of abutting sidewalks or pathways. Locations, dimensions, features and improvements (such as plazas, seating, public art, children's recreation space) shall be reviewed and approved through by the Design Review Board based on applicable guidelines.
  - f. Development at the corner of NE 70th Place and 132nd Avenue NE shall provide a gateway feature, such as public art,. The gateway feature shall be reviewed and approved through by the Design Review Board based on applicable design guidelines.
  - g. Developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing incentives and requirements.
  - h. Development shall be designed, built and certified to achieve or exceed one or more of the following green building certification standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified. An applicant may propose alternative certifications if the Planning Official determines that the alternative certification is equal or superior to the programs listed in the zoning code in terms of building performance.
  - i. The commercial floor shall be a minimum of 13 feet in height.
  - j. Except along NE 65th Street and 130th Avenue NE, residential uses, assisted living uses, and parking for those uses shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. The intervening commercial frontage shall have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building). The Design Review Board (or Planning and Building Director if not subject to DR) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of

- existing or proposed improvements and that the design of the commercial frontage will maximize visual interest.
- k. Development shall contain € commercial uses oriented to adjoining arterials and through-block pathways. The location and frontages of these commercial uses shall be reviewed through Design Review for consistency with applicable guidelines or regulations.
  - l. Development shall provide for one north-south through-block pathway connection between NE 70th Place and NE 65th Street and two east-west through-block pathway connections between 130th Avenue NE and 132nd Avenue NE (see Plate 34Q). The Design Review Board shall determine the final location and configuration of the through-block pathway connections based on convenience and utility for nonmotorized access and orientation toward commercial uses and pedestrian oriented open space.
  - m. Lobbies and amenity space for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear retail frontage along the street or through-block pathway. The Design Review Board (or Planning and Building Director if not subject to DR) may approve a minor increase to ground floor residential lobbies and amenities if they are connected to retail use and the design of the ground floor frontage will maximize visual interest.
  - n. Attached or Stacked Dwelling Units and Assisted Living Facilities located at the street level floor along NE 65<sup>th</sup> Street and 130<sup>th</sup> Avenue NE shall have a minimum seven (7) foot required yard.
  - o. In addition to the height exceptions established by KZC 115.60, the following exceptions to height regulations zone are established:
    - 1) An additional 5 feet is allowed for buildings providing a grocery store.
    - 2) Decorative parapets may exceed the height limit by a maximum of four feet; provided, that the average height of the parapet around the perimeter of the structure shall not exceed two feet.
    - 3) For structures with a peaked roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.

RE: Public Hearing Comments for Feb 10, 2022 file # CAM20-00674 REV

Laurie Fulton <laurief99@outlook.com>

Thu 2/10/2022 2:04 PM

To: Scott Guter <SGuter@kirklandwa.gov>; **Planning Commissioners** <planningcommissioners@kirklandwa.gov>

Cc: Kurt Triplett <KTriplett@kirklandwa.gov>; Tracey Dunlap <TDunlap@kirklandwa.gov>; Julie Underwood <JUnderwood@kirklandwa.gov>

Please use this revised email with all of the letter pages for our public comments

Thank you for the opportunity to provide comments on this development that will impact us directly across the street in Bridle View subdivision. Please see attached public comment letter along with an enclosure of previously submitted letter discussing flooding/storm drainage issues. We have also attached a separate file of the photo included in my letter taken from our house. We are happy to meet with anyone to show them our concerns.

Laurie and David Fulton  
Laurief99@outlook.com

## Laurie and David Fulton

13230 NE 66<sup>th</sup> St.  
Kirkland, WA 98033  
(Bridle View Neighborhood)

February 9, 2022

Planning Commission - City of Kirkland  
Mr. Scott Guter, AICP, Senior Planner  
Transmitted via email

Re: Proposed Bridle Trails Neighborhood Center Zoning, File # CAM20-00674  
Public Hearing Comments

Dear Members of the Planning Commission and Mr. Guter:

We are writing to request modifications to the proposed zoning changes identified in the staff memo to the planning commission. Many of these changes are more appropriate for sites located in a downtown corridor vs. a vegetated area and wildlife corridor (including bobcats, racoons, bears, and many other species) that surrounds the subject properties.

The BCX zoning proposed for this location should have modifications/accommodations that reflect a neighborhood center vs. a downtown location, or perhaps another zoning designation that would be more appropriate. Many of these proposed zoning changes, if implemented, will have significant negative impacts to surrounding properties and neighborhoods.

Specifically, our requests are primarily related to:

1. Building Height:

Please do not allowing more than 5 stories anywhere on site. The original neighborhood plan did not contemplate (at least to the layman) that there would be any structure greater than the 5 stories (not add ons for roofs, etc.). Reduction to 4 stories if you want to have those extra

Members of Planning Commission  
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City of Kirkland

height items included would be consistent with the plan. We feel that 5 stories will be very out of place in this location and don't understand why 5 stories is appropriate for this location when just north of us on 85<sup>th</sup>, a much more major arterial, the building under construction is limited to 3 stories. It is also set back from the road, unlike the proposal here.

2. Visual and Light Impacts for properties fronting 132<sup>nd</sup> Ave. NE:

Our property (and others in the neighborhood) has a CLEAR view of the shopping center parking lot and Dollar store and Bartell's signs from our living room and front bedrooms. We are also set approximately 10' lower than 132<sup>nd</sup> Ave NE so that a 5-story height would appear to be even taller and block a lot of our light from the west (in the afternoon/evening).

Item 5 in the February 10<sup>th</sup> staff report under Proposed Regulations: says in the last sentence when referring to NE 70<sup>th</sup> Place and 132<sup>nd</sup> Ave NE "These arterials are wider and properties across the streets are either commercial or park activities or RESIDENTIAL USES WELL BUFFERED WITH EXISTING VEGETATION. This is false. As you can see in the photo on the next page, we are not well buffered with vegetation. Please amend this language to reflect actual conditions.

The development zoning requirements should specify mitigation or different rules for frontages across the street from existing residential developments. Please have planning commission staff members come to this location and take a look for themselves. We are happy to show you what we mean. We have attached a photo showing the view from our living room location.

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February 9, 2022  
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We request that any development along the residential neighborhood frontages on 132<sup>nd</sup> have a good landscape buffer and NO neon signs. A landscape buffer was in the exhibits for the neighborhood plan approval. Why was this removed? Many of the residents will have to look at a large building that also blocks our views and light if mitigation isn't included. At least at night, we should not have to look at neon signs very close to our properties. Residential frontage specific language could be added in several places in zoning regulations or conditions specific to these sites to address this item.

3. The proposed 100% lot coverage is not appropriate for this location, it may be appropriate for some BCX zones downtown Kirkland or Bellevue but not all BCX locations are created equal. 80% is still a lot of coverage for properties of this size. The standard 80% should not be increased for this more vegetated area right next to residents and active wildlife.

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4. Parking:

With the current stores and no residential uses, the parking lot is often mostly full. We are very concerned that by the proposed reduction in the parking requirement, people will still come but park on our neighborhood streets. Crime in our neighborhood has increased substantially in the past few years (for example, our locked mailbox has been broken into 4 times, and our neighbor's also). Please reconsider the parking reduction especially because the uses of the sites are still unknown. This reduction could be implemented later in the process if the proposed uses justify it, or limited to BCX zones downtown. Almost everyone who doesn't live within ¼ mile, drives to this site, as reflected by the number of cars in the parking lots. Also, will underground parking be required?

5. Allowed uses:

There are many schools nearby and children frequently hang out at the shopping center. Please prohibit marijuana stores and "adult" stores as permitted uses.

6. Other Items:

Storm Drainage: We have previously corresponded and met with the City (Zoom) regarding the frequent flooding of the Bridle View subdivision and some specific properties, primarily from the runoff from the subject properties. We have attached the letter to the City (w/o attachments as the city has them) submitted from the majority of residents in the Bridle View neighborhood in August of 2021. The current detention at Snyder's corner is inadequate to prevent flooding. Please ensure that the new development is subject to storm regulations requiring detention on their site. As a note to the developers, large storm vaults (the likely remedy) required will take up significant area underground. This will likely impact the layout and development of properties.

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Traffic/Roads:

There is no discussion of increased traffic, widening roads, turn lanes, crosswalks, stoplights, etc. That is likely discussed during the next development step, but right now, during morning and evening times, often there is a 2 to 3 minute wait to get out of the NE 66<sup>th</sup> Street by car and no crosswalks adjacent to the residential uses. More residents and businesses will bring more traffic. A crosswalk at the north end of Bridle View would be helpful. Most people just take their chances now and run across the road.

Specific to 35.10.040 BCX Zones' proposed language revisions:

1. (original #1 re: yard) Do not strike this provision, or at least keep the provision for development frontages that face existing residential uses (across street)
1. (newly numbered 1)
  - f. Add "and 132<sup>nd</sup> Ave NE where frontage is across road from residential properties" after NE 65<sup>th</sup> street and 130<sup>th</sup> Ave.
2. b. 2) I think there is a typo with reference to the 100-foot height limit.
2. b. 3) Further define the viable grocery store. There used to be a full-service grocery store at this location. Now there is Grocery Outlet that does not reliably have the basic items needed, so we have to drive to another grocery store, which defeats the purpose of having a grocery store at this location as 'pedestrian friendly'. Breaking up this requirement to multiple sites does not make sense and makes it less likely that a full service grocery store will locate here.
2. b. 4) Please modify a. and b. to reflect 12 feet if across from existing residential frontages. Why is 132nd Ave NE treated differently than 130th? 132nd where the Snyder's storm pond is located is a different situation and a smaller amount may be appropriate.

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3. 8. c. 3) Please delete the additional height for these sites. 5 stories is already more than reasonable to fit with the area. You could keep this provision for sites downtown with this zoning but this additional height was not contemplated with the Bridle Trails Neighborhood plan and isn't consistent.

Sincerely,

Laurie and David Fulton



cc:

Ms. Underwood, Public Works Director,

Ms. Dunlap, Assistant City Manager

Mr. Triplett, City Manager

Encl. Letter dated August 2021 to City from over 1/2 of Bridle View residents regarding existing stormwater/flooding issues

# Residents of Bridle View Subdivision, South Kirkland

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August 3, 2021

Ms. Kelli Jones, Surface Water Program Supervisor  
Mr. Christian Knight, Neighborhood Liaison  
City of Kirkland  
Transmitted via email

Re: Bridle View Flooding

Dear Ms. Jones and Mr. Knight:

Thank you for meeting with some of us on March 16<sup>th</sup> via Zoom to discuss the community pool flooding issues and other significant flooding issues in our neighborhood of Bridle View and downstream. In our discussion, we pointed out that there is a larger storm drainage issue from the undersized pond at Snyder's corner (built in the early 1980s) that detains drainage from the whole drainage basin including the shopping center and allows overflow at the orifice to be piped directly to our neighborhood, which floods the neighborhood in several locations, described further below. In our discussion, we proposed a study and future capital project to address the issue that is not due to water from Bridle View but from offsite/upstream of the Plat. You were going to discuss it and get back to us.

We are writing to formally request that additional steps be taken to address the frequent flooding in our neighborhood, that has occurred for some time, and subsequently the King County trail to the south and neighbors in adjacent parcels to the south (in Bellevue) at the Overlake Farm.

Ms. Jones  
August 3, 2021  
City of Kirkland

As we mentioned, we appreciate the steps that the City has taken last/this year in cleaning out the detention pond at Snyder's corner to establish better infiltration rates (without the mat of vegetation that has been there for years at the top) and recent (2020) rebuilding the drainage channel adjacent to the Bridle View neighborhood pool.

Unfortunately, those improvements/maintenance haven't solved the flooding problem. Photos showing road and pool flooding are attached. One property (13315 NE 61<sup>st</sup> Street) adjacent to the King County Trail has their backyard flooded when the stormwater catch basin surcharges and overflows overland, because the pipe that drains from 132<sup>nd</sup> Ave NE goes into the neighborhood and then along a property line south and discharges to a catch basin with no outlet that is functional.

The root cause of the larger issue is that the stormwater basin drains to this plat and the Snyder's undersized stormwater pond. The stormwater regulations in place when the shopping center was built are not sufficient, additional upstream infill development has been permitted making the drainage problem worse over time, climate change has exacerbated the problem and therefore the pond sizing/drainage is not sufficient resulting in flooding the neighborhood, the neighborhood pool and parking lot, continuing to the King County trail and neighboring Overlake Farm after overflowing at the pool.

This flooding causes property damage to driveways and street damage to the City streets as the water infiltrates in the cracks in the asphalt and undermines the subgrade. As you are aware, current stormwater regulations are much more stringent and effective at controlling runoff and improving water quality, but require significantly larger detention volumes and lower release rates.

We understand that after the Totem Lake Annexation, City resources were focused on solving flooding issues there. In the City's last approved stormwater comprehensive plan in 2014, the Bridle View subdivision was new to the City and doesn't seem to have been analyzed other than identified as the drainage

Ms. Jones  
August 3, 2021  
City of Kirkland

basin draining to Redmond or any improvements identified for that area. Since it has been 7 years since this plan was finalized, we request that the City accelerate analysis of our flooding issue. If draining to Redmond for some of the drainage basin is feasible, that would greatly help reduce the volume of water.

We understand that the City has been in our neighborhood recently, apparently mapping and cleaning out the existing drainage facilities, which we appreciate. That is a good first step in providing a basis for an analysis.

Specifically, we are requesting that the City conduct an analysis of the drainage basin based on current regulations and find out how undersized that the current facilities are and identify potential solutions such as increasing size of the detention pond, routing some of the upstream drainage and/or potential pond overflow to NE 70<sup>th</sup>/Old Redmond Road instead of through the plat of Bridle View. Without an analysis, we are all just guessing if a potential fix will be effective. With an analysis, an appropriate solution can be identified, budgeted and scheduled to address the issue. As you are aware, the City has proposed a new 5 story huge development across the street from Bridle View, and we are very concerned that the stormwater issue be addressed in a comprehensive manner and as soon as possible.

We are happy to meet to talk further about the issue and provide local knowledge to assist in the effort. We have also attached maps showing where the problems are and our educated guesses as to why, to be confirmed by experts at the City.

Please let us know what actions the City is willing to take to address the flooding issue and how we can assist. Our primary point of contact for follow up is David Fulton, [daveweb543@gmail.com](mailto:daveweb543@gmail.com), 206 396 1632. David is a long-time resident and immediate HOA past -president for 5 years and understands the issues.

Ms. Jones  
August 3, 2021  
City of Kirkland

Sincerely,

Residents of Bridle View Subdivision, City of Kirkland – signatures attached on Attachment A

cc: Ms. Hunter Richards, Capital Projects Coordinator  
Ms. Underwood, Public Works Director,  
Ms. Dunlap, Assistant City Manager  
Mr. Triplett, City Manager

Encls. Signatures, Maps, Photos

## Bridle Trails - Tech City Development permitting comments for 2/10/22 Planning Commission

Dana Kapela <dana@davisinvestors.com>

Thu 2/10/2022 5:18 PM

To: Scott Guter <SGuter@kirklandwa.gov>; **Planning Commissioners** <planningcommissioners@kirklandwa.gov>

Attached please find Overlake Farm's comments regarding Tech City's proposed development in the Bridle Trails neighborhood.

We request these comments be part of the file for tonight's Planning Commission meeting.



February 6, 2022

Planning Commission  
City of Kirkland  
Transmitted via email

Re: Totem Bowl Development/Bridle Trails Shopping Center - Overlake Farm Flooding –Snyder's Corner

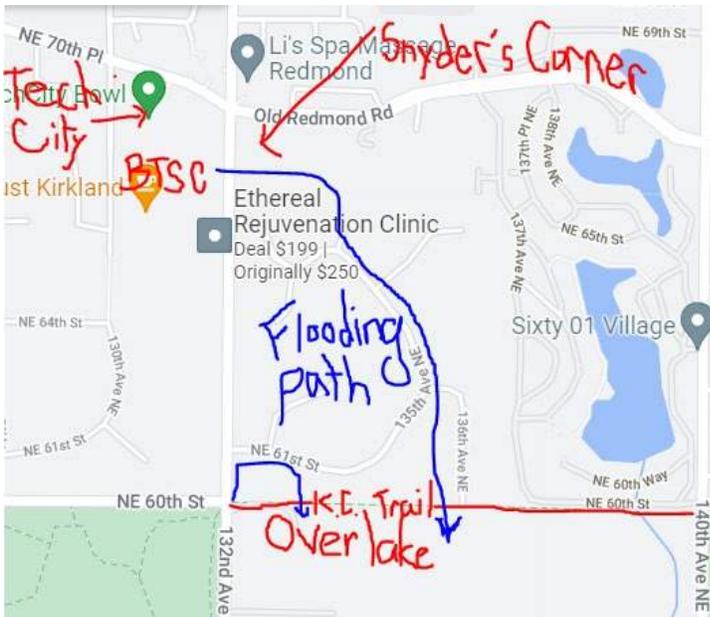
Dear Members of the Planning Commission:

The City is evaluating a proposed new 5 story multi-use development at the Bridle Trails Shopping Center. We request changes that are more suitable for the Bridle Trails neighborhood and more mindful of neighbors. Besides no mention of existing excessive stormwater runoff rate or flooding issues or plans to address flooding, there are many other changes like greater setbacks, underground parking, less sight/light impacts, less lot coverage, and greater landscape buffering that would be more in character with the rural/equestrian nature of the Bridle Trails neighborhood. Our main request, however, is to include a stormwater detention vault Tech City's development and future developments.

History: Bridle Trails Shopping Center, Bridle Trails Apartments, and Tech City Bowl created flooding problems that did not exist prior to their development. Due to inadequate stormwater regulations these developments, totaling over 20 acres of impervious surfaces, did not adequately detain their own storm water. Additionally, over the past few decades, thousands of lots within the basin were sub-divided without adequate provisions to control the additional impervious surfaces. Shortly after the developments were built in the 1980's, their surface water flooded Bridle View neighborhood, King County's Bridle Crest Trail, and Overlake Farm. Later in the 1980's, the Snyder's Corner Detention Pond was created by King County to detain water from the overtaxed basin. While that solution worked for a while, unfortunately Snyder's Corner received no maintenance for around 40 years and filled with sediment. Thankfully, in the last 2 years, Kirkland has cleaned out Snyder's Corner detention pond and the Bridle View detention pond but the amount of water flowing from the basin at this point is too great for the size of the ponds. Last March 2021 Kirkland proposed to fund a future capital project to address the overburdened basin.

Request: Now that Totem Bowl, and likely Bridle Trails shopping center, is seeking redevelopment, storm water detention at its source/on site must be a part of the planning process and the comprehensive plan.

The photos below show the most recent flooding, 1/7/22, on Overlake Farm. These events occur numerous times a year when the basin is overburdened.



This flooding continues to cause disruption in use and property damage to Overlake Farm's driveways, buildings, storage facilities, roads, pastures, and significantly hinders Overlake Farm's ability to build on its land. The flooding also fully blocks access to the King County Trail and floods Bridle View's property, streets, and pool.

Kirkland must impose King County's, as well as its own, flow control and water quality requirements of matching the predeveloped / forested conditions. Current stormwater regulations are much more stringent and effective at controlling runoff and improving water quality but require significantly larger detention volumes and lower release rates. We request the city mandate Tech City to build a vault/swale as part of a permanent solution to detain stormwater at its source.

We oppose allowing developments to build greater than 5 stories, lot line to lot line, 100% impervious surfaces, little vegetation buffers, little parking, and smaller grocery stores. This development appears to only serve its future apartment dwellers with little consideration of serving the surrounding residents. These new comp plan regulations not only apply to Tech City but to future re-developments of the Bridle Trails Shopping Center and the smaller centers north of 70<sup>th</sup>. Therefore, we must think about the effects of these new regulations as a whole; not just as applied to Tech City.

As always, we are happy to meet to discuss the issues and provide real-life information to assist in the effort. As we did not receive any mail notification of this project, please add us to the mailing list.

Please let us know what actions the city is requiring of Tech City Bowl regarding their future development and storm water detention. We hope a permanent fix to this long-standing problem will finally be addressed.

Sincerely,  
Overlake Farm

cc:  
Mr. Jeremy McMahan, Deputy Planning Director  
Ms. Underwood, Public Works Director,  
Ms. Dunlap, Assistant City Manager  
Mr. Triplett, City Manager

FW: Public Comment re: CAM20-00674

Jeremy McMahan <JMcMahan@kirklawandwa.gov>

Tue 2/8/2022 5:15 PM

To: Scott Guter <SGuter@kirklawandwa.gov>

1 attachments (72 KB)

Letter to Kirklaw and Planning Commission re CAM20-00674 - 2-8-22.docx

From: dfpseattle@aol.com <dfpseattle@aol.com>

Sent: Tuesday, February 8, 2022 5:14 PM

To: Planning Commissioners <planningcommissioners@kirklawandwa.gov>

Subject: Public Comment re: CAM20-00674

Attached is my analysis and response to the zoning changes under consideration - **and an alternative solution.**

I hope each member of the Planning Commission and members of the Kirklaw and Planning Department will accept my findings and recommendations as constructive and helpful as this discussion moves forward.

As each of you know, over 95% of the written responses from Bridle Trails residents were against the change in building height - but the City Council turned a deaf ear and apparently made a deal with the applicant - "whatever it takes to get affordable housing into the Bridle Trails neighborhood".

I have heard this same objective expressed by some in your public deliberations.

I AM NOT OPPOSED to adding more housing, including affordable housing, in Bridle Trails - but I don't believe you need to approve a change in building height to do it.

I hope each of you will carefully consider my letter.

Thank you

Don Prince

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## Donald F. Prince

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6021 136th Avenue N.E.  
Kirkland, Washington 98033-8610  
(425) 883-8501

Date: February 8, 2022

To: Kirkland Planning Commission

Subject: Public Hearing - Bridle Trails Neighborhood Center Community-Initiated Amendment Request, Amendments to the Kirkland Zoning Code and Kirkland Municipal Code, File No. CAM20-00674

Dear Members of the Kirkland Planning Commission,

### **Primary Driver for this Zoning Change:**

The primary reason for your deliberations is **driven by one dominant objective: *Get affordable housing into the Bridle Trails neighborhood.*** This was, and continues to be, the primary reason the Kirkland City Council wrote and adopted Policy BT-7 as part to the City Council’s “Plan for the BT Neighborhood”. Make no mistake – ***the residents of the Bridle Trails neighborhood overwhelmingly rejected the proposed change in allowable height of buildings on the Bridle Trails Shopping Center – but led by a minority of the City Council, this Policy was approved.***

I am NOT opposed to establishing affordable housing in Bridle Trails and adding more housing units in our neighborhood, but I am opposed to adopting standards which destroys the essential characteristics of this neighborhood, as described in the **Vision Statement in the BT Neighborhood Plan**

*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.*

With this as a backdrop, let’s address the specific proposed changes to the zoning code for the Bridle Trails Shopping Center.

### **Uses**

BT-7 states:

*“Neighborhood-serving retail is provided and oriented to adjoining rights-of-way and internal pedestrian pathways, with a grocery store and mix of complementary uses such as hardware store, or drug store.”*

- **“Neighborhood-serving retail”** – but there is no mention of what sort of retail is planned
- **“with a grocery store”** – this was the one caveat the City Council added to BT-7, recognizing, with the closure of the Red Apple grocery store, the neighborhood needed one.

A grocery store is a big deal for the neighborhood! As the standards being discussed by the Planning Commission will apply to all the properties within the Bridle Trails Shopping Center (referred to in BT-7 as “Bridle Trails Neighborhood Center), **watering down the standards for a grocery store is simply not acceptable – this would amount to a “bait and switch”.**

ROIC presented reasons why they want to redefine what a “grocery store” is but the public, and even members of the Kirkland City Council, campaigned for a traditional, full-service grocery store – not one the likes of the Grocery Outlet now in the shopping center. ROIC testified they have a 10 year “non-compete with Grocery Outlet” -pushing out any expectation of obtaining a full service grocery store.

In a desperate move to avoid amending BT-7, the City Planning Department is recommending *“Establish a 10,000 square foot minimum size for the grocery store. The size may be reduced with Planning and Building Director approval if it can be shown that a smaller space supports a viable grocery store with all required components.”*

**This language simply kicks the issue down the road and is a convenient way to avoid the “quid pro quo” in BT-7.**

BT-7 states:

*“Residential uses should be predominantly on the upper floors.”*

To get affordable housing, and more density into the Bridle Trails neighborhood, the City Council made a deal with the applicant – support increased building height in return for the aforementioned benefits – increased housing units, 10% to qualify as affordable housing, - and a grocery store.

No one seemed to realize the applicant plans to build 5 and now 6 story buildings with 3 (and 4) floors for commercial use. (The developer plans to build up to a 6 story building along NE 70<sup>th</sup> by using something called ABE) **As provided in the proposed zoning changes, the predominant use of the proposed buildings will be for retail and commercial purposes – not new housing units.**

And what guarantee do we have there will be any dedicated “affordable housing” units? The City allows builders to pay a fee in lieu of offering “affordable housing” units. As noted by the Seattle Times editorial on January 26, 2022, in Seattle, ***“Given the choice of building affordable housing or paying a fee, the vast majority of developers pay the fee.”*** In 2020, of the 224 projects with MHA, 219 chose to pay the fee.

**Is the intent of BT-7 to bring affordable housing (and greater housing density) into the BT neighborhood – or to build a business complex oriented to commercial (retail and business) in a predominantly, single family neighborhood?**

**The proposed zoning changes will permit upwards of 65% of the proposed development be used for retail and commercial – less than 30 % for residential.**  
(Calculated by noting some buildings can be 6 story, others 5 story, and only top 2 floors need to be dedicated to housing)

**Extend this formula throughout the Bridle Trails Shopping Center (which is what these zoning changes will do), and you will create a Business Center, NOT a neighborhood housing and shopping center.**

**NOTE:**

I will draw a comparison of this proposal with other mixed use residential and commercial development in the area. See comments under “Massing”- the “Continental Divide” project, below.

**Massing:**

BT-7 states:

*...with careful attention to architectural scale, massing and upper story step backs, pedestrian orientation and connections, compatibility with surrounding residential uses and commercial uses across NE 70th St., building modulation, and use of materials to reduce the appearance of bulk and mass*

**How will 5 and 6 story buildings be “compatible with surrounding residential uses and commercial uses across NE70th St?” When you extend proposed zoning changes across the entire Bridle Trails Shopping Center, there is no way one would consider this as “compatibility with surrounding residential uses”**

*Proposed Regulations: The regulations for future commercial and mixed-use redevelopment allow for 100% lot coverage. This is typical in zones allowing building to property lines and encouraging structured parking. For all other standalone uses permitted within BCX, lot coverage is maintained at 80% to retain consistency with other neighborhood centers.*

**Does this mean future development of the BT Shopping Center could cover the entire property?**

*Building Modulation – Vertical*

Proposed zoning seems to support the first 3 floors of any building could rise straight up without any modulation – nearly twice the height of surrounding residential uses and commercial uses in the area. How does this satisfy BT-7 requirements to be “*compatibility with surrounding residential uses and commercial uses*”?

*The mass of this project (and future structures throughout the BT Shopping Center) is out of place and “not compatible with surrounding residential and current commercial uses.”*

Throughout the whole Bridle Trails neighborhood there are 1-2 story single family houses and similar size business buildings. Our neighborhood is a quiet, low density residential area that is very welcoming for families. The design for this project should consider how well it fits into its surrounding environment.

BT-7 reference of being compatible with the *surrounding residential uses and commercial uses across NE 70th St.* is too limiting. Since this policy, and the zoning changes being considered apply to the entire BT Shopping Center property, ***this compatibility must apply to any future developments on the property – and be compatible with surrounding residential uses and commercial uses on any side of the entire property.***

**Comparing BT Shopping Center other properties in the area requiring “mixed use residential and commercial development”.**

Less than a mile north of the Bridle Trails neighborhood, at the intersection of NE 85<sup>th</sup> and 132nd Ave NE. a “mixed use residential and commercial” property, known as “Continental Divide,” is under development.

**“Continental Divide” is on a footprint smaller than the Totem Bowl & Investment property, yet it’s height is limited to 30 feet plus 5 feet to permit a slanted roof, above an underground parking garage”.**

**And its being built along a major, commercially zoned area – NE 85th**

The zoning code for this property is RH 8 which includes the following:

5. *If the lot area of the subject property is equal to or greater than 18,000 square feet, maximum building height is 35 feet above average building elevation, except maximum building height is 30 feet within 30 feet of an RSX zone, on lots located more than 120 feet north of NE 85th Street, between 132nd Avenue NE and parcels abutting 131st Avenue NE.*

The “Continental Divide” development faced many of the same issues, including parking, ingress and egress, compatibility with the surrounding residential and commercial uses.

**Clearly, the developers of “Continental Divide” believe they can make a financial profit without needing to build above 30 feet in height – so why does the City feel Totem Bowl & Investment need such a substantial height increase?**

*Other “BC” zoning codes, (BC1 & BC2), list height of structures as 35 feet above ABE.*

**Why is the City of Kirkland so inconsistent with its zoning codes?**

### **Parking & Transportation:**

BT-7 states:

*Parking and transportation impacts are minimized to create a pedestrian oriented neighborhood center*

The applicant seems to be requesting a reduction in parking on the site – suggesting residential tenants would only need one car per residential unit. The Planning Commission has received a report by Heffron Transportation, Inc, citing all sorts of criteria, in an attempt to support a reduction of the number of required parking spaces.

- Availability of on street parking
  - o Clearly this does not apply – there is no on-street parking on NE 70th
- Employee shuttles
  - o This makes no sense in this location – for example, Microsoft picks up employees at a church parking lot 2 miles away, and everyone has to drive to the lot
- Short term rental vehicles
  - o Where will these come from?

This report goes into length about using the “King County Right Size Parking Calculator” citing parking rates in the Bellevue “Spring District and (Redmond) Overlake area”. For several reasons, these are inappropriate comparisons. Both examples are close to the new Eastside Rapid Transit which will begin operation in 2023 and both developments are aimed at encouraging residents to use this new light rail system. Any occupant of a unit in the Bridle Trails neighborhood will need to travel to one of the planned light rail stations – the closest will be 2 plus miles away – and no bus transportation is currently available to get to one of these stations from the Bridle Trails neighborhood.

As for bus route 254 meeting the criteria for frequent public transportation, one only has to take a count of the number of passengers who use this route at the NE 70<sup>th</sup> stop. The ridership from this stop is extremely low – indicating very few residents within walking distance ever use this route.

Traveling in and out of the Bridle Trails neighborhood is predominantly private vehicle and there is no amount of “wishing” that is likely to change that behavior. The majority of residents expected to live in this proposed development, will likely be higher wage earners with one car per adult. Planning for less makes no sense – and parking in the common parking area, which supports the ROIC tenants, should not be allowed. A vehicle parked in this area overnight should be towed.

BT-7 also states:

*“Driveways are consolidated to minimize impacts on surrounding streets, adjacent residential uses, and to foster a pedestrian oriented site design.”*

Exiting northbound onto 132<sup>nd</sup> Ave NE or westbound onto NE 70<sup>th</sup> is already difficult, especially from 3 – 7 PM. The traffic light at the corner of 132<sup>nd</sup> Ave NE and NE 70<sup>th</sup> currently causes traffic backups during all rush hours. Adding additional vehicles turning into and out of the shopping center will make this problem worse.

Ingress and egress from adjoining residential areas, like Bridle View, will also be impacted.

### **Public Benefits:**

***The primary public benefit, cited by the City Council, is the addition of a grocery store. Without this amenity, BT-7 needs to be redone. Presently none of the current shopping center property owners are willing to commit to this requirement. Until this amenity is assured, this proposal, and any other project within the scope of BT-7, should not go forward.***

BT-7 states:

*“Pedestrian oriented design elements are incorporated into the development such as plazas to create public gathering spaces with public art, water features, and landscaping.”*

The proposed zoning changes do not require any public input to develop ideas and specific recommendations prior to any constructions.

### **Storm Water Detention:**

BT-7 makes no mention of this requirement, yet the City has known for years that storm water detention is a major issue for new development projects.

Currently water from the shopping center finds its way into a detention pond at Snyders Corner – first built by King County in the late 1970’s. Snyder’s Corner eventually was transferred to the City of Kirkland.

Water from the detention pond flows through the residential area known as Bridle View to another smaller retention area on property owned by the Bridle View homeowners. Several times each year, this system is unable to handle the volume of water dumped into it, causing flooding on the Bridle View property, and overflowing the King County trail onto private property known as Overlake Farms to the south.

This problem has been discussed many times with the City and some improvements to the retention pond in Bridle View were made – but the flooding on that property and the Overlake Farms property continues.

**Any further development of the BT Shopping Center absolutely must resolve this issue and meet current King County storm water regulations, which the City of Kirkland has adopted.**

**At minimum, a water detention vault large enough to minimize the flow of water into the Snyder's Corner detention pond must be required and the zoning code should include this requirement.**

**In addition, if this, or when any other new development on the BT Shopping Center is approved, similar water detention measures must be included.**

**Finally, the City of Kirkland needs to enlarge the detention pond at Snyder's Corner, even without any new development withing the BT Shopping Center.**

### **Recommendation:**

***One solution** is to keep the current building height throughout the Bridle Trails Shopping Center at 35 feet. Totem Bowl and Investment could build a 4-story building along NE 70<sup>th</sup> by invoking ABE (which they already plan to do), and any new development could still be restricted to keep the top two floors, of any new building, for residential housing – including the 10% for affordable housing.*

**This solution would produce the same number of new housing and affordable housing units as is contemplated by the current proposal under consideration pg. 7 with CAM20-00674.**

The Planning Commission was given 4 options when your deliberations started in early 2021. I hope you will either reject CAM20-00674, (option 4) - or at least recommend the City Council revise BT-7, adopt the solution (above), and restore the height restriction to its current form.

Thank you for your time and consideration,

Donald Prince  
Bridle Trails resident for 45 years

## Adopt Tech City Bowl mixed use project in Bridal Trails

Claudia Smith <cdsmith40@hotmail.com>

Wed 2/9/2022 6:00 PM

To: Scott Guter <SGuter@kirklandwa.gov>

Dear Scott:

I am a concerned Kirkland citizen who frequents the Bridal Trails shopping areas. Please adopt the project as it adds scaled down housing, which we desperately need,, improved pedestrian access and bicycle connections!

I urge you to get behind this citizen friendly project!

Thanks so much!

Claudia Smith

4323 Lake Washinton Blvd NE unit 5102

Kirkland. Wa. 98034

Sent from Samsung Galaxy smartphone.

Get [Outlook for Android](#)

**RE: Bridle Trails Shopping Center**

Samantha St John <samanthas@kirklandchamber.org>

Thu 2/10/2022 2:15 PM

To: Scott Guter <SGuter@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>

Good Afternoon,

Please see the attached letter regarding the Bridle Trails Shopping Center project.

Best,

*Samantha St. John*

Chief Executive Officer

Greater Kirkland Chamber of Commerce (501c6) &

Kirkland Chamber Foundation (501c3)

[samanthas@kirklandchamber.org](mailto:samanthas@kirklandchamber.org)

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<https://www.linkedin.com/company/kirkland-chamber-of-commerce>

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*The Kirkland Chamber office is located inside the Kirkland Visitor Center, in the 400 Building of Kirkland Urban, suite 135, with access from Central Way. We are between Restore and First Tech. Parking is available for free on the street or Kirkland Urban parking garage (we validate).*



February 10, 2022

Dear Scott Guter and Members of the Planning Commission:

On behalf of the Kirkland Chamber of Commerce, I am writing to express our support for the Bridle Trails Shopping Center project (Permit No. CAM20-00674).

The Chamber is supportive of this type of development in our neighborhood commercial centers. It is consistent with the neighborhood plan, sits along the Kirkland Greenways terminus at NE 70<sup>th</sup>, would provide an opportunity to connect it further south along 130<sup>th</sup> Ave NE, and is the best way for Kirkland to be able to expand and diversify our housing options for our growing city. Adding new multi-family housing in areas near transit and on larger re-developable sites protects the neighborhood's character, utilizing the appropriate larger spaces to bring in the density needed to be consistent with the directives of the growth management act.

We need opportunities like the Bridle Trails Shopping Center, and specifically, the TechCity Bowl location, to develop more and different types of housing so that we can continue to be a welcoming city and provide housing for our teachers, firefighters, employees, and others so they have the opportunity to live where they work – in Kirkland. Surveys and studies are showing that many of our employees in Kirkland are commuting distances of up to 50 miles each way to reach their jobs each day. Allowing for better housing options will help to alleviate some of our transportation issues created by the congestion created from long commutes, foster a better sense of community belonging, and support more time spent with families.

We think a mixed-use development in this location - with five stories, near transit, close to several of our large employers - makes good sense. We encourage you to move the project forward to the next steps in the process.

Thank you.

A handwritten signature in blue ink, appearing to read "SStJohn".

Samantha St. John, CEO

Greater Kirkland Chamber of Commerce