



CITY OF KIRKLAND

Planning and Building Department
123 5th Avenue, Kirkland, WA 98033
425.587.3600- www.kirklandwa.gov

MEMORANDUM

To: Houghton Community Council

From: Janice Coogan, Senior Planner
Adam Weinstein, AICP, Planning and Building Director

Date: January 2, 2019

Subject: Final Action: Bridle Trails Neighborhood Plan
File Number CAM18-0082#5

Staff Recommendation

Adopt enclosed Houghton Community Council Resolution 2019-1 to take final action on the new Bridle Trails Neighborhood Plan chapter of the Comprehensive Plan adopted by City Council on December 11, 2018 by Ordinance 4669. The final neighborhood plan is an exhibit to the ordinance and reflects the City **Council's direction** (Attachment 1). Attachment 2 is a draft of the new, more graphically-oriented format for the Neighborhood Plans.

Background

As discussed in previous memos over the last year, the new Bridle Trails Neighborhood Plan is the culmination of a yearlong public process to identify a refined vision for growth in the neighborhood over the next 20 years. The public involvement and planning process was combined with process for the Rose Hill Neighborhood Plan update.

Overall, the key policy direction for the Bridle Trails neighborhood has not changed dramatically, although the new plan incorporates policies to promote City Council and community priorities such as the generation of additional entry-level housing supply, better bike and pedestrian infrastructure, and future redevelopment of the Bridle Trails Shopping Center. In addition, a new vision statement for Bridle Trails was created. The updated plan is more streamlined, eliminating redundant policies that are contained in the General Elements of the Comprehensive Plan.

Policy BT-7 establishes a process and performance criteria to evaluate future code amendments to the BCX zone (encompassing the Bridle Trails Shopping Center) that would be required to increase building height above the existing 3 stories to a maximum of 5 stories. The policy states that City Council will first adopt development standards, design guidelines and a design program encompassing all the properties within the neighborhood center (BCX zone). This would be a Process IV code amendment process

including public meetings with the neighborhood, Planning Commission (PC) study sessions, a public hearing, and PC recommendation to and final decision by City Council.

Policy BT-7 also indicates that the development and design guidelines developed for the shopping center should include elements such as minimum acreage requirements for a grocery store and master sign program, transportation connections, a land use plan, **children's recreation space and other public amenities, and other design features.** Minor amendments to **the Planning Commission's and Houghton Community Council's** recommendation to support Policy BT-7 are discussed below.

Meetings Leading up to Adoption by City Council

On October 22, 2018, the Houghton Community Council (HCC) held a public hearing to receive public comments on the draft Bridle Trails Neighborhood Plan. After the public hearing, the HCC deliberated and decided to recommend to the Planning Commission approval of the Bridle Trails Neighborhood Plan with the suggestion that Policy BT-7 be revised to include requirements for a legislative approval process, allowances for up to 5 stories of redevelopment, traffic mitigation, sufficient affordable housing, park space with play equipment, and high-quality retail uses, including a grocery store.

On October 25, the Planning Commission held a public hearing and afterward recommended approval of the Bridle Trails Neighborhood Plan with a few modifications including restructuring the text of Policy BT-7 to better convey the intent of the policy and supplement the list of performance criteria to ensure high quality architecture, open space, local-serving retail establishments, and reduced neighborhood impacts. The Planning Commission also requested that City Council clarify the legislative process that would be required to implement Policy BT-7, and that would allow for substantial public input.

On December 11, City Council adopted the Bridle Trails Neighborhood Plan after making amendments to Policy BT-7. These amendments did not substantially change the policy recommended by the Houghton Community Council and Planning Commission. Key changes made by City Council include consideration of children's recreational space and the minimum acreage needed to require a grocery store as program requirements that would be incorporated into development and design guidelines for the shopping center. The amendments made by City Council to BT-7 would also allow the shopping center to be redeveloped in phases, in recognition that the entire center is owned by multiple property owners.

Implementation

Staff has created a new neighborhood plan format, with more graphics, maps and photos to depict the various policies (see Attachment 2).

To be determined is whether the code amendment process related to BT-7 will be initiated by one or more of the property owners at the center, or City-initiated, and the timing of such a process. This issue will be raised during development of the 2019-21

Planning Work Program. A robust public involvement process would need to be conducted as part of this code amendment process.

Housing policies in the Rose Hill and Bridle Trails plans address strategies other than rezones to encourage the creation of compact or **"missing middle"** housing, including housing that is more affordable to first time home buyers, young families, and seniors wishing to age in place. These policies encourage cottage, duplex and triplex development, along with Accessory Dwelling Units (ADUs) in low density areas. Staff is currently working on zoning concepts to implement these policies and will conduct study sessions with the Houghton Community Council and Planning Commission in 2019.

Public Comment

Written public comments received since the October 22 Houghton Community Council and October 25 Planning Commission public hearings are available on the City of Kirkland project webpage www.kirklandwa.gov/RHBT85. Audios and minutes of all the oral comments received at study sessions and public hearings and City Council meetings are available on the [Planning Commission](#), [Houghton Community Council](#) and [City Council](#) webpages.

Attachment:

1. Adopted Ordinance No. 4669 approved by City Council on December 11, 2018, including Exhibit A – the final Bridle Trails Neighborhood Plan.
2. Bridle Trails Neighborhood Plan utilizing new format

cc: File Number CAM18-0082#5

ORDINANCE O-4669

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, TO REPLACE EXISTING CHAPTER XV.C BRIDLE TRAILS NEIGHBORHOOD PLAN WITH A NEW BRIDLE TRAILS NEIGHBORHOOD PLAN, FILE NO. CAM18-00082.

1 WHEREAS, the City Council has received a recommendation
2 from the Kirkland Planning Commission and Houghton Community
3 Council to amend certain portions of the Comprehensive Plan for the
4 City, Ordinance 3481, as amended, as set forth in the report and
5 recommendation of the Planning Commission dated November 8, 2018,
6 and bearing Kirkland Planning and Building Department File No. CAM18-
7 00082; and
8

9 WHEREAS, prior to making the recommendation the Houghton
10 Community Council and Planning Commission, following notice as
11 required by RCW 35A.63.070, held public hearings on October 22 and
12 October 25, 2018, regarding the amendment proposal and considered
13 the comments received at the hearing; and
14

15 WHEREAS, pursuant to the State Environmental Policy Act
16 (SEPA), there has accompanied the legislative proposal and
17 recommendation through the entire consideration process, a SEPA
18 addendum to the City of Kirkland 2015 Comprehensive Plan Update
19 Draft and Final Environmental Impact Statement (EIS), issued by the
20 responsible official pursuant to WAC 197-11-625; and
21

22 WHEREAS, in public meeting on December 11, 2018, the City
23 Council considered the environmental documents received from the
24 responsible official, together with the report and recommendation of the
25 Planning Commission and Houghton Community Council; and
26

27 WHEREAS, RCW 36.70A.130 requires the City to review all
28 amendments to the Comprehensive Plan concurrently and no more
29 frequently than once every year.
30

31 NOW, THEREFORE, the City Council of the City of Kirkland do
32 ordain as follows:
33

34 Section 1. Comprehensive Plan Text, Figures and Tables
35 amended. The Comprehensive Plan existing Bridle Trails Neighborhood
36 Plan, Ordinance 3481, as amended, is replaced by a new Bridle Trails
37 Neighborhood Plan in accordance with **Exhibit A** attached to this
38 Ordinance and incorporated by reference.
39

40 Section 2. If any section, subsection, sentence, clause,
41 phrase, part or portion of this Ordinance, including those parts adopted
42 by reference, is for any reason held to be invalid or unconstitutional by

43 any court of competent jurisdiction, such decision shall not affect the
44 validity of the remaining portions of this Ordinance.
45


46 Section 3. To the extent that the subject matter of this
47 Ordinance is subject to the disapproval jurisdiction of the Houghton
48 Community Council as created by Ordinance 2001, the Ordinance shall
49 become effective within the Houghton community either upon approval
50 of the Houghton Community Council, or upon failure of the Community
51 Council to disapprove this Ordinance within 60 days of its passage.
52

53 Section 4. Except as provided in Section 3, this Ordinance
54 shall be in full force and effect five days from and after its passage by
55 the City Council and publication, pursuant to Section 1.08.017, Kirkland
56 Municipal Code in the summary form attached to the original of this
57 Ordinance and by this reference approved by the City Council.
58

59 Section 5. A complete copy of this Ordinance shall be
60 certified by the City Clerk, who shall then forward the certified copy to
61 the King County Department of Assessments.
62

63 Passed by majority vote of the Kirkland City Council in open
64 meeting this 11th day of December, 2018.
65

66 Signed in authentication thereof this 11th day of December,
67 2018.


Amy Walen, Mayor

Attest:

Publication Date: 12/17/2018


Kathi Anderson, City Clerk

Approved as to Form:


Kevin Raymond, City Attorney

BRIDLE TRAILS NEIGHBORHOOD PLAN- For City Council Adoption December 11, 2018**1. Overview**

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

2. Vision Statement

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

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

A neighborhood greenway provides options for walking and biking from one part of Kirkland to another and to the Cross Kirkland Corridor and regional bike trails. The Houghton Park and Ride and its close proximity to the I-405 NE 70th Street interchange provides residents with easy transit access to numerous destinations throughout the region.

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

3. Historical Context

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

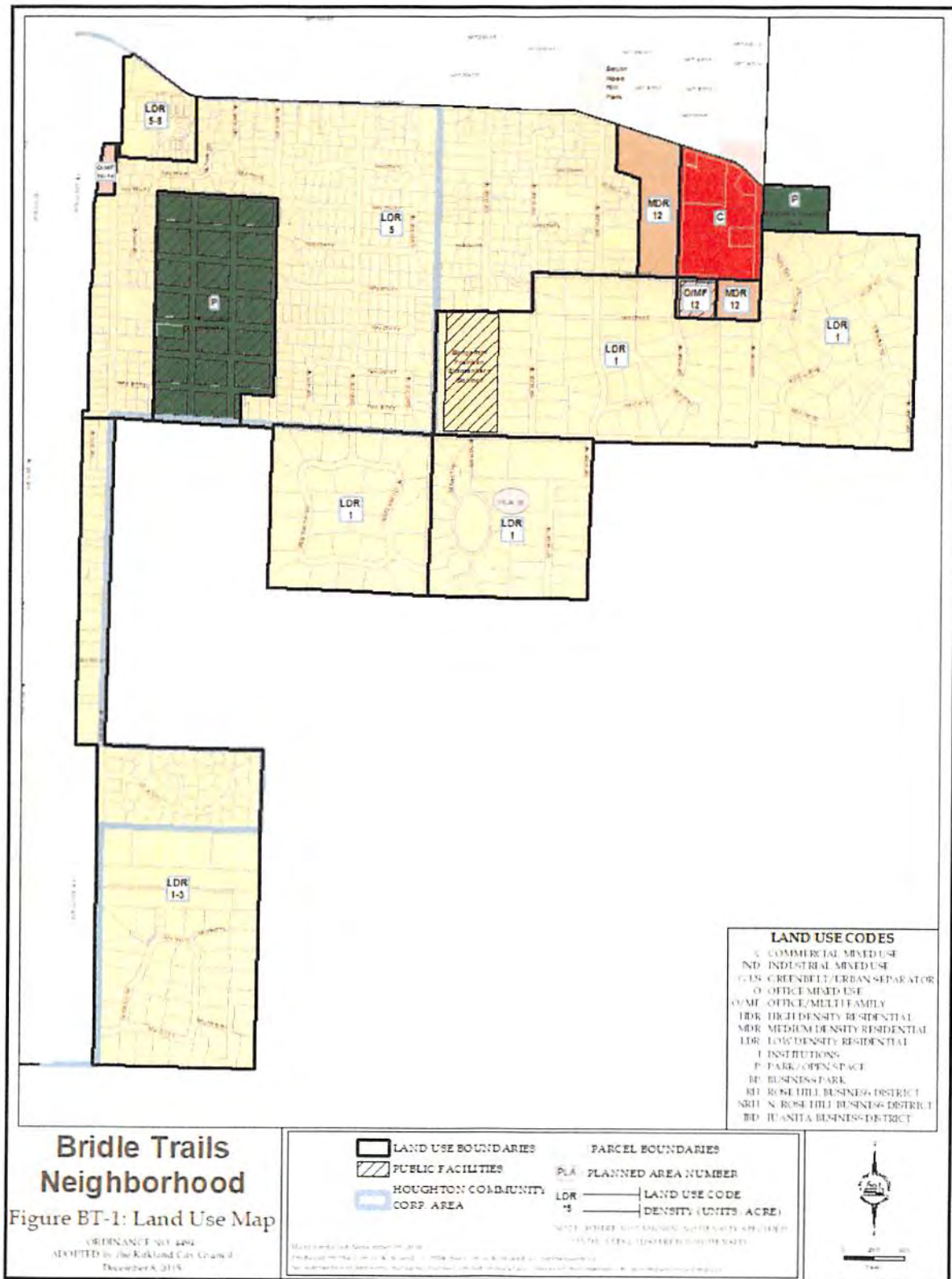
Bridle Trails State Park was part of the original land grant to Washington State in 1889, and its timber sales were managed to support public schools. Equestrian communities formed around the state park in the early 1900s, and it was these communities that lobbied for the public land to become a state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

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

4. Land Use

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

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



Residential

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

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

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

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

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

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

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

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

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

Commercial

In order to sustain vibrant neighborhood centers, neighborhood- oriented commercial and office uses are appropriate south of NE 70th St. in the vicinity of the Bridle Trails Shopping Center and south of NE 70th St. along 116th Ave NE as shown on the land use map Figure BT-1.

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.*

Policy BT 8: At the Houghton Park and Ride, encourage future transit oriented development (TOD) that includes pedestrian connections within the site and to adjacent streets.

Policy BT 9: Foster equestrian and other recreation commercial facilities within the neighborhood.

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

5. Natural Environment/Parks/Open Space

Figures BT 2, BT 3 and BT 4 show the geologically hazardous areas, drainage basins and known streams and wetlands in the neighborhood. Yarrow Creek is a Salmonidae stream. These natural resources provide surface water, wildlife benefits and open space amenities for neighborhood and therefore should be maintained or restored to their natural state.

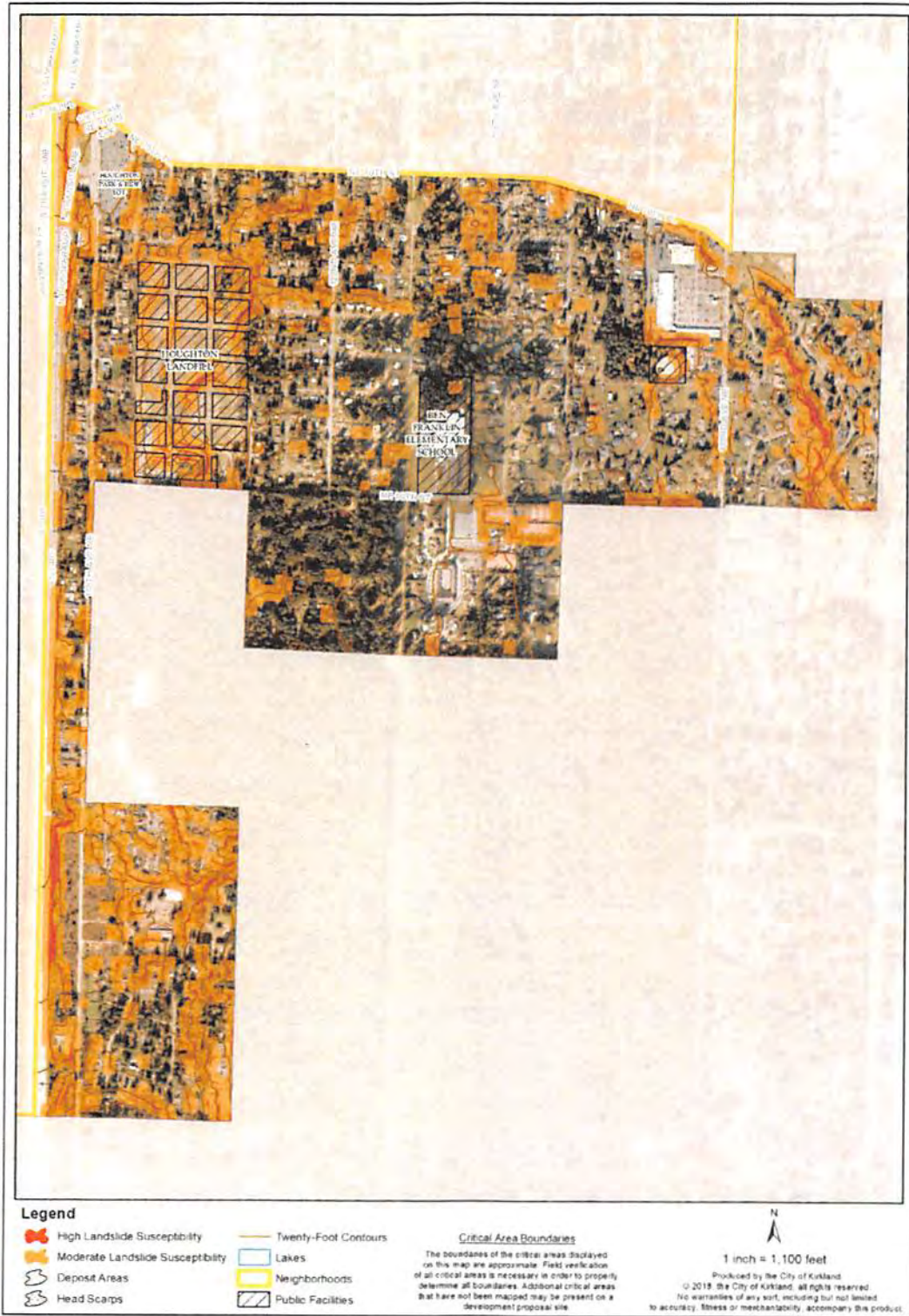


Figure BT-2: Bridle Trails Landslide Susceptibility

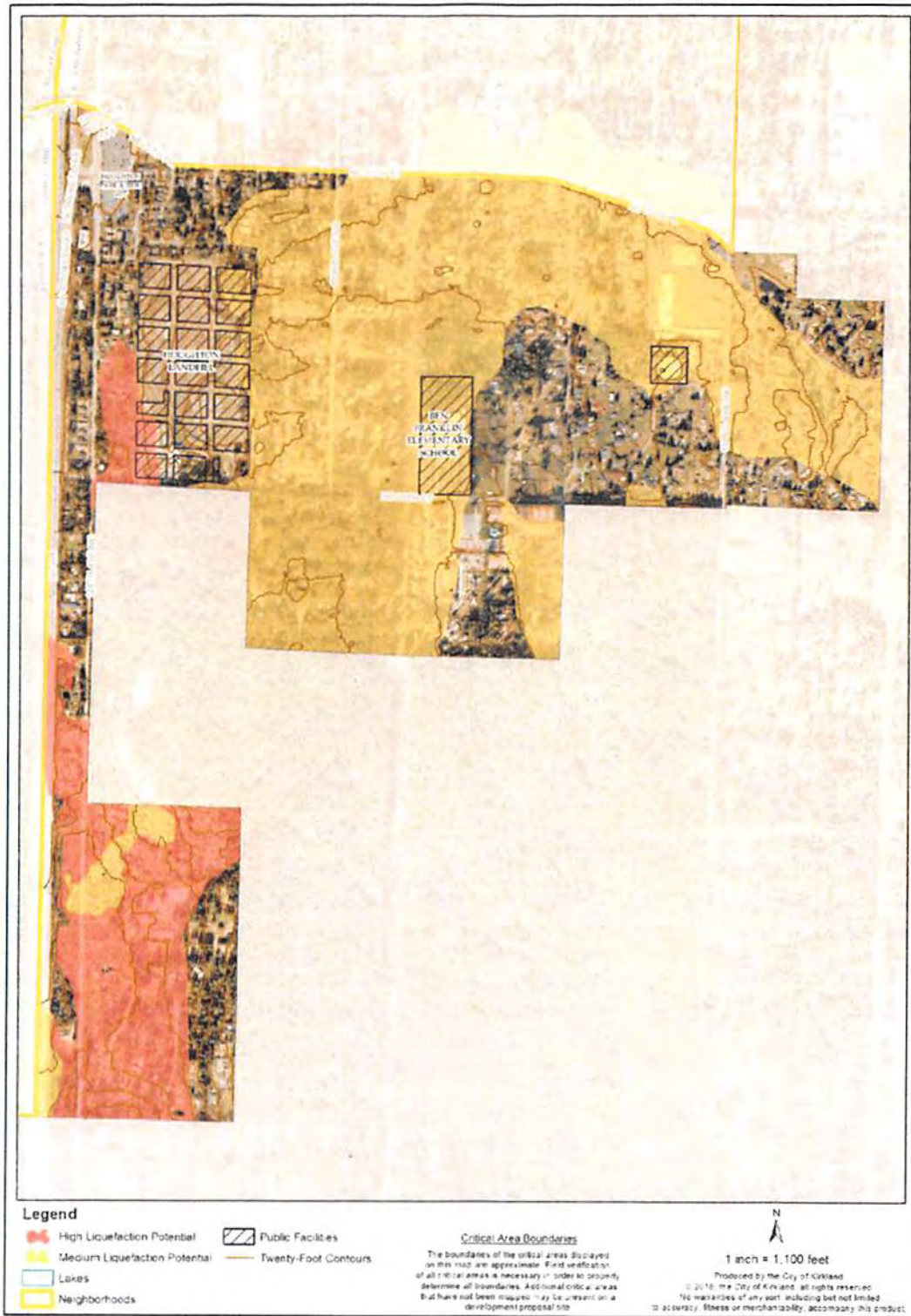


Figure BT-3: Bridle Trails Liquefaction Potential

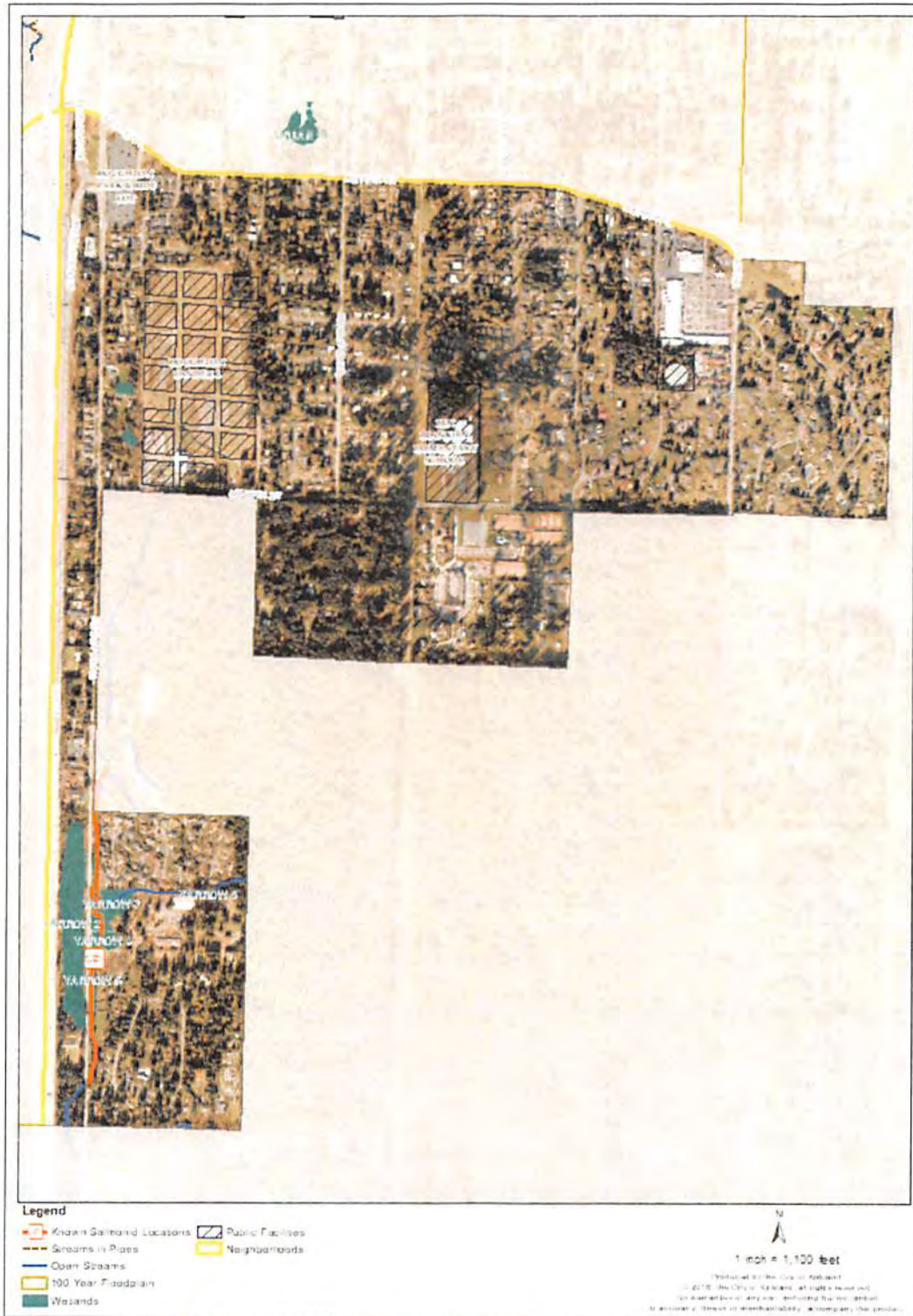


Figure BT-4: Bridle Trails Wetlands and Streams

Policy BT 10: Enhance and restore Yarrow Creek and wetlands in the area shown on Figure BT 4.

Policy BT 11: Encourage creation of backyard sanctuaries for wildlife habitat in upland areas per the Washington State Department of Fish and Wildlife recommendations.

6. Parks

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

Policy BT 12: Pursue acquisition of land for parks especially in the southern portion of the neighborhood and enhance existing parks and open space with a wide range of amenities for a diverse population (including kids, families, and the elderly) consistent with the Parks and Open Space Plan (PROS).

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

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

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

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

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

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

Most of the approximately 25 acres encompassing the King County Transfer Station were once used as a landfill. The sports fields located to the north of the transfer station are self-contained with separate access roads and on-site parking. The traffic for the transfer station and sports fields should be managed to minimize impacts on the surrounding neighborhoods. The northeast area of the site contains a wooded undeveloped area appropriate for passive recreational use, such as a community garden and off-leash dog park.

7. Transportation

The major east - west streets in Bridle Trails include NE 70th ST, which connects the west to east part of Kirkland and NE 60th ST (Figure BT 5). Other important elements of the transportation system include the pedestrian/bicycle overpass over I-405, links to the County trail system that connect to Seattle and Marymoor Park in Redmond, the Cross Kirkland Corridor, and the Houghton shopping district. 116th Avenue NE and 132nd Avenue connects to Bellevue. The policies below are intended to promote mobility, provide people with options to access goods and services without a car, and promote equestrian movement throughout the community.

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

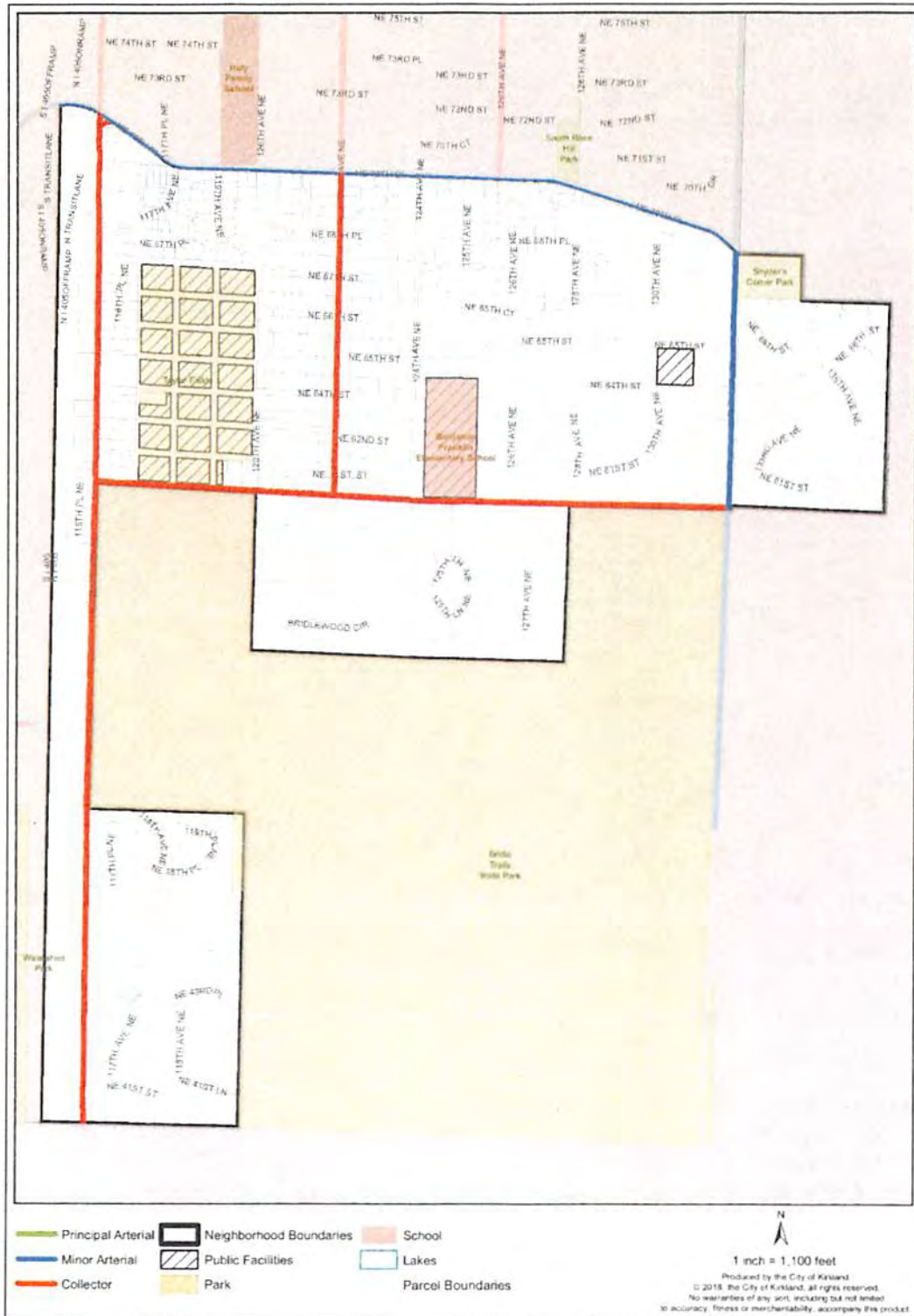


Figure BT-5: Bridle Trails Street Classifications

Pedestrian and Bicycle System

Desired major pedestrian and bicycle pathways in the Bridle Trails Neighborhood are designated in Figures BT 6 and BT 7. The new Greenways in progress and planned shown on Figure 7 will help add to the citywide and regional pedestrian and bicycle system.

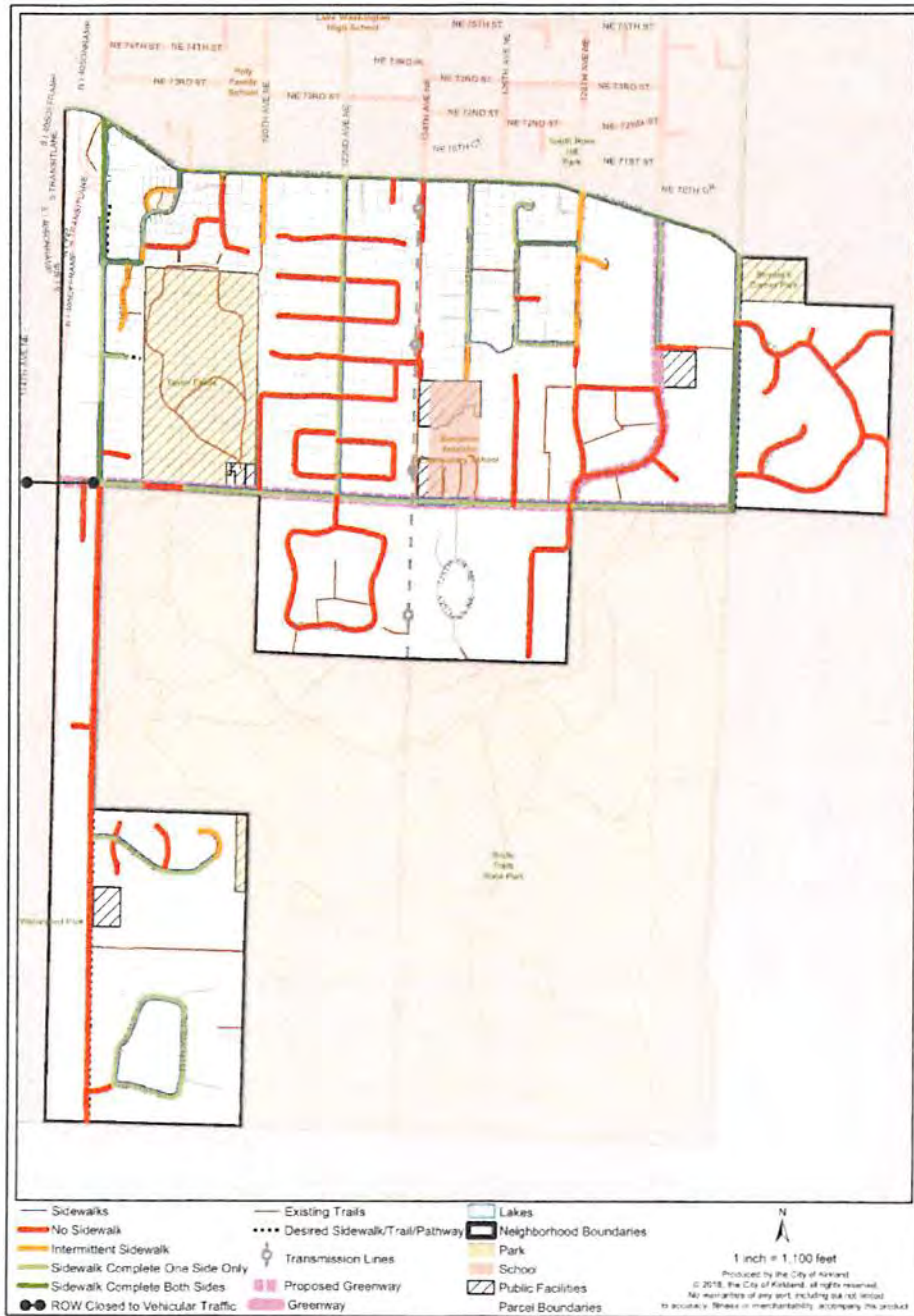


Figure BT-6: Bridle Trails Pedestrian System



Figure BT-7: Bridle Trails Bicycle System

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

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

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

Policy BT 22: In equestrian areas, design public improvements to reflect shared equestrian and pedestrian use of paths, sidewalks, roadway improvements, transit connections and signage to reflect the equestrian uses in the neighborhood.

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

Policy BT 23: Preserve and enhance equestrian, pedestrian and bike access to Bridle Trails State Park from the surrounding neighborhood, although bikes are not allowed in the park.

Policy BT 24: Require private development projects to complete unimproved portions of the regional Eastside Powerline Corridor trail located in Bridle Trails within the Seattle City Light Power Line Easement or explore ways to use public funds to make improvements to trail. Where private development has already occurred, consider completing sections through the City's Capital Improvement Program.

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

8. Public Facilities

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

Policy BT 25: Establish guiding principles for the redevelopment of the King County Transfer Station facility if it is closed:

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

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

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

PUBLICATION SUMMARY
OF ORDINANCE NO. 4669

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, TO REPLACE EXISTING CHAPTER XV.C BRIDLE TRAILS NEIGHBORHOOD PLAN WITH A NEW BRIDLE TRAILS NEIGHBORHOOD PLAN, FILE NO. CAM18-00082.

SECTION 1. Provides a new Bridle Trails Neighborhood Plan to replace the existing Bridle Trails Neighborhood Plan in the Comprehensive Plan.

SECTION 2. Provides a severability clause for the ordinance.

SECTION 3. Establishes that this ordinance, to the extent it is subject to disapproval jurisdiction, will be effective within the disapproval jurisdiction of the Houghton Community Council Municipal Corporation upon approval by the Houghton Community Council or the failure of said Community Council to disapprove this ordinance within 60 days of the date of the passage of this ordinance.

SECTION 4. Authorizes the publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as December 22, 2017.

SECTION 5. Directs the City Clerk to certify and forward a complete certified copy of this ordinance to the King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the 11th day of December, 2018.

I certify that the foregoing is a summary of Ordinance O-4669 approved by the Kirkland City Council for summary publication.



Kathi Anderson, City Clerk

Publication Date: 12/17/2018

City of Kirkland

BRIDLE TRAILS NEIGHBORHOOD PLAN



EQUESTRIAN
XING



Adopted: December 11, 2018

Ordinance O-4669

Acknowledgments

City Council

Amy Walen, *Mayor*
Jay Arnold, *Deputy Mayor*
Tom Neir, *Councilmember*
Penny Sweet, *Councilmember*
Toby Nixon, *Councilmember*
Dave Asher, *Councilmember*
Jon Pascal, *Councilmember*

Kirkland Planning Commission

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Sandeep Singhal
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Adam Weinstein, *Deputy Planning Director*
Joan Lieberman-Brill, *Senior Planner*
Janice Coogan, *Senior Planner*
Kyle Cotchett, *Graduate Intern*

Houghton Community Council Members

Bill Goggins
Betsy Pringle
Rick Whitney - *Chair*
Kelly Curtis
Neal Black
Brian Gawthrop
John Kappler - *Vice Chair*

The City of Kirkland Planning staff would also like to recognize the efforts of community groups and community members who gave their time and energy to bringing this neighborhood plan to life.



For more information please visit:

https://www.kirklandwa.gov/depart/planning/Code_Updates/Neighborhood_Planning.htm

or contact:

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

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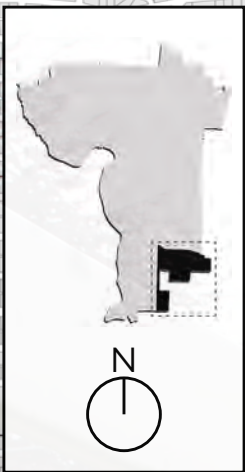
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1. OVERVIEW

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

Redmond



North Rose Hill

Highlands

NE 85th Street

Everest

South Rose Hill

NE 70th Street

Bridle Trails

132nd Avenue NE

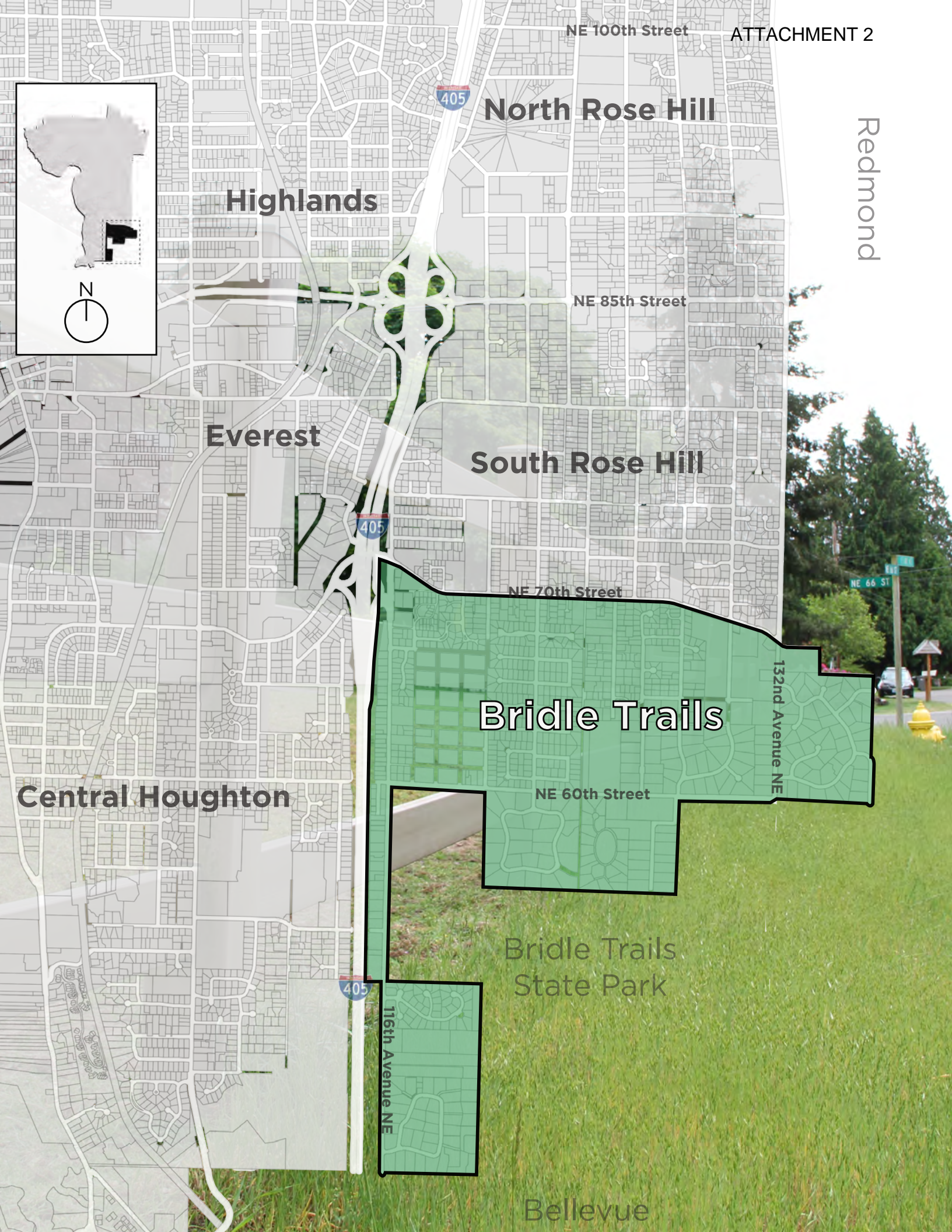
Central Houghton

NE 60th Street

Bridle Trails State Park

116th Avenue NE

Bellevue



2. VISION STATEMENT

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

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

A neighborhood greenway provides options for walking and biking from one part of Kirkland to another and to the Cross Kirkland Corridor and regional bike trails. The Houghton Park and Ride and its close proximity to the I-405 NE 70th Street interchange provides residents with easy transit access to numerous destinations throughout the region.

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



Bridle Trails Vision: Continuing Bridle Trails equestrian history while accommodating future regional growth.

3. HISTORICAL CONTEXT

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

Hunt Club) and Flying Horseshoe areas in 1986, Silver Spurs and land north of NE 60th ST in 1988, land south of Sablewood in 1989, and Bridleview in 2009.

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

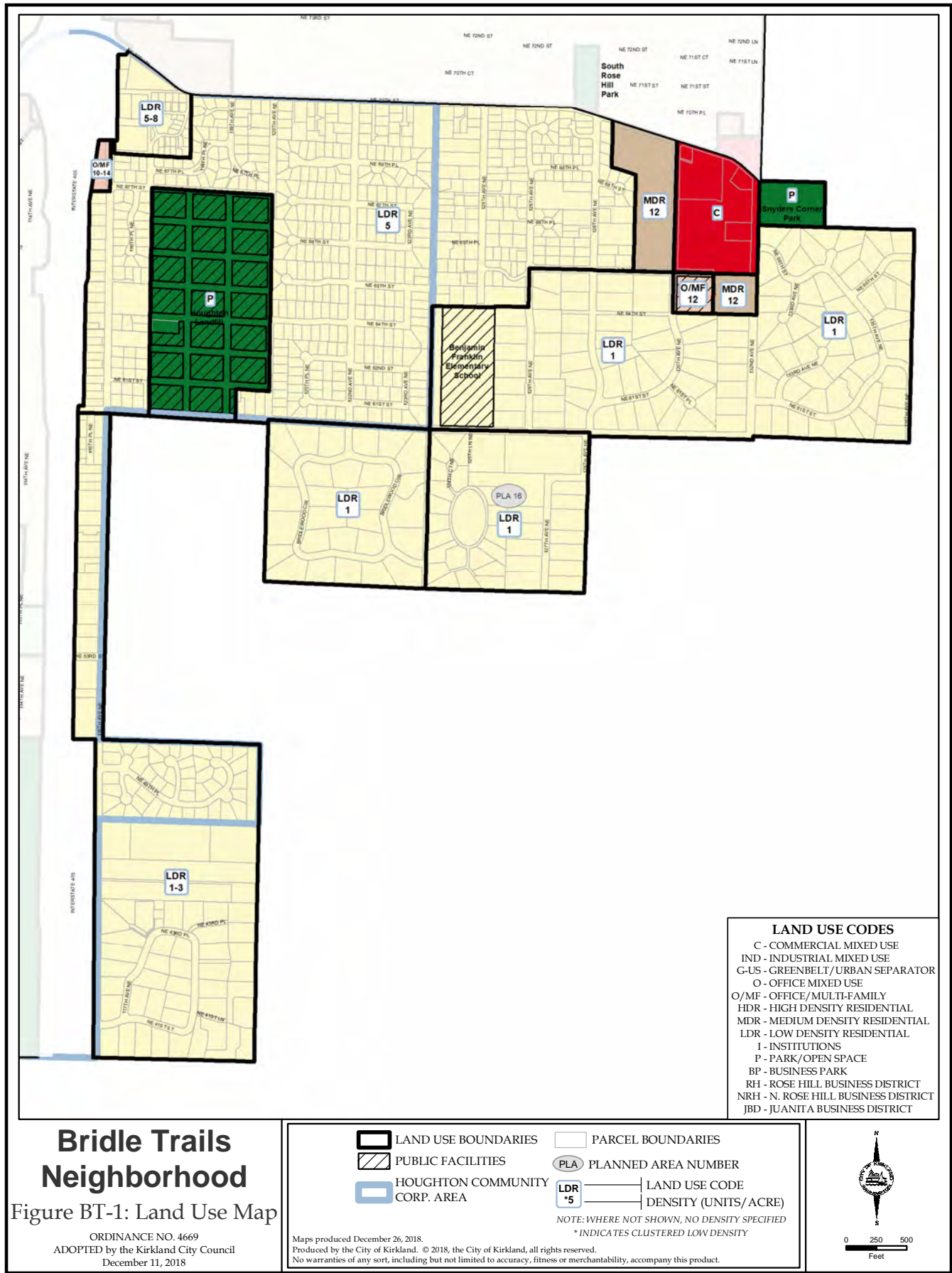
The residential areas that comprise the Bridle Trails neighborhood are relatively recent annexations to Kirkland. The Houghton consolidation (including Sablewood) was annexed in 1968. Bridlewood Circle was annexed in 1969, the Central Park (now the

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4. LAND USE

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

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



Residential

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

Policy BT 1:

Retain and preserve the low density residential and equestrian character of the neighborhood while accommodating compact new housing opportunities where consistent with equestrian uses.

Policy BT 2:

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

A key goal of the Bridle Trails neighborhood is to preserve a portion of larger lots as open space in order to keep horses and other large animals and maintain the equestrian nature of the area. The Zoning Code has minimum requirements for keeping large animals (such as outdoor paddock size). Where shared paddocks or other outdoor requirements for large animals can be met allow compact housing and or accessory dwelling units to be incorporated into the property.

Policy BT 3:

In Planned Area 16, maintain a mix of low-density development and commercial equestrian and recreation facilities.

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

Policy BT 4:

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

Accessory Dwelling Unit (ADU)

A subordinate dwelling unit added to, created within, or detached from a single-family structure, that provides basic requirements for living, sleeping, eating, cooking, and sanitation.

Missing Middle Housing

Missing Middle is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living.



Different ADU styles.

Policy BT 5:

Incentivize compact housing (i.e., multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living) within predominately single family neighborhoods that are in close proximity to the Bridle Trails Shopping Center while protecting the area’s equestrian character.



Promote innovative housing typologies that promote density while reflecting the residential character of the neighborhood

Policy BT 6:

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

Commercial

In order to sustain vibrant neighborhood centers, neighborhood- oriented commercial and office uses are appropriate south of NE 70th St. in the vicinity of the Bridle Trails Shopping Center and south of NE 70th St. along 116th Ave NE as shown on the land use map Figure BT-1.

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



Bridle Trails Shopping Center

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:

- 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.
- 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.

Policy BT 8:

At the Houghton Park and Ride, encourage future transit oriented development (TOD) that includes pedestrian connections within the site and to adjacent streets.

Policy BT 9:

Foster equestrian and other recreation commercial facilities within the neighborhood.

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



Houghton Park and Ride

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5. NATURAL ENVIRONMENT

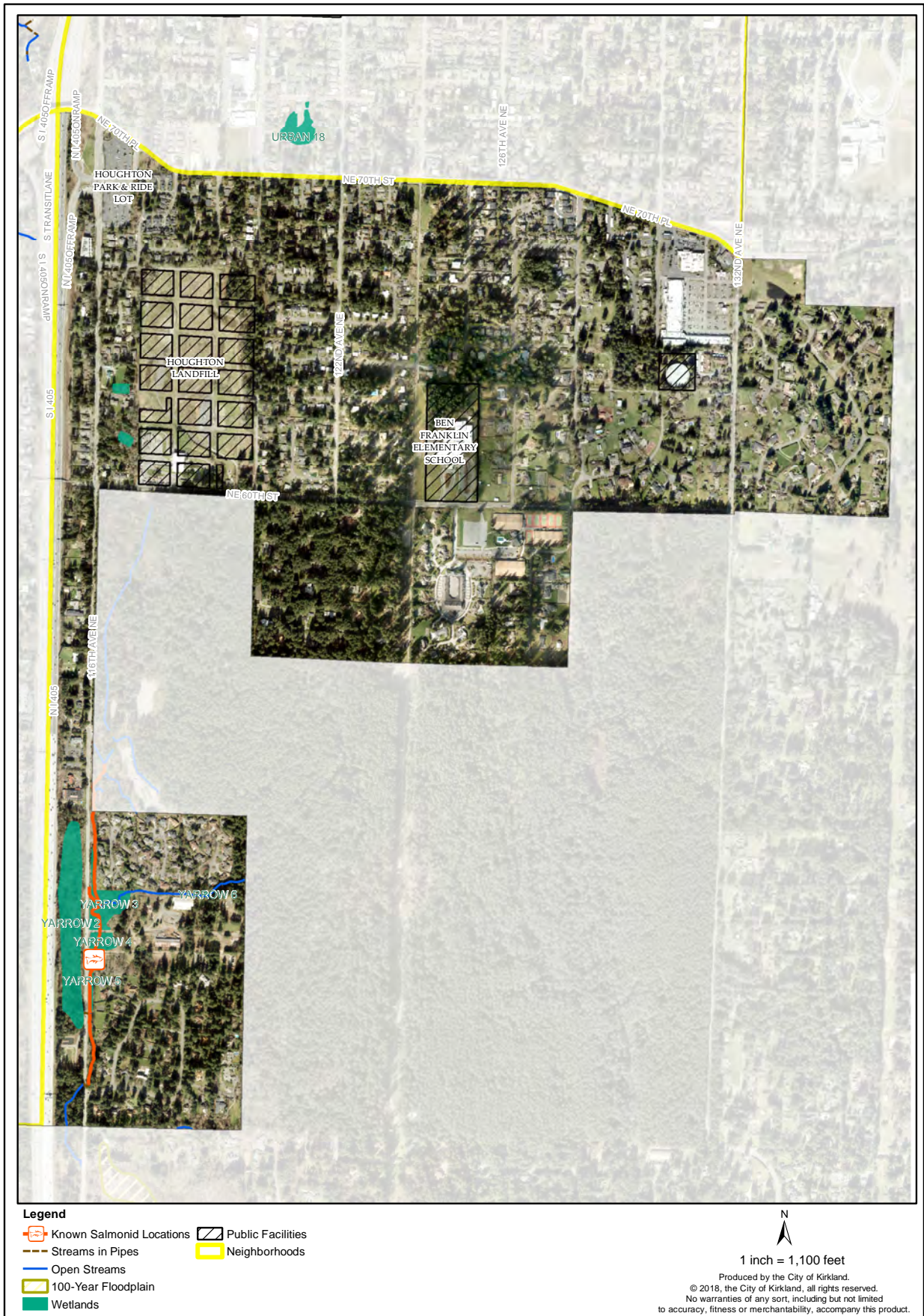
Figures BT 2, BT 3 and BT 4 show the geologically hazardous areas, drainage basins and known streams and wetlands in the neighborhood. Yarrow Creek is a Salmonidae stream. These natural resources provide surface water, wildlife benefits and open space amenities for neighborhood and therefore should be maintained or restored to their natural state.



Figure BT-2: Bridle Trails Landslide Susceptibility



Figure BT-3: Bridle Trails Liquefaction Potential



- Legend**
- Known Salmonid Locations
 - Public Facilities
 - Streams in Pipes
 - Neighborhoods
 - Open Streams
 - 100-Year Floodplain
 - Wetlands

1 inch = 1,100 feet
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Figure BT-4: Bridle Trails Wetlands and Streams

Policy BT 10:

Enhance and restore Yarrow Creek and wetlands in the area shown on Figure BT 4.

Policy BT 11:

Encourage creation of backyard sanctuaries for wildlife habitat in upland areas per the Washington State Department of Fish and Wildlife recommendations

Backyard Sanctuary Program

Learn more about the Washington Department of Fish and Wildlife’s Backyard Wildlife Sanctuary Program at:

<https://wdfw.wa.gov/living/backyard/>

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6. PARKS AND OPEN SPACE

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

Policy BT 12:

Pursue acquisition of land for parks especially in the southern portion of the neighborhood and enhance existing parks and open space with a wide range of amenities for a diverse population (including kids, families, and the elderly) consistent with the Parks and Open Space Plan (PROS).

Policy BT 13:

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

Policy BT 14:

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



Bridle Trails State Park

Policy BT 15:

Introduce new uses to Snyder's Corner Park to make it more useful to the neighborhood and encourage environmental functions as interim uses in advance of a park master plan process. New uses could include a community garden, gazebo (or other community amenity), orchard, wetland feature, and dog park.

Policy BT 16:

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

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

Policy BT 17:

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

Most of the approximately 25 acres encompassing the King County Transfer Station were once used as a landfill. The sports fields located to the north of the transfer station are self-contained with separate access roads and on-site parking. The traffic for the transfer station and sports fields should be managed to minimize impacts on the surrounding neighborhoods. The northeast area of the site contains a wooded undeveloped area appropriate for passive recreational use, such as a community garden and off-leash dog park.



Taylor Fields

7. TRANSPORTATION

The major east - west streets in Bridle Trails include NE 70th ST, which connects the west to east part of Kirkland and NE 60th ST (Figure BT 5). Other important elements of the transportation system include the pedestrian/bicycle overpass over I-405, links to the County trail system that connect to Seattle and Marymoor Park in Redmond, the Cross Kirkland Corridor, and the Houghton shopping district. 116th Avenue NE and 132nd Avenue connects to Bellevue. The policies below are intended to promote mobility, provide people with options to access goods and services without a car, and promote equestrian movement throughout the community.

Policy BT 18:

Improve vehicle, pedestrian, bicycle and equestrian mobility throughout the neighborhood, to other City and regional destinations.

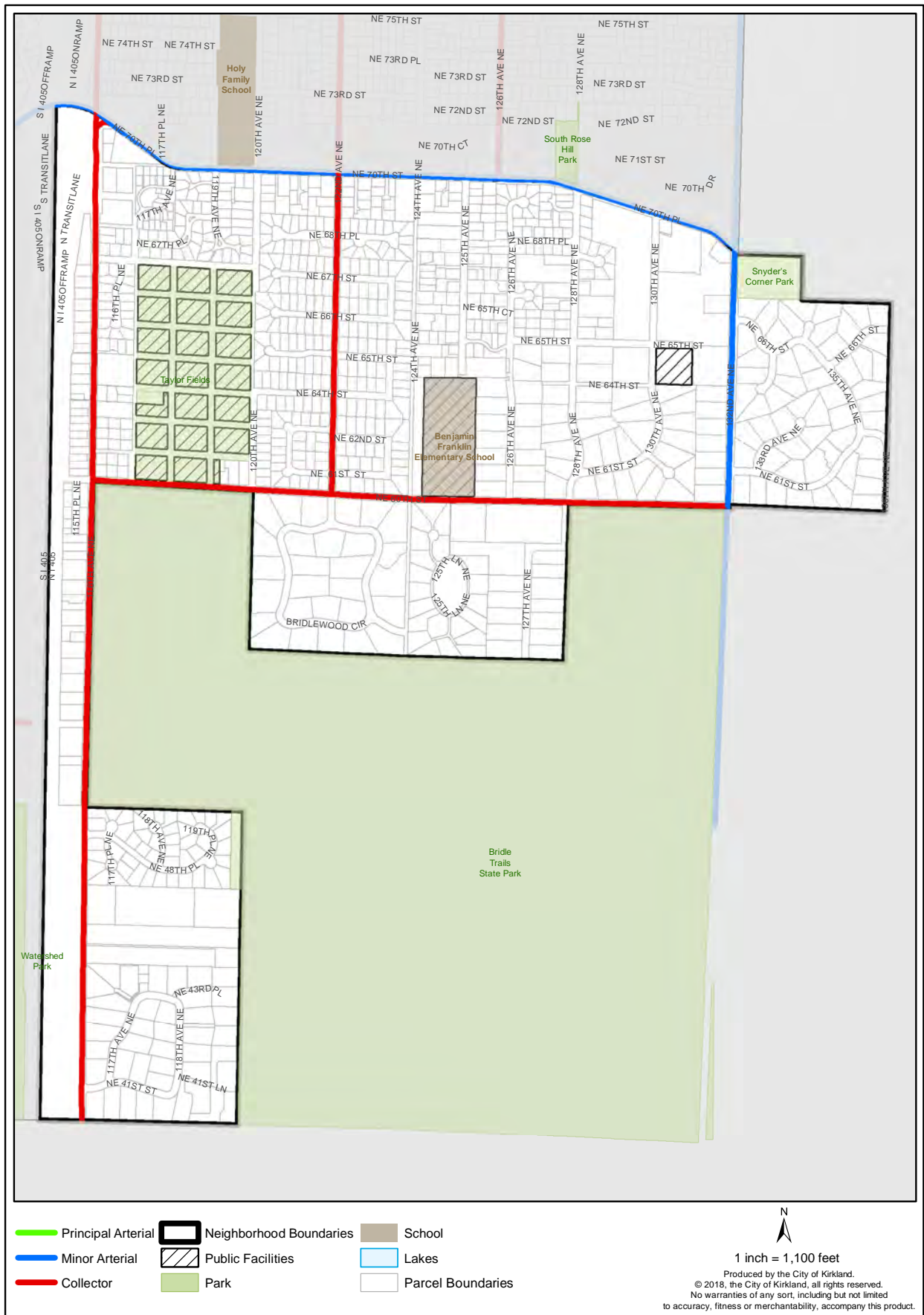


Figure BT-5: Bridle Trails Street Classifications

Pedestrian and Bicycle System

Desired major pedestrian and bicycle pathways in the Bridle Trails Neighborhood are designated in Figures BT 6 and BT 7. The new Greenways in progress and planned shown on Figure 7 will help add to the citywide and regional pedestrian and bicycle system.



Bicycle lane in Bridle Trails

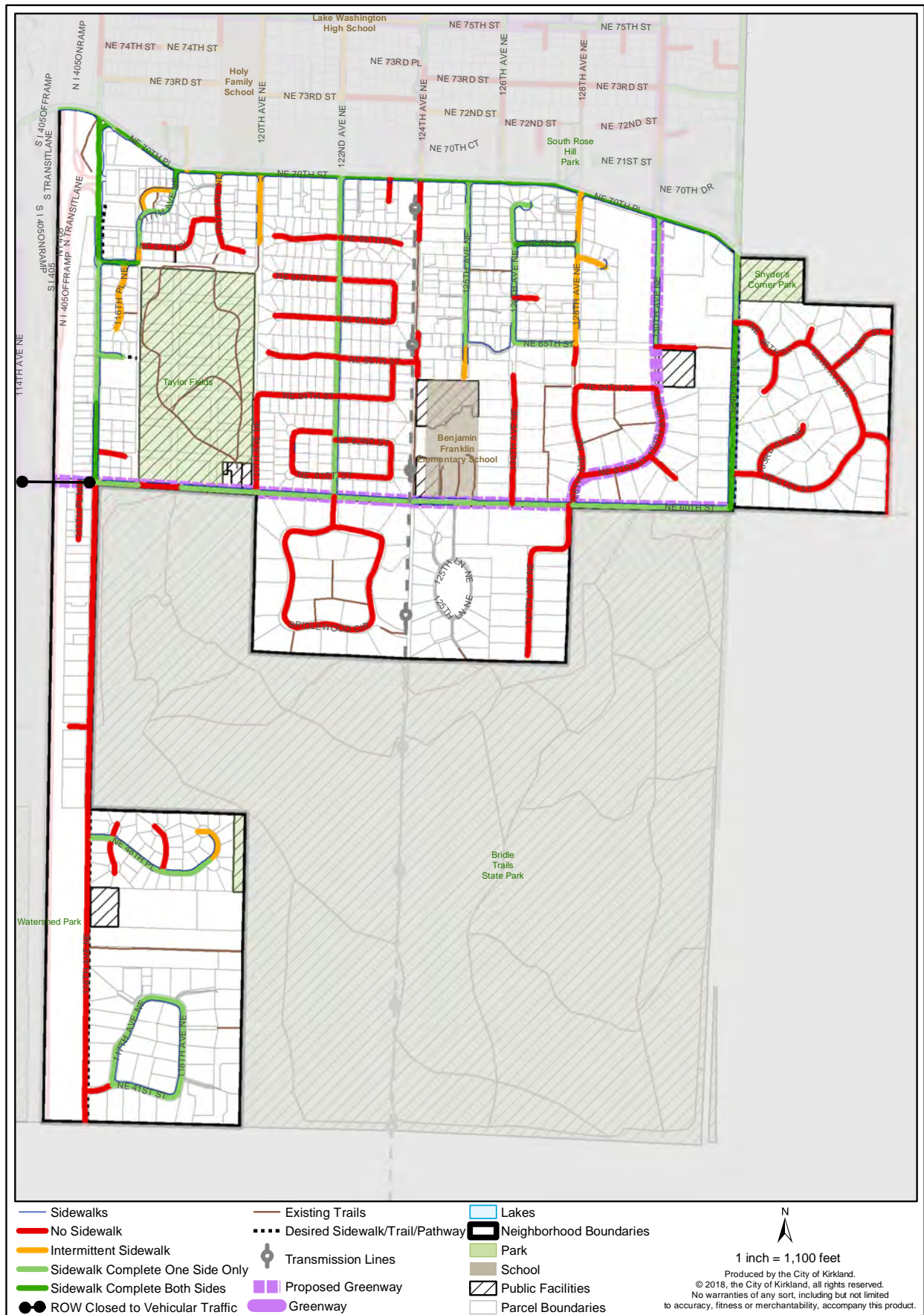


Figure BT-6: Bridle Trails Pedestrian System

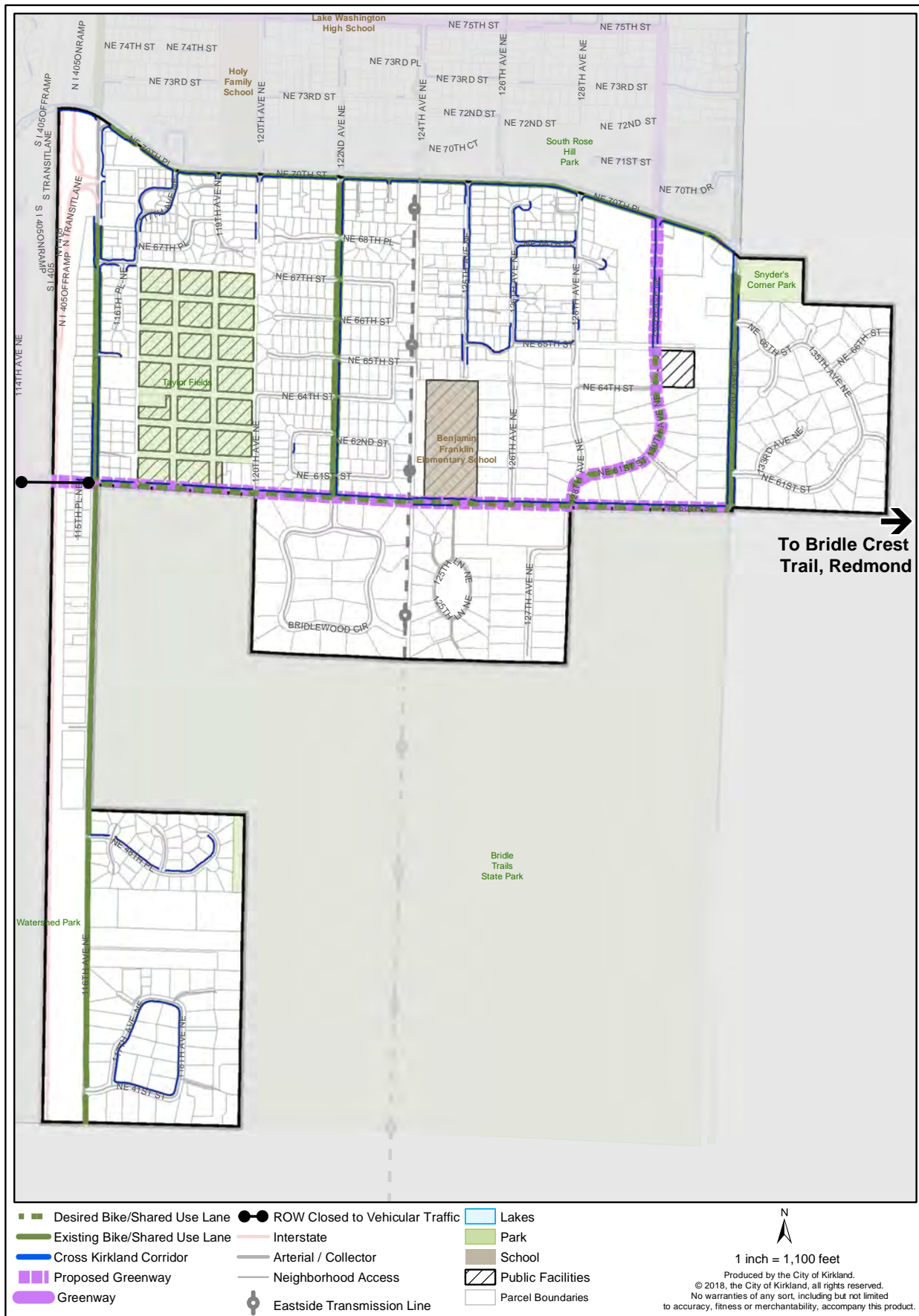


Figure BT-7: Bridle Trails Bicycle System

Policy BT 19:

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

Policy BT 20:

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

Policy BT 21:

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

Policy BT 22:

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

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

Policy BT 23:

Preserve and enhance equestrian, pedestrian and bike access to Bridle Trails State Park from the surrounding neighborhood, although bikes are not allowed in the park.

Policy BT 24:

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

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

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8. PUBLIC FACILITIES

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

Policy BT 25:

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

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

Policy BT 26:

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

Policy BT 27:

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



King County Transfer Station

RESOLUTION 2019-1

A RESOLUTION OF THE HOUGHTON COMMUNITY COUNCIL APPROVING ORDINANCE NO. 4669 ADOPTED BY THE KIRKLAND CITY COUNCIL ON DECEMBER 11, 2018, ADOPTING THE BRIDLE TRAILS NEIGHBORHOOD PLAN COMPREHENSIVE PLAN AMENDMENT FILE CAM18-00082 #5

WHEREAS, the Houghton Community Council has received from the Kirkland City Council Ordinance No. O-4669, adopting the amendment to the Comprehensive Plan.

WHEREAS, the subject matter of this ordinance, pursuant to Ordinance 2001, that is subject to the disapproval jurisdiction of the Houghton Community Council shall become effective within the Houghton Community Municipal Corporation only upon approval by the Houghton Community Council or the failure of said Community Council to disapprove this ordinance within 60 days of the date of the passage of this ordinance; and

WHEREAS, the pertinent subject matter of this ordinance was reviewed and discussed by the Houghton Community Council at a public hearing on October 22, 2018 and at said meeting the Houghton Community Council provided recommendations on said subject matter; and

WHEREAS, the pertinent subject matter of this ordinance will serve the interests and promote the health, safety, and welfare of the Houghton Community Municipal Corporation;

NOW, THEREFORE, be it resolved that Ordinance 4669 is hereby approved and shall be effective within the Houghton Community Municipal Corporation.

PASSED by majority vote of the Houghton Community Council in regular, open meeting this 28 day of January, 2019.

SIGNED IN AUTHENTICATION thereof this _____ day of _____, 2019.

Chair, Houghton Community Council

City Clerk