

ORDINANCE NO. 2929.....

*Repealed by 3481*

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE LAND USE POLICIES PLAN (COMPREHENSIVE PLAN) ORDINANCE 2346 AS AMENDED (FILE IV-85-56) CONCERNING THE BRIDLE TRAILS NEIGHBORHOOD.

Whereas, the City Council has received from the Kirkland Planning Commission a recommendation to amend certain portions of the Land Use Policies Plan (Comprehensive Plan) for the City, Ordinance 2346 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated November 26, 1985 and bearing Kirkland Department of Planning and Community Development File No. IV-85-56; and

Whereas, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on July 2, September 5, September 19, October 3, and November 7, 1985, a public hearing on the amendment proposals and considered the comments received at said hearing; and

Whereas, pursuant to the State Environmental Policies Act there has accompanied the legislative proposal and recommendation through the entire consideration process, a final determination of non-significance (including supporting environmental documents) issued by the responsible official pursuant to WAC 197-11-340 and WAC 197-11-390; and

Whereas, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission, now, therefore,

Be it ordained by the City Council of the City of Kirkland as follows:

Section 1: Text amended: The following specific portions of the text of the Land Use Policies Plan, Ordinance 2346 as amended, beginning on page 178 and concluding on page 186 be and they hereby are amended to read as follows:

NOTE: Language to be deleted shown by ///. Language to be added shown entirely in capital letters.

## INTRODUCTION

The low density residential character of the ~~AREA~~ NEIGHBORHOOD ~~TO~~ SHOULD be maintained.

The Bridle Trails ~~AREA~~ NEIGHBORHOOD can be characterized as a predominantly single family area with large open spaces. The primary policy direction for this ~~AREA~~ NEIGHBORHOOD IS ~~SEEKS~~ to maintain the low density residential character.

Discussion of format for the analysis of the Bridle Trails ~~AREA~~ NEIGHBORHOOD.

Specific land use designations for the Bridle Trails ~~AREA~~ NEIGHBORHOOD are illustrated in Figure 17. These designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories and other relevant concerns. For convenience, the following analysis of the Bridle Trails ~~AREA~~ NEIGHBORHOOD has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural ~~ELEMENTS~~ ENVIRONMENT, living environment, economic activities, open space/PARKS ~~AND~~ public services AND URBAN DESIGN).

## NATURAL ELEMENTS

~~POTENTIALLY/UNSTABLE~~ ENVIRONMENTALLY SENSITIVE slopes are identified. Slope stability analysis ~~IS~~ SHOULD BE required and development ~~WILL/BE~~ regulated accordingly.

~~THE~~ AN ENVIRONMENTALLY SENSITIVE AND potentially hazardous SLOPE IN THE Bridle Trails ~~SLOPE~~ NEIGHBORHOOD occurs mostly on publicly owned land ~~EXISTING~~ in the State Park ~~OF~~ AND the transfer station site (~~SEE/FIGURE 18~~). No severe problems ~~SHOULD~~ APPEAR TO exist for many types of park development, although some areas of the transfer site may be subject to uneven settlement and ~~CONTAMINATED SURFACE/LEACHATE~~ CONTAMINATION problems due to past landfill activities. Residential development is possible on this slope south of the State Park. A slope stability analysis ~~WOULD~~ SHOULD be required prior to any development on this ~~POTENTIALLY/UNSTABLE~~ slope. If landslide OR drainage problems or

excessive erosion are likely to occur as a result of ~~the~~ proposed development, ~~when~~ the type, design and density of land use should be restricted as necessary to avoid THE problems (see Natural ~~Environment~~ ENVIRONMENT CHAPTER ~~Policy/1.1.1~~).

The functional integrity of watercourses ~~to~~ SHOULD be maintained or improved.

The open watercourses in this area (see Figure //) should be ~~preserved~~ ~~and~~ maintained in, or restored to, their natural state, not only to provide storage and flow for natural runoff but to provide natural amenities ~~to~~ ~~and~~ for the NEIGHBORHOOD ~~to~~ ~~and~~ (see NATURAL ENVIRONMENT CHAPTER ~~Policy/4~~). Structures should not be located near streams where such structures may cause damage by flooding or impeding water flows.

LIVING ENVIRONMENT

Low density residential uses are to be maintained.

The residential developments east of I-405 are relatively new with the exception of a few older homes. The major policy direction for this area is to maintain the low density residential quality of the neighborhood, EXCEPT AS DESCRIBED BELOW. New residential developments ~~are~~ ~~to~~ SHOULD be low density (4 UP to 5 dwelling units per acre) and conform with existing developments.

LOW/DENSITY/RESIDENTIAL USES/IN/THE/SOUTHEAST QUADRANT/OF/I-405/W./E./70TH/INTERCHANGE/SUBJECT TO PERFORMANCES/STANDARDS.

LOW/DENSITY/RESIDENTIAL USES/(4/UP/TO 5/DWELLING/UNITS/PER/ACRE)/ARE/TO/BE PERMITTED/IN/THE/SOUTHEAST/QUADRANT/OF/THE/I-405/W./E./70TH/STREET INTERCHANGE,/SUBJECT/TO/THE/FOLLOWING STANDARDS:

(1)/THE/EXISTING/NATURAL/VEGETATION/COVER/WILL/BE/MAINTAINED/TO/THE/GREATEST/EXTENT/POSSIBLE.

(2)/ANY/NEW/DEVELOPMENTS/MUST/CONFORM WITH/CERTAIN/STANDARDS/OF/BUFFERING/ALONG/I-405/IN/ORDER/TO OFFER/NOISE/AND/VISUAL PROTECTION.

(3) / *Units per acre should be designated  
to/within/acre/development/NE/70th  
Street/and/117th/avenue/NE/  
Units per acre should be designated  
around/and/interior/road/sides.*

(4) / *The clustering of/units/is/to/be/  
permitted.*

There EIGHT dwelling units per acre in density allowed in the interchange according to the additional standards.

An additional density of up to EIGHT dwelling units per acre in density allowed in the southeast quadrant of the I-405/N.E. 70th Street interchange east of the future park and ride lot and west of existing single-family residential development. Such density should be allowed, however, only when the following additional performance standards are achieved:

- (1) The whole site (identified in the Land Use Map in Figure 17 //) is to be developed as a whole under a Planned Unit Development, with clustering or common wall housing.
- (2) THE EXISTING NATURAL VEGETATION IS MAINTAINED TO THE GREATEST POSSIBLE EXTENT.

(3) Access is to be primarily via/117th/avenue/NE THROUGH 117TH AVENUE N.E. AND N.E. 67TH STREET TO 116TH AVENUE N.E. WITH LIMITED ACCESS VIA N.E. 70TH STREET and/through/the existing/bridge/tree/developments.

(4) Development in this area/ will/be/compatible/surrounding/visually/compatible/with/the surrounding/side/road. The scale of all buildings will/be in accord with the scale of adjoining single-family development. This is/expected/so/when/development/around/the surrounding/side/road/area.



(A)(5) Large setbacks with a substantial vegetative buffer ~~will be required adjacent to~~ ARE MAINTAINED ADJOINING THE existing single family areas and along the abutting arterials.

(B)(6) Parking areas ~~are to be~~ ARE aggregated and visually landscaped from the surrounding single family areas.

MEDIUM DENSITY SHOULD BE PERMITTED ON LANDS WEST AND SOUTH OF THE BRIDLE TRAILS COMMERCIAL CENTER.

\*EXISTING VACANT LAND TO THE WEST AND SOUTH OF THE BRIDLE TRAILS COMMERCIAL CENTER SHOULD BE ALLOWED TO DEVELOP AT A MEDIUM DENSITY (12 DWELLING UNITS PER ACRE) TO PROVIDE A TRANSITION BETWEEN ADJACENT LOW DENSITY RESIDENTIAL AREAS AND THE COMMERCIAL CENTER. SUCH DEVELOPMENT SHOULD BE SUBJECT TO THE FOLLOWING PERFORMANCE STANDARDS:

- 1) THE SCALE OF ALL BUILDINGS IS IN ACCORD WITH THE SCALE OF ADJOINING SINGLE-FAMILY DEVELOPMENT.
- 2) LARGE SETBACKS WITH A SUBSTANTIAL VEGETATIVE BUFFER IS MAINTAINED ADJOINING THE THE EXISTING SINGLE-FAMILY DEVELOPMENT.
- 3) THE EXISTING NATURAL VEGETATIVE COVER IS MAINTAINED TO THE GREATEST EXTENT POSSIBLE.
- 4) ACCESS FOR DEVELOPMENT WEST OF THE SHOPPING CENTER IS PRIMARILY VIA 130TH AVENUE N.E. AND NOT TOWARDS THE WEST OR SOUTH THROUGH THE ADJACENT SINGLE-FAMILY DEVELOPMENT NOR NORTH VIA N.E. 70TH STREET. ACCESS FOR THE SOUTHERN PARCEL SHOULD BE PRIMARILY VIA N.E. 65TH STREET TOWARDS

- \*1. South of the Bridle Trails commercial center, a development with a density higher than recommended by this Plan has been approved by King County. The development, however, has been designed to cluster units away from the single-family residences to the south, and, therefore, should not be construed to be in conflict with the intent of this plan.

THE EAST TO 132ND N.E. AND NOT WEST OR SOUTH TOWARDS THE ADJOINING SINGLE-FAMILY DEVELOPMENT.

- 5) PARKING AREAS ARE AGGREGATED, LANDSCAPED AND VISUALLY SCREENED FROM ADJLINING SINGLE-FAMILY DEVELOPMENT.

WATER DISTRICT 81 FACILITY SHOULD BE PERMITTED TO REMAIN.

WATER DISTRICT 81 HAS A WATER TOWER AND ADMINISTRATIVE BUILDING LOCATED SOUTH OF N.E. 65TH STREET AND THE BRIDLE TRAILS COMMERCIAL CENTER AND EAST OF 130TH AVENUE N.E. THE WATER DISTRICT FACILITY SHOULD BE PERMITTED TO REMAIN, SINCE IT IS NECESSARY TO PERMIT EFFECTIVE SERVICE TO THE AREA. EXPANSION OF THE WATER DISTRICT FACILITY SHOULD BE PERMITTED IF ADEQUATE SETBACKS AND BUFFERING ARE PROVIDED AND IF FUTURE BUILDINGS ARE COMPATIBLE IN SCALE AND IN DESIGN WITH ADJOINING SINGLE-FAMILY DEVELOPMENT.

Bridlewood Circle AND SILVER SPURS RANCH ~~is~~ ~~to~~ SHOULD remain at a very low residential density.

Bridlewood Circle AND the UNINCORPORATED SILVER SPURS areas ~~is~~ ~~to~~ SHOULD remain very low density (one dwelling unit per acre) with private stable facilities permitted on these large lots.

#### PLANNED AREA 16

CENTRAL PARK AREA IS DESIGNATED AS A PLANNED AREA BECAUSE OF IT'S MIX OF EQUESTRIAN, RESIDENTIAL AND COMMERCIAL RECREATION.

THE AREA LYING EAST OF BRIDLEWOOD CIRCLE, AND SOUTH OF N.E. 60TH STREET HAS BEEN DESIGNATED AS A "PLANNED AREA." THIS AREA, COMMONLY REFERRED TO AS CENTRAL PARK, CONTAINS A MIX OF COMMERCIAL EQUESTRIAN STABLES AND AN INDOOR ARENA, VERY LOW RESIDENTIAL DENSITY DEVELOPMENT (ONE DWELLING UNIT PER ACRE) WITH ASSOCIATED EQUESTRIAN STABLES AND PASTURES, AND A COMMERCIAL TENNIS CLUB FACILITY WITH INDOOR AND OUTDOOR COURTS AND A CLUB HOUSE. THE CENTRAL PARK AREA HAS BEEN DESIGNATED AS A PLANNED AREA DUE TO THIS MIX OF USES AND THE POTENTIAL IMPACTS OF THE USES ON THE SURROUNDING RESIDENTIAL DEVELOPMENT AND THE EQUESTRIAN PARK. THE PLANNED AREA DESIGNATION WILL PERMIT THE APPLICATION OF SPECIAL

DEVELOPMENT PROCEDURES AND STANDARDS TO ALLOW FOR FULL DEVELOPMENT OF THE AREA WHILE MAINTAINING THE EQUESTRIAN CHARACTER. HOWEVER, FUTURE DEVELOPMENT IN THIS AREA SHOULD NOT BE PERMITTED TO ADVERSELY AFFECT THE UNIQUE EQUESTRIAN AND NATURAL ENVIRONMENT OF THE PARK AND ITS USES BY THE GENERAL PUBLIC.

VERY LOW DENSITY DEVELOPMENT SHOULD BE MAINTAINED AND COMMERCIAL EQUESTRIAN FACILITIES SHOULD BE PERMITTED IN THE CENTRAL PARK AREA.

TO BE COMPATIBLE WITH NEARBY RESIDENTIAL DENSITY AND THE ADJACENT EQUESTRIAN PARK PERMITTED DEVELOPMENT SHOULD INCLUDE VERY LOW DENSITY RESIDENTIAL (ONE DWELLING UNIT PER ACRE) AND EQUESTRIAN FACILITIES. THE EQUESTRIAN FACILITIES COULD INCLUDE PRIVATE OR COMMERCIAL STABLES, PASTURES, ARENAS, AND APPROPRIATE ANCILLARY EQUESTRIAN ACTIVITIES. PRIVATE AND COMMERCIAL EQUESTRIAN STABLES AND ARENA BUILDINGS SHOULD BE PERMITTED IF THE FOLLOWING PERFORMANCE STANDARDS ARE MET:

- (1) TO THE EXTENT POSSIBLE, COMMERCIAL BUILDINGS ARE PLACED BELOW EXISTING GRADE, HAVE LARGE YARD SETBACKS AND ARE SCREENED BY VEGETATED EARTHEN BERMS.
- (2) PARKING AREAS ARE AGGREGATED AND VISUALLY SCREENED FROM ADJOINING SINGLE-FAMILY DEVELOPMENT.
- (3) FACILITIES ARE DESIGNED AND MAINTAINED IN A MANNER COMPATIBLE WITH NEARBY RESIDENTIAL USES.

SLIGHTLY MORE THAN ONE DWELLING UNIT PER ACRE SHOULD BE PERMITTED IN THE PLANNED AREA SUBJECT TO STANDARDS.

TO ENCOURAGE A MORE CREATIVE DEVELOPMENT AND STILL BE IN CHARACTER WITH THE SURROUNDING, VERY LOW DENSITY EQUESTRIAN-ORIENTED RESIDENTIAL DEVELOPMENT, LOW DENSITY RESIDENTIAL USES (SLIGHTLY MORE THAN ONE DWELLING UNIT PER ACRE, BUT NO LESS THAN A MINIMUM LOT SIZE OF 26,000 SQUARE FEET) SHOULD BE PERMITTED IN THE PLANNED AREA IF THE FOLLOWING PERFORMANCE STANDARDS ARE MET:

- (1) A MASTER PLAN FOR A DEVELOPMENT OF AT LEAST 16 CONTINGUOUS ACRES IS REVIEWED THROUGH A PUBLIC HEARING PROCESS.
- (2) EACH RESIDENTIAL LOT CONTAINS AN AREA OF SUFFICIENT SIZE AND LOCATION FOR A HORSE PADDOCK AREA, EXCLUSIVE OF ANY RESIDENTIAL AND EQUESTRIAN STRUCTURES.
- (3) EACH RESIDENTIAL LOT IS DESIGNED TO ALLOW TRUCK ACCESS FOR EQUESTRIAN SERVICES, SUCH AS HAY DELIVERY AND MANURE DISPOSAL.
- (4) A PUBLIC EQUESTRIAN ACCESS TRAIL WITH APPROPRIATE IDENTIFICATION SIGNS IS PROVIDED BETWEEN N.E. 60TH STREET AND THE BRIDLE TRAILS STATE AND KING COUNTY PARKS.
- (5) A COORDINATED VEHICULAR AND PEDESTRIAN SYSTEM IS PROVIDED FOR THE PROPERTY AND THE SURROUNDING AREA.
- (6) AN EQUESTRIAN FACILITY, AVAILABLE TO THE PUBLIC IS PROVIDED ON THE PROPERTY.

EXPANSION OF THE EXISTING CENTRAL PARK TENNIS CLUB ALONG N.E. 60TH STREET SHOULD BE PERMITTED.

THE EXISTING CENTRAL PARK TENNIS CLUB HAS BEEN COMPATIBLE WITH THE SURROUNDING RESIDENTIAL AND EQUESTRIAN USES. THE TENNIS CLUB SHOULD BE PERMITTED TO EXPAND TO THE DEGREE THAT THE FOLLOWING PERFORMANCE STANDARDS ARE MET:

- (1) DEVELOPMENT IS REVIEWED THROUGH A PUBLIC HEARING PROCESS.
- (2) TO THE EXTENT POSSIBLE, COMMERCIAL BUILDINGS ARE PLACED BELOW EXISTING GRADE, HAVE LARGE SETBACKS AND ARE SCREENED BY VEGETATED EARTHEN BERMS.

- (3) LARGE SETBACKS WITH A SUBSTANTIAL VEGETATIVE BUFFER SHOULD BE REQUIRED ALONG THE SOUTH AND WEST BORDERS OF THE SUBJECT PROPERTY.
- (4) PARKING AREAS ARE AGGREGATED AND VISUALLY SCREENED FROM ADJOINING SINGLE-FAMILY DEVELOPMENT.
- (5) VEHICULAR AND PEDESTRIAN CIRCULATION TO AND FROM THE PROPERTY SHOULD BE COORDINATED WITH OTHER PROPERTIES IN THE VICINITY.

Low density development AND EQUESTRIAN FACILITIES SHOULD BE permitted along 116th Avenue N.E. southwest of Bridle Trails State Park.

Southwest of Bridle Trails State Park and adjacent to 116th Avenue N.E. *are* large parcels of mostly IS AN AREA WHICH CONTAINS A MIXTURE OF undeveloped lands, LOW DENSITY RESIDENTIAL DEVELOPMENT (1 TO 3 DWELLING UNITS PER ACRE) AND LARGE STABLE FACILITIES. Some of these lands are THIS AREA IS within the city limits and the remainder is unincorporated. The parcel within the city limits is undeveloped but has been cleared of vegetation. It is presently zoned for medium density residential uses. Permitted development should be limited to low density residential (1 to 3 dwelling units per acre) and the large stable facilities developed by full development of this area. It is suggested that the unincorporated lands area, which extends southerly to the city limits of the City of Bellevue (at approximately N.E. 40th Street), are parcelly developed at low densities (1 to 3 dwelling units per acre) with single family homes and large stable facilities. This remaining buffer area is a logical extension of the City of Kirkland. And would establish the ultimate neighborhood boundary relationship in this area between Kirkland and Bellevue.

PROBLEMS WITH UTILITIES  
AND TRAFFIC ARE DISCUSSED  
FOR THE AREA.

Present utility service levels ~~in~~ THROUGHOUT this area are inadequate to support the prescribed residential development. Sewer service is presently unavailable and will have to be provided by cross-agreement with the City of Bellevue. Water services are available from the north or south by cross-agreements with either Water District No. 81 or the City of Bellevue. In all instances (water and sewer services) developer extensions ~~must~~ SHOULD be a condition of development with the potential of a latecomer agreement to charge benefited properties which defer development. Access is limited to 116th Avenue NE. Besides utility concerns, traffic is an important consideration. Higher density residential uses would increase traffic volumes, noise and hazards in the area committed to low density residences.

HIGHER DENSITY  
RESIDENTIAL DEVELOPMENT  
SHOULD NOT BE PERMITTED  
IN THE AREA.

Based upon the above considerations, development IN THIS AREA should be limited to low density EQUESTRIAN-ORIENTED residential (1 to 3 dwelling units per acre). IN ADDITION, ~~with~~ ~~in~~ ~~this~~ ~~area~~, the existing stable facilities ~~can~~ SHOULD BE ENCOURAGED TO remain AND NEW EQUESTRIAN FACILITIES SHOULD BE ALLOWED AS APPROPRIATE TO COMPLEMENT BRIDLE TRAILS STATE PARK. SUCH FACILITIES SHOULD BE MAINTAINED IN A CONDITION COMPATIBLE WITH SURROUNDING RESIDENTIAL USES. ~~to~~ ~~serve~~ ~~the~~ ~~equestrian~~ ~~activities~~ ~~in~~ ~~this~~ ~~general~~ ~~area~~. // Residential developments may provide for equestrian activities and facilities as part of a residential development but consistent with other city policies and regulations.

THE/AREA/ADJOINING/BRIDLE/TRAILS  
SETBACK/PARK/AND/FUTURE/RESIDENTIAL  
DEVELOPMENT/SUBSID/NOISE/BE/REDUCED  
TO/ADVERSELY/AFFECT/NE/IMPACT  
EQUALLY/AND/NEARBY/ENVIRONMENT/OF  
THE/PARK/AND/ITS/USES/BY/NE/GENERAL  
PUBLIC.

Noise impacts adjacent to  
the Interstate *are*  
SHOULD BE to be minimized.

Bordering the Bridle Trails *are*  
NEIGHBORHOOD on the west, I-405  
creates noise impacts on adjacent land  
uses. All developments, particularly  
residential, adjacent to the Inter-  
state should seek to reduce these  
noise impacts. Residential develop-  
ments of two dwelling units or more  
WILL SHOULD be required to protect  
against noise through site *and*,  
building AND LANDSCAPING design or  
construction techniques.

NEAR/STABLE/FACILITIES  
REDUCED/ONLY/WHERE  
ADJACENT/TO/NE/SETBACK  
PARK/AND/WHERE/IMPACTS  
*are*/MINIMAL.

COMMERCIAL/STABLE/*are*/PRESENTLY  
LOCATED/NEAR/BRIDLE/TRAILS/SETBACK  
PARK././EXPANSION/OF/NESE/EXISTING  
FACILITIES/SUBSID/GENERALLY/NOISE/BE  
REDUCED././COMMERCIAL/STABLE  
FACILITIES/MAY/BE/REDUCED/IF  
LOCATED/IMPACTS/ADJACENT/TO/NE  
SETBACK/PARK/AND/WHERE/IMPACTS/ON  
EXISTING/RESIDENTIAL/USES/*are*/MINIMAL.

THE EXISTING BRIDLE  
TRAILS COMMERCIAL CENTER  
SHOULD BE THE PRIMARY  
COMMERCIAL CENTER FOR THE  
BRIDLE TRAILS  
NEIGHBORHOOD AND SHOULD  
NOT BE EXPANDED.

ECONOMIC ACTIVITIES

THE PRIMARY SITE OF ECONOMIC ACTIVITY  
IN THE BRIDLE TRAILS NEIGHBORHOOD IS  
AT THE SOUTHWEST CORNER OF N.E. 70TH  
STREET AND 132ND AVENUE N.E. WHERE  
THERE ARE OVER TWELVE ACRES OF  
COMMERCIAL ZONED LAND. SOME OF THE  
TWELVE ACRES IS UNDEVELOPED WHICH  
ALLOWS FOR SOME COMMERCIAL EXPANSION.  
TO MITIGATE IMPACTS FOR THE ADJOINING  
RESIDENTIAL AREAS, FUTURE DEVELOPMENT  
SHOULD BE SUBJECT TO THE FOLLOWING  
PERFORMANCE STANDARDS:

- (1) THE SCALE OF ALL BUILDINGS IS IN  
ACCORD WITH THE SCALE OF ADJOINING  
RESIDENTIAL DEVELOPMENT.
- (2) LARGE SETBACKS WITH A SUBSTANTIAL  
VEGETATIVE BUFFER ARE PROVIDED  
ADJOINING THE RESIDENTIAL  
DEVELOPMENT.

- (3) ACCESS IS PROVIDED VIA N.E. 70TH STREET AND 132ND AVENUE N.E. AND NOT VIA 130TH AVENUE N.E. AND N.E. 65TH STREET.
- (4) PARKING AREAS ARE AGGREGATED, LANDSCAPED AND VISUALLY SCREENED FROM ADJOINING RESIDENTIAL DEVELOPMENT.
- (5) THE NUMBER AND SIZE OF SIGNS ARE MINIMIZED TO AVOID A CLUTTERED, INTENSIVE COMMERCIAL APPEARANCE. A COMPREHENSIVE SIGN PROGRAM SHOULD BE IMPLEMENTED.

ALSO, COMMERCIAL USES IN THE BRIDLE TRAILS COMMERCIAL CENTER SHOULD BE ORIENTED TO THE NEEDS OF THE NEIGHBORHOOD. MORE INTENSIVE COMMERCIAL ACTIVITIES SHOULD LOCATE IN THE CENTRAL BUSINESS DISTRICT, ON N.E. 85TH STREET AND IN THE TOTEM LAKE COMMERCIAL CENTER.

COMMERCIAL RECREATION FACILITIES SHOULD BE PERMITTED TO EXPAND.

THE OTHER MAJOR ECONOMIC ACTIVITY IN THE BRIDLE TRAILS NEIGHBORHOOD IS COMMERCIAL RECREATION. COMMERCIAL EQUESTRIAN STABLES AND TENNIS COURTS ARE LOCATED SOUTH OF N.E. 60TH STREET BETWEEN THE BRIDLE TRAILS KING COUNTY PARK AND THE BRIDLEWOOD CIRCLE AREA. IN ADDITION, COMMERCIAL EQUESTRIAN STABLES ARE LOCATED WEST OF THE BRIDLE TRAILS STATE PARK ALONG 116TH AVENUE N.E. THESE FACILITIES SHOULD BE PERMITTED TO EXPAND IF CERTAIN PERFORMANCE STANDARDS ARE MET (SEE PAGES BT-9 AND 10).

#### OPEN SPACE/PARKS

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

Bridle Trails State and County Parks comprise a 480-acre facility that provides primarily equestrian recreational facilities on a regional scale. IN ADDITION, THE PARKS SERVE A BROADER PUBLIC INTEREST AS THEY ARE USED BY JOGGERS, HIKERS, NATURE GROUPS AND PICNICKERS. This large, mostly wooded tract also serves as a significant open space for local residents. EQUESTRIAN AND PEDESTRIAN ACCESS TO THE PARKS SHOULD BE MADE



AVAILABLE FROM ADJACENT PROPERTIES WHERE APPROPRIATE AND FEASIBLE. SIGNING WHICH IDENTIFIES ACCESS TO THE PARKS SHOULD BE PROVIDED. These parks should remain essentially as a large wooded open space.

RECREATIONAL OPPORTUNITIES EXIST BUT A NEED FOR A NEIGHBORHOOD PARK IS UNMET.

THERE ARE PRESENTLY NO PARKS IN THE BRIDLE TRAILS NEIGHBORHOOD WHICH CONTAIN A PLAYGROUND FACILITY. ACQUISITION AND DEVELOPMENT OF A NEIGHBORHOOD PARK WITH PLAYGROUND FACILITIES SHOULD BE SOUGHT.

The Houghton Transfer site can meet both community and neighborhood park needs SHOULD BE STUDIED FOR PARK POTENTIAL.

The Houghton Transfer site, currently under King County ownership, is partially developed with a baseball field, soccer field and tennis courts. This facility, of approximately twenty-five acres in size, should be acquired by the city to assure that the land will continue to be carefully studied by the city for its future potential as a way to fulfill community park or other needs, as well as neighborhood needs for the Bridle Trails area NEIGHBORHOOD. AFTER SUCH EVALUATION, THE CITY MAY WISH TO CONSIDER ACQUISITION FROM OR JOINT PARK DEVELOPMENT WITH KING COUNTY.

I-405 landscaped buffer strip to remain.

On the east side of I-405, between the freeway and I-10th Avenue, there is a landscaped buffer strip which should remain in order to mitigate the impact of the freeway on the surrounding residential areas.

Major pedestrian and bicycle pathways ARE discussed.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Bridle Trails area

NEIGHBORHOOD should be established according to the designations in Figure 2.

THE/PROPOSED/RESIDENTIAL/BICYCLE  
 DEVELOPMENT/AT/N.E./BOTH/STREET/WALK  
 IMPROVE/USE/ACCESS/TRAFFIC/WALK/OF/THE  
 STREET/.

PUBLIC SERVICE/FACILITIES

Storm runoff ~~is~~ SHOULD be limited. MAINTAINANCE OF/THE/DRAINAGE/ST/SThe natural drainage system SHOULD BE MAINTAINED OR RESTORED.

The problems associated with urban runoff ~~are~~/is SHOULD be dealt with on-site where the problems are usually created. Streams and other natural watercourses ~~are~~/is SHOULD be maintained or restored, if necessary, to a natural, stable condition (see PUBLIC SERVICES/FACILITIES//DRAINAGE POLICY/1). Storm runoff from developed sites ~~is~~/is SHOULD be limited to predevelopment levels (see PUBLIC SERVICES/FACILITIES//DRAINAGE/POLICY//1).

Undergrounding of utilities is to be actively encouraged.

In order to ~~enhance~~/to/and/or ~~improve~~/and/safe/visibility/enhance views, AND PROMOTE a sense of ~~community~~ NEIGHBORHOOD identity AND INCREASE PUBLIC SAFETY, the undergrounding of utilities ~~is~~/is SHOULD be actively encouraged (see Public Services/Facilities//QUALITY/PUBLIC POLICY/2, Community Goals and DESIGN CHAPTERS POLICIES/POLICY 2/AND/DRAINAGE/STREET/TRAFFIC/POLICY/2).

Modifications to major roadways in the Bridle Trails area are listed.

Vehicular circulation patterns in the Bridle Trails ~~area~~ NEIGHBORHOOD are fairly well established. N.E. 88TH/70th Street is the primary east/west corridor for through traffic. Other arterials, 116TH AVENUE N.E., N.E. 60th Street, AND 122nd Avenue NE, AND 132ND AVENUE N.E. facilitate access from most residential uses to the main arterials (see Figure 2).

- (1) N.E. 60th Street and 122nd Avenue N.E. are collector arterials.
- (1) N.E. 60th Street, ~~and~~ 122nd Avenue N.E. AND 132ND AVENUE N.E. ~~are/it~~ SHOULD remain as collector arterials. No change in the road configuration should be necessary. However, there ~~could~~ SHOULD be maintenance or improvements to pedestrian/bicycle/equestrian trails, especially on N.E. 60th Street AND 132ND AVENUE N.E. WHERE PROVISIONS FOR A TRAIL SYSTEM SEPARATED FROM TRAFFIC SHOULD BE INCLUDED. Also, the removal of the Transfer Station would minimize adverse impacts associated with vehicles utilizing this facility.
- (2) N.E. ~~68th~~/70th Street ~~is/it~~ SHOULD BE designated as a secondary arterial.
- (2) N.E. ~~68th~~/70th Street should ~~be redesignated/from/a~~ ~~collector/it~~ REMAIN AS a secondary arterial. This roadway provides through access from south Kirkland to Redmond.  
~~Modifications~~ FUTURE IMPROVEMENTS to this traffic corridor should include A THREE-LANE ROAD, BICYCLE LANES, SIDEWALKS ~~upgrading/the/paved~~ ~~roadway~~ and provisions for the METRO bus system.
- (3) 116th Avenue N.E. should ~~be~~ ~~designated~~ REMAIN as a collector arterial.
- (3) 116th Avenue N.E. is designated as a collector arterial which provides access to Bellevue. Along most of this arterial are single family residences as well as access to Bridle Trails State Park. Additional traffic should not be generated on this roadway due to the many adjacent residences. Provisions for a pedestrian/ bicycle/equestrian trail separated from traffic should be included.

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

The Interstate highway borders this area on the west and creates severe noise impacts on adjacent uses. If the State Highway Department makes further improvements to this facility, the City should ~~itself/on~~ ENCOURAGE

certain mitigating actions by the State. *(Widening the right-of-way for increased through lanes should be discouraged.)* This would include the purchase of existing undevelopable lots adjacent to the right-of-way and an extensive program of berm or other noise deflector construction *(see Public Services Facilities // Transit Policy/Policy//)*.

EAST KIRKLAND PARK AND RIDE LOT PROPOSED FOR N.E. 70TH STREET/116TH AVENUE N.E.

THE STATE DEPARTMENT OF TRANSPORTATION IS PROPOSING A PARK AND RIDE FACILITY AT THE SOUTHEAST CORNER OF N.E. 70TH STREET AND 116TH AVENUE N.E. TO SERVE THE NEEDS OF COMMUTERS IN AND AROUND THE BRIDLE TRAILS NEIGHBORHOOD. THE PROPOSED PARK AND RIDE FACILITY SHOULD BE CAREFULLY DESIGNED TO PROTECT THE ADJACENT RESIDENCES TO THE EAST AND SOUTH. POINTS OF ACCESS SHOULD BE MINIMIZED TO AVOID CONGESTION AND SAFETY PROBLEMS. IMPROVEMENTS TO ADJACENT STREETS SHOULD BE MADE TO FACILITATE THROUGH TRAFFIC AS WELL AS TRAFFIC TO AND FROM THE PARK AND RIDE LOT.

Bicycle and pedestrian paths are planned for this area.

Within the Bridle Trails ~~area~~ NEIGHBORHOOD, the path system shown in Figure 20 does not include all existing and future sidewalks and paths but merely the major elements. A bicycle/pedestrian overpass ~~is currently planned~~ LOCATED at N.E. 60th Street and I-405 ~~to~~ provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond. Any proposed right-of-way improvements to 116th Avenue N.E. and N.E. 60th Street should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic.

ON THE WEST SIDE OF BEN FRANKLIN ELEMENTARY SCHOOL UNDER THE STATE POWER LINES, THERE IS AN UNIMPROVED PEDESTRIAN/BICYCLE PATH. THIS PATH PROVIDES A CONVENIENT, SAFE LINK BETWEEN THE SURROUNDING RESIDENCES AND THE SCHOOL AND SHOULD BE IMPROVED WITH PUBLIC SIGNING PROVIDED TO DESIGNATE THE PATH.

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

Developers ~~in some areas~~ will SHOULD be required to make adequate service extensions before new developments ~~may be~~ ARE occupied. These required public service extensions ~~must~~ SHOULD be adequate to meet the requirements of designated land uses in the area ~~(see Public Services/Facilities//Water/and Sewage/Systems/Policy/1)~~. The use of septic tanks in new developments, including single family homes, ~~are~~ ~~to~~ SHOULD be prohibited. Existing uses relying on septic tanks, when sewer services are available, ~~are~~ ~~to~~ SHOULD be required to hook up to sanitary sewers ~~(see Public Services/Facilities//Water/and Sewage/Systems Policy/1)~~. Of particular concern is a large parcel southwest of the State Park. Due to the topography, sewers will have to be extended from the south for a distance of a mile. The developer of this property will ~~have~~ ~~to~~ SHOULD bear the responsibility and cost for this extension before the property can be developed. ~~An agreement with Bellvue to provide sanitary sewer service for this small portion of Kirkland may have to be negotiated. Available water service potentials from the north may place restrictions on development types and densities because of limitations on emergency fire flow capabilities.~~

Open space value of streets is to be recognized.

One important open space of great community value is often overlooked. The street system provides Kirkland's neighborhoods with a number of excellent local and regional views. Such view corridors lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart (see Community Goals and Policies Policy 2 and Open Space/Parks/Policy 2). Such view corridors are to be identified, preserved and enhanced. One means to

*THIS/END/MAY/BE/USED/UNDERGROUNDING/OF  
UTILITIES/SEE/PUBLIC/SERVICES/  
FACILITIES//QUALITY/PUBLIC/UTILITIES  
POLICY/2)).*

URBAN DESIGN

URBAN DESIGN ASSETS ARE IDENTIFIED.

ON THE WHOLE, THE BRIDLE TRAILS NEIGHBORHOOD HAS A CLEAR AND VIVID VISUAL IMAGE AND IDENTITY. THE NEIGHBORHOOD HAS A LIMITED NUMBER OF URBAN DESIGN ASSETS, BUT THEY ARE VERY IMPORTANT IN ESTABLISHING NEIGHBORHOOD CHARACTER (SEE FIGURE 3).

'EDGES' AND 'VISUAL LANDMARKS' ARE DISCUSSED.

THE NEIGHBORHOOD'S WESTERN BORDER IS VIVIDLY AND EFFECTIVELY PROVIDED BY A 'HARD EDGE'--INTERSTATE 405. MAJOR VISUAL LANDMARKS ARE THE BRIDLE TRAILS STATE PARK, THE BRIDLE TRAILS COMMERCIAL CENTER AND THE STATE POWER LINES. THE DOMINANT VISUAL LANDMARK OF THE WOODED PARK CREATES A 'SOFT EDGE' WHICH IN TURN REFLECTS AND REINFORCES THE WOODED AND EQUESTRIAN IMAGE OF THE NEIGHBORHOOD. THIS IMAGE IS QUITE APPARENT FROM THE MAJOR 'PATHWAYS' THROUGH THE NEIGHBORHOOD, N.E. 70TH STREET, N.E. 60TH STREET, 116TH AVENUE N.E. AND 132ND AVENUE N.E.

AS AN ACTIVITY 'NODE,' THE BRIDLE TRAILS COMMERCIAL CENTER IS A FOCUS OF DAILY LOCAL COMMERCIAL NEEDS. THE STATE POWER LINES RUN NORTH AND SOUTH DIVIDING THE NEIGHBORHOOD IN HALF AND ARE USED AS A POINT REFERENCE.

MAJOR VIEW IS DISCUSSED.

A MAJOR VIEW IN THIS NEIGHBORHOOD IS IDENTIFIED ON FIGURE 3 - URBAN DESIGN. N.E. 70TH STREET AND 116TH AVENUE N.E. PRESENT SWEEPING TERRITORIAL VIEWS OF LAKE WASHINGTON, SEATTLE AND THE OLYMPIC MOUNTAIN RANGE. THE N.E. 70TH VIEW CAN BE PROTECTED BY LIMITING BUILDING HEIGHTS OF FUTURE STRUCTURES DIRECTLY WEST OF I-405 IN THE NORTHEAST PORTION OF CENTRAL HOUGHTON AND SOUTHEAST PORTION OF EVEREST NEIGHBORHOODS AND BY UNDERGROUNDING UTILITY LINES.

446C/444C/274A(8985B/172A)br

Section 2. Graphics amended: The graphics or figures appearing on pages 172 through 177 of the Land Use Policies Plan, Ordinance 2346 as amended are hereby amended only as they pertain to the Bridle Trails neighborhood Exhibits 1 through 3, inclusive, attached to this ordinance and by this reference incorporated herein are hereby added to the Bridle Trails neighborhood plan of the Land Use Policies Plan, Ordinance 2346 as amended; provided, however, that the Director of Planning is hereby authorized to prepare reformatted and refined information on Exhibits 1 through 3, provided further that in doing so no substantive changes from the amended policies herein adopted shall thereby result.


Section 3: If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 4: To the extent that the subject matter of this ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, said plan shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of said community council to disapprove this ordinance within 60 days of its passage.

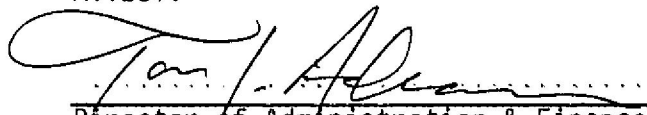
Section 5: Except as provided in Section 4, this ordinance shall be in full force and effect five days from and after its passage by the City Council and publication as required by law.

Passed by majority vote of the Kirkland City Council in regular, open meeting this 20th day of January 1986.

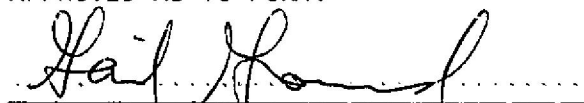
Signed in authentication thereof this 20th day of January, 1986.

  
MAYOR

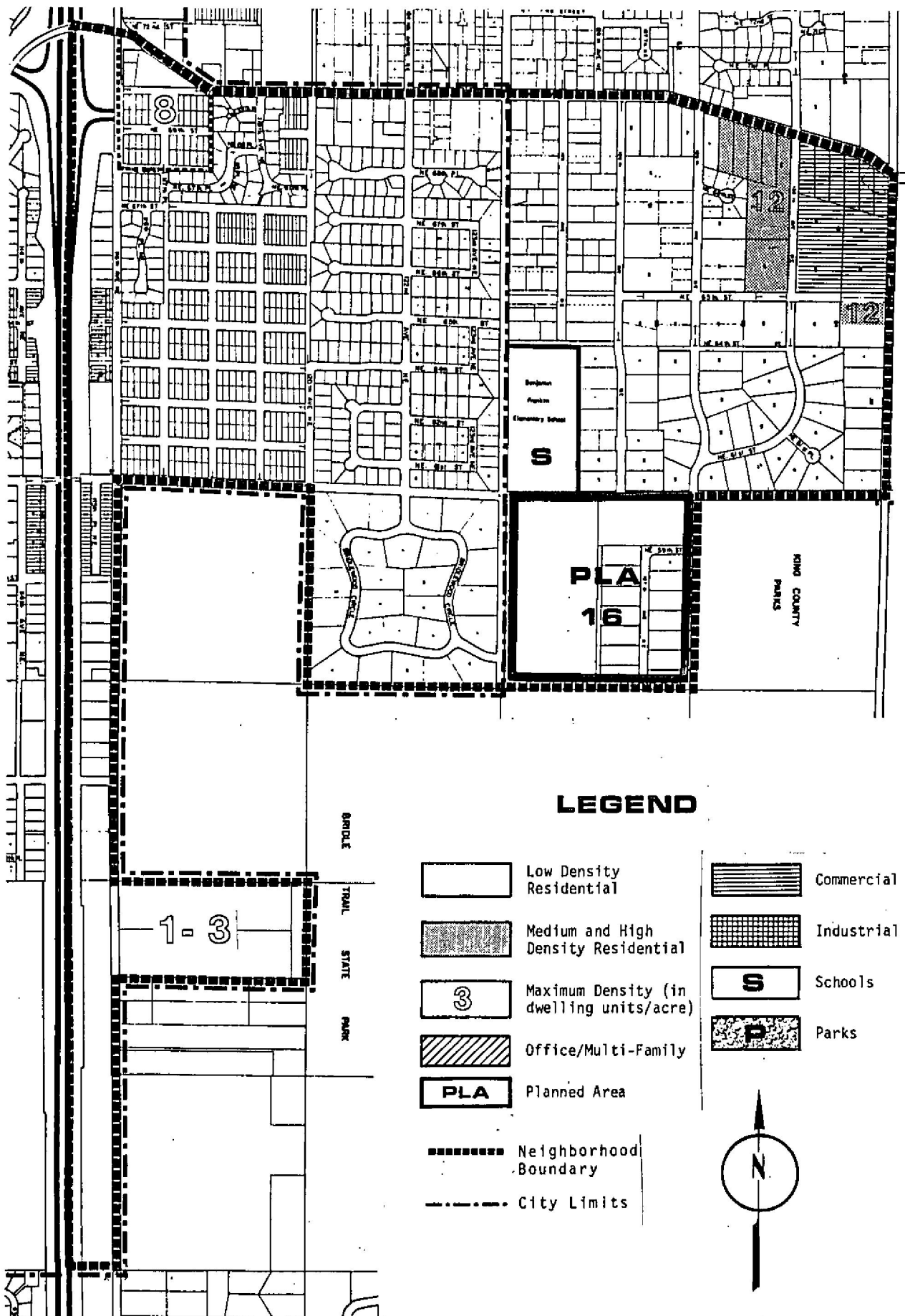
ATTEST:

  
Director of Administration & Finance  
(ex officio City Clerk)

APPROVED AS TO FORM:

  
Acting City Attorney

1664C/279A(444C/446C/274A/ES:cw



### LEGEND

- Low Density Residential
- Medium and High Density Residential
- Maximum Density (in dwelling units/acre)
- Office/Multi-Family
- Planned Area
- Neighborhood Boundary
- City Limits
- Commercial
- Industrial
- Schools
- Parks

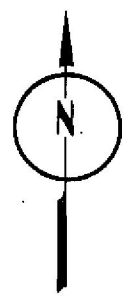


FIGURE  
BT-1

# BRIDLE TRAILS LAND USE

Exh.  
1



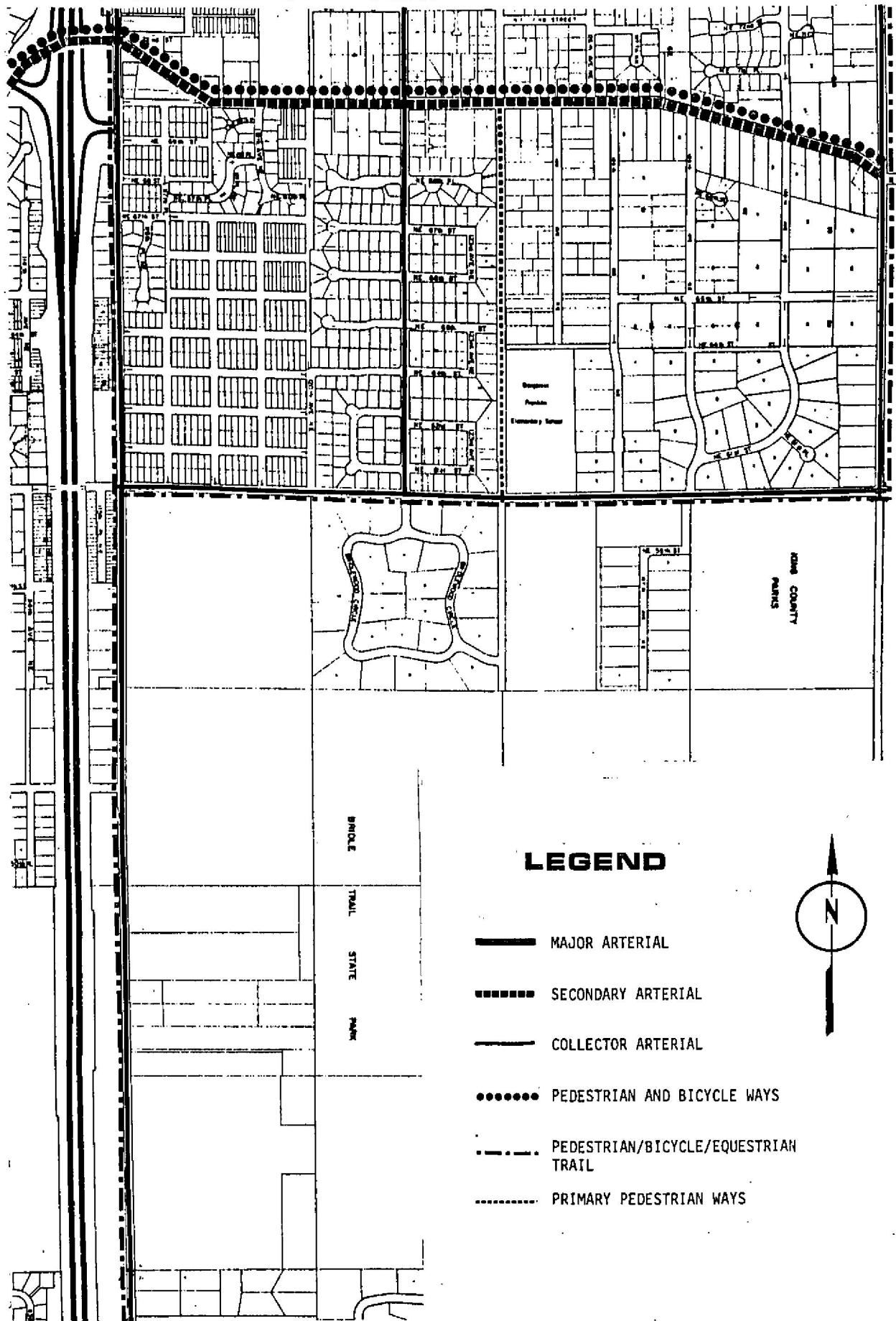
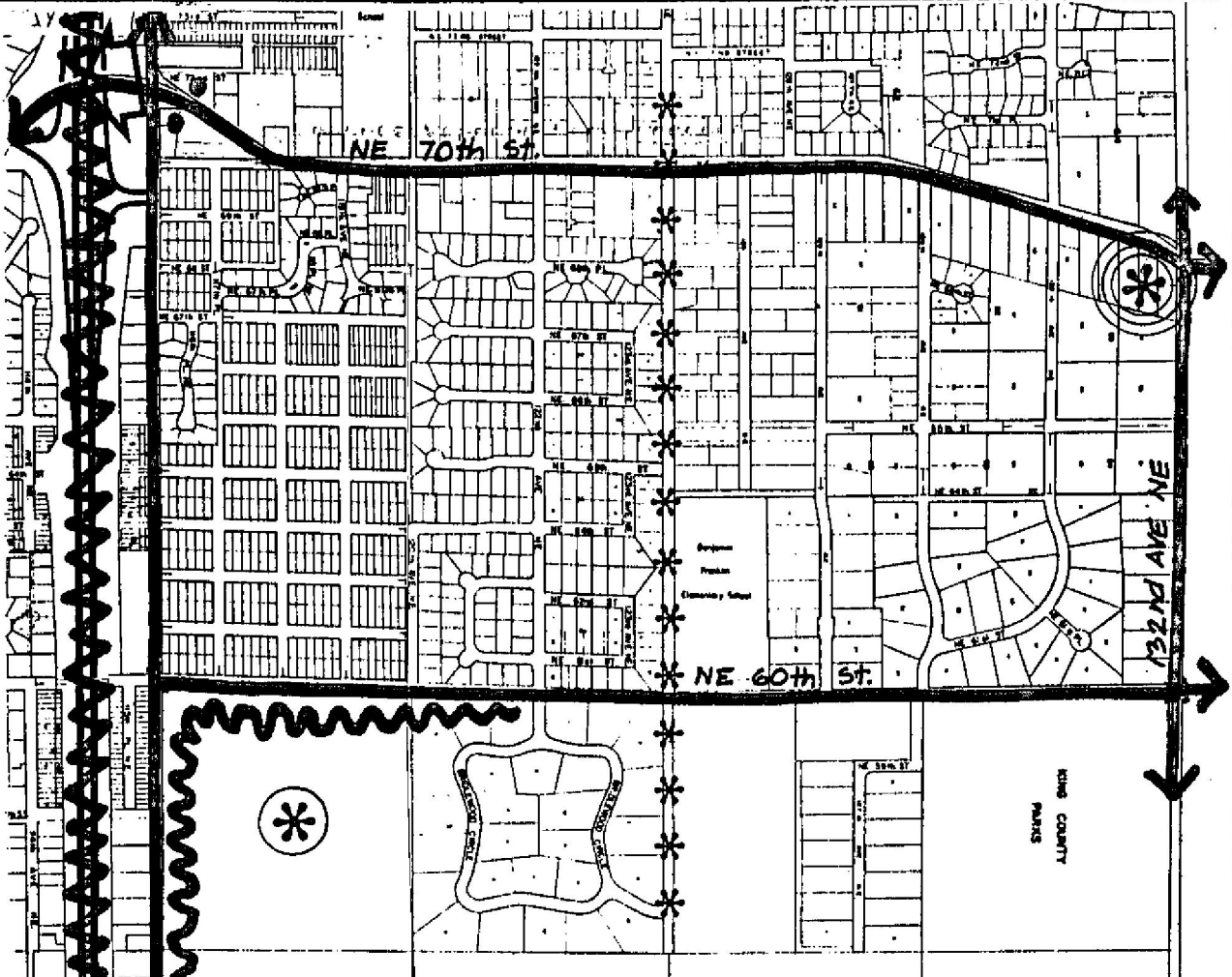











FIGURE  
BT-2

# BRIDLE TRAILS CIRCULATION

Exh.  
2



### LEGEND

-  PATHWAY
-  GATEWAY
-  MAJOR LANDMARK
-  MINOR LANDMARK
-  ACTIVITY NODE
-  HARD EDGE
-  SOFT EDGE
-  TERRITORIAL VIEW
-  LOCAL VIEW

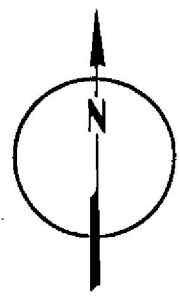


FIGURE  
BT-3

## BRIDLE TRAILS THE IMAGE OF THE CITY

Exh.  
3