

12.A. Bridle Trails Neighborhood Plan

1. OVERVIEW

The Bridle Trails neighborhood has a rural pastoral feel with large, forested areas and an equestrian character within an urban environment bordering Bridle Trails State Park. The Bridle Trails Shopping Center provides a mix of neighborhood-oriented commercial services to the surrounding community 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.

Bridle Trails Vicinity Map



2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Bridle Trails Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

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 desired, 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, inviting, 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 and serves as a popular and highly utilized pop-up dog park.

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 people with easy transit access to numerous destinations throughout the region.

The vision for the King County Transfer Station property 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 Illustration: Continuing Bridle Trails equestrian history while accommodating future regional growth



3. HISTORICAL CONTEXT

See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

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.

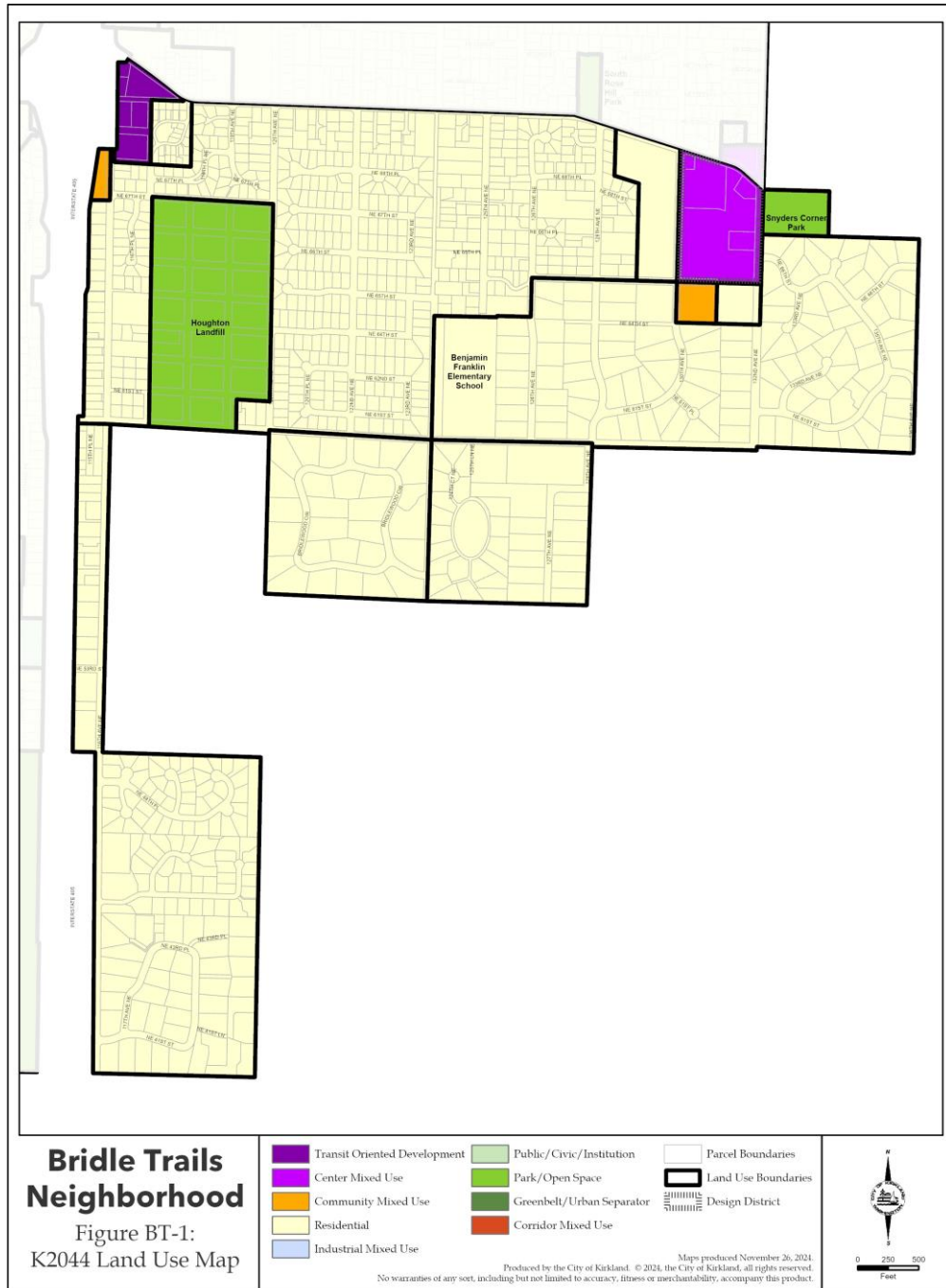
Bridle Trails State Park was part of the original land grant to Washington State in 1889, and its timber sales were managed to support public schools. Equestrian communities formed around the state park in the early 1900s, and it was these communities that lobbied for the public land to become a state 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

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.

Figure BT-1: Bridle Trails Land Use Map



Residential

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

Policy BT-1: Ensure that everyone has access to the residential and equestrian benefits and features of the neighborhood by encouraging compact new housing opportunities.

Policy BT-2: Generally south of NE 65th Street surrounding Bridle Trails State Park and east of 132nd Ave NE, encourage facilities capable of keeping horses while also encouraging infill housing to increase sustainability and decrease the cost of building housing.

A key goal of the Bridle Trails neighborhood is to preserve resident's ability to keep horses and other large animals and maintain the equestrian nature of the area. Policies encouraging facilities for keeping large animals should also incentivize housing that is more affordable and sustainable.

Policy BT-3: In Planned Area 16, regulate 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 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), cottage development, and other affordable housing strategies into new and existing development in all residential areas of the neighborhood while ensuring the provision of adequate sewer infrastructure.

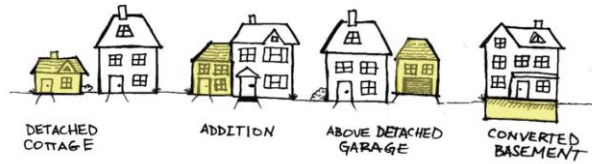
Accessory Dwelling Unit (ADU)

A subordinate dwelling unit added to, created within, or detached from a single-unit 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 detached 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 that help meet the growing demand for walkable urban living) within areas with low residential intensity that are in close proximity to the Bridle Trails Shopping Center to reduce the cost of building housing and increase sustainability while ensuring the area's equestrian function is recognized.



Promote innovative housing typologies that promote residential intensity and enhances housing variety in the neighborhood.

Policy BT-6: Higher intensity residential and office uses west and south of Bridle Trails shopping center should support the high-quality retail uses at the center and bridge intensities between adjacent residential areas with lower intensity and the commercial center.

Commercial

In order to sustain vibrant neighborhood centers, neighborhood-oriented commercial and office uses are encouraged 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.

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 regulations should be used with careful attention to the cost of building housing, architectural scale, massing and upper story step backs, pedestrian orientation and connections, sustainability, support from surrounding residential uses and commercial uses across NE 70th St., building modulation, and use of materials to reduce the appearance of bulk and mass.

Bridle Trails Shopping Center



In addition to the above standards, allow mixed-use development after the City Council has approved development standards and design regulations encompassing all properties within the neighborhood center. These development and design regulations should address program requirements for such items as a minimum acreage threshold beyond which a grocery store and development-wide sign plan (formerly referenced as a master sign plan) would be required.

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



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

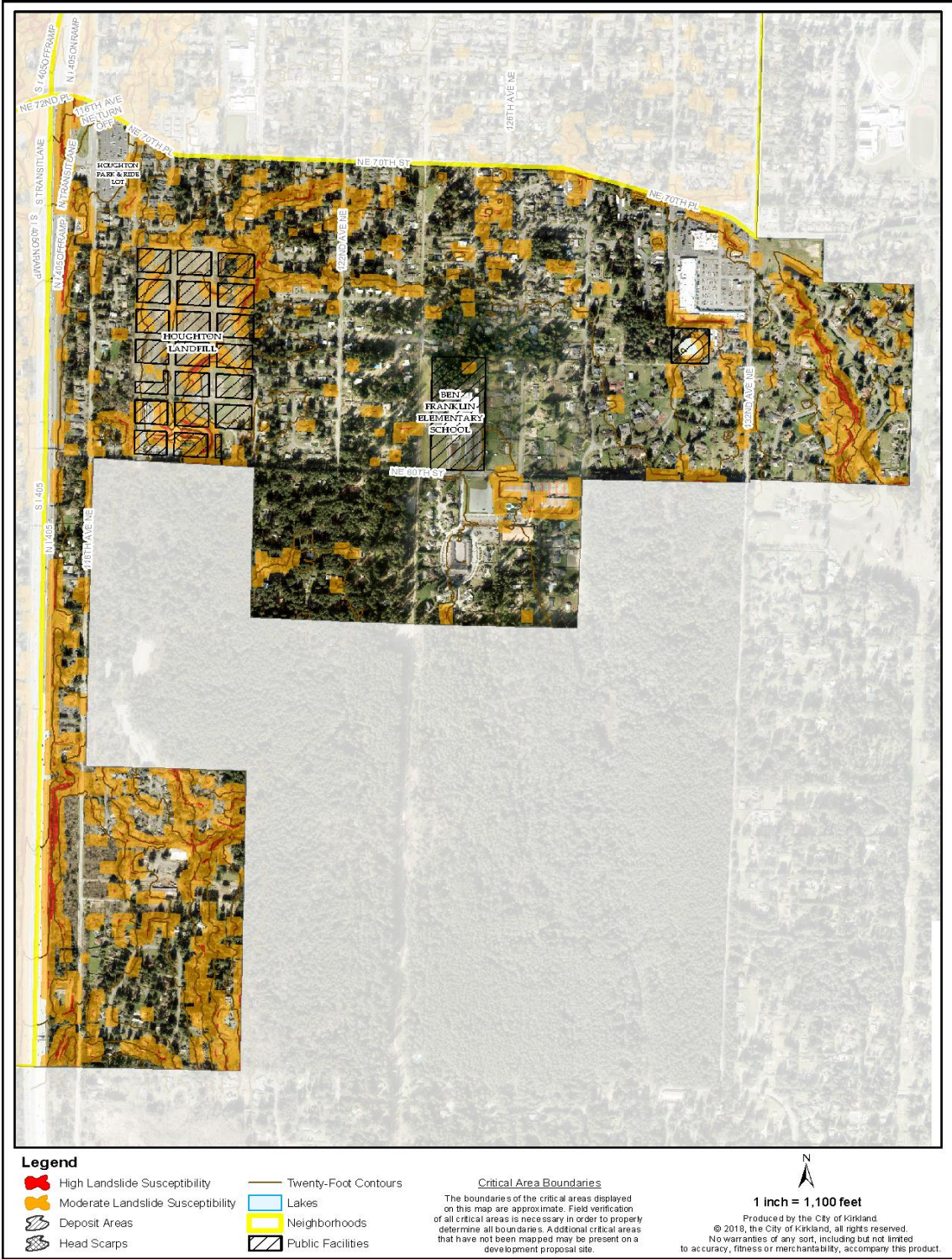


Figure BT-3: Bridle Trails Liquefaction Potential



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/>

6. PARKS AND OPEN SPACE

Figure BT-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 development plan process (formerly referred to as 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 people of all ages and abilities) 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 development 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 and mitigated.

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 potential adverse 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 in the Bridle Trails Neighborhood



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 connect 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 mobility of all types (including equestrian) throughout the neighborhood, to other City and regional destinations.

Figure BT-5: Bridle Trails Street Classifications

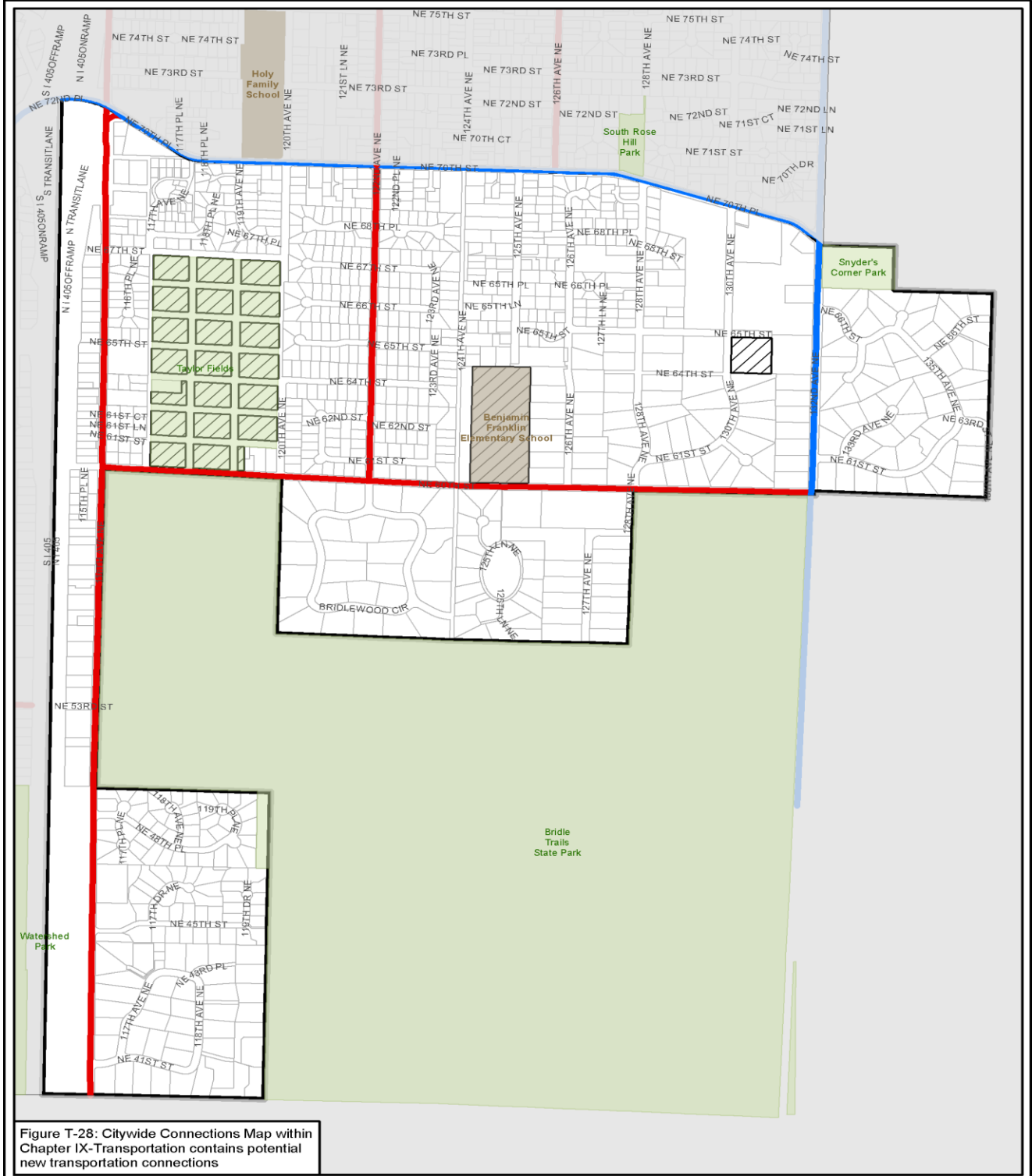


Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections

- Principal Arterial
- Minor Arterial
- Collector
- Neighborhood Boundaries
- Public Facilities
- Park
- School
- Lakes
- Parcel Boundaries

1 inch = 1,100 feet

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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 BT-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

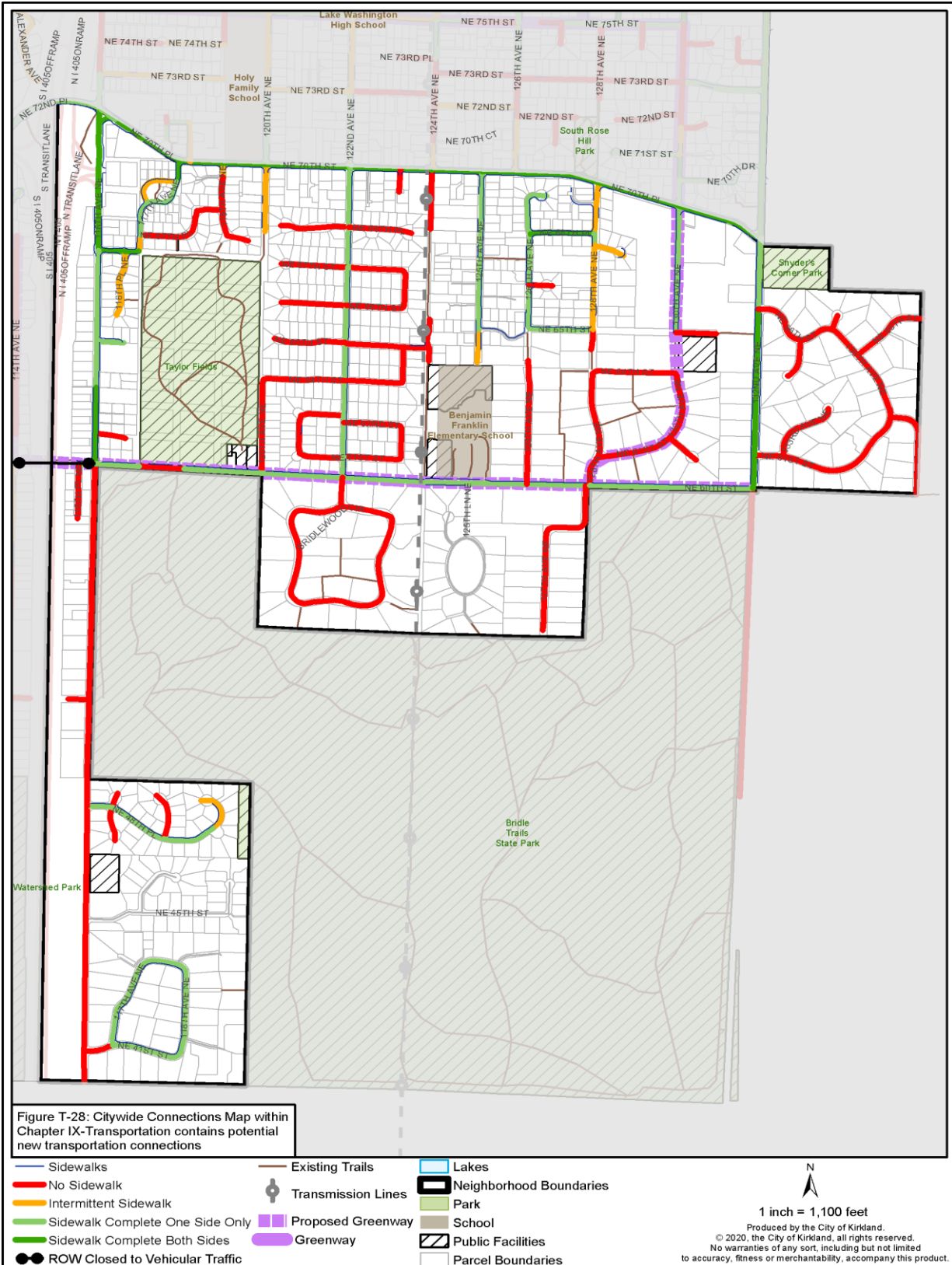
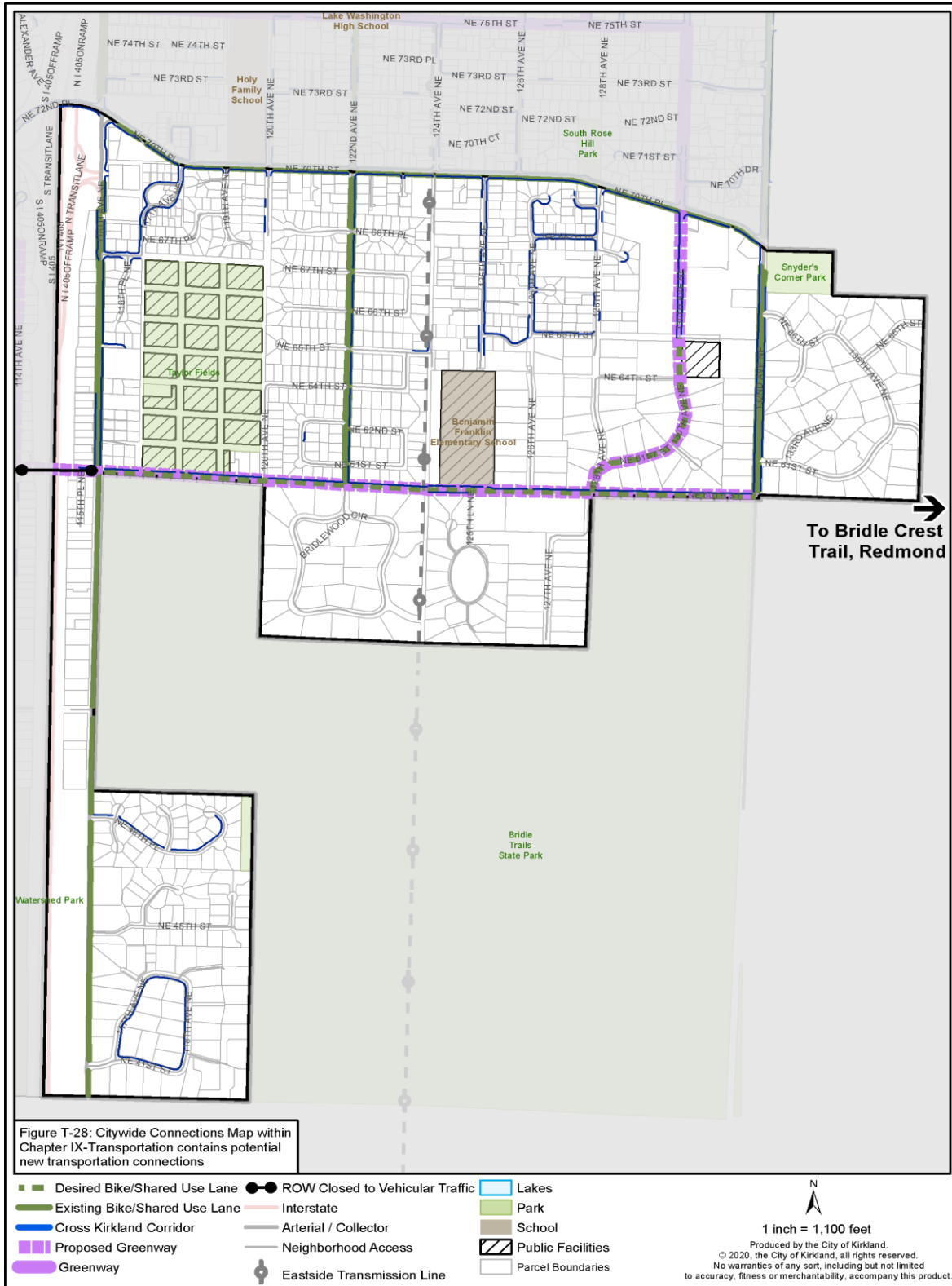


Figure BT-7: Bridle Trails Bicycle System



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 multimodal path along 116th Ave NE, between NE 60th ST and the Bellevue city boundary in order to provide access to the Eastrail and light rail. The lack of bike lanes on 116th Ave NE south of NE 60th ST that connect to the established bike lanes in Bellevue is a substantial gap in the bicycle network.

Policy BT-21: Design trails and streets to ensure the safety of those traveling by horse and vehicle while promoting equestrian and pedestrian access for walking, biking, rolling and riding trips.

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 other forms of travel 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; and
- 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 features of the site; and
- 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

