

Below is list of amended or deleted pages in ATTACHMENT A

Amended Figure I-2 City of Kirkland Planning Area  
Amended Figure I-3 City of Kirkland Neighborhoods  
Amended Vision Statement, Framework Goals FG-9 and FG-11, and to the Land Use, Transportation and Park Elements to reflect Senate Bill 5186  
Amended Figure NE-1 Sensitive Areas  
Amended Figure NE-2 Landslide and Seismic Hazard Areas  
Amended Figure NE-3 Topography  
Amended Figure NE-4 Tree Canopy  
Amended Figure NE-5 Impervious Surfaces  
Amended Figure LU-1 City wide Land Use Map/Figure L-1 Lakeview Neighborhood, Figure SRH-3 South Rose Hill Neighborhood & Figure SJ-2b South Juanita Neighborhood  
Amended Figure LU-2 Commercial Areas  
Amended Figure PR-1 Kirkland Parks  
Amended Figure T-1 Street Classifications and State Routes  
Amended Figure T-2 Bicycle Corridor System  
Amended Figure T-3 Pedestrian Corridor System  
Amended Figure T-4 Transit Service  
Amended Figure T-5 Transportation Subareas  
Amended Table T-5 2022 Transportation Project list  
Amended Figures T-6 Transportation Project list  
Amended Utilities text, page XI-2  
Amended Figure U-1 Water System  
Amended Figure U-2 Sanitary Sewer System  
Amended Figure U-3 Surface Water Management System  
Amended Figure U-4 Northshore Water System  
Amended Figure U-5 Northshore Sewer System  
Amended Figure U-6 Existing and Planned/Desired Fiber Optic Network  
Deleted Figure U-7 Proposed Fiber Optic Network  
Amended Figure PS-3 Public School Facilities  
Amended Human Services Element  
Amended Capital Facilities Plan CF-8 through CF-12 charts  
Amended text for North Rose Hill Goal 9, page XV.F-10  
Amended text for North/South Juanita Neighborhood, Juanita Slough Area, pp. XV.I-39 and -40  
Amended Figure J-1a Juanita Sensitive Areas  
Amended Figure J-1b Juanita Landslide and Seismic Hazard Areas  
Amended Figure J-2a North Juanita Land Use Map  
Amended Figure J-2b South Juanita Land Use Map  
Amended Figure J-3 Juanita Parks and Open Space  
Amended Figure J-4 Juanita Street Classification  
Amended Figure J-5 Juanita Nonmotorized Transportation  
Deleted Northshore Plan chapter (only first page of chapter provided), pp. XV.K-1 through K-34







# *Senate Bill ESSB 5186 on healthy lifestyle - Changes to the Comprehensive Plan*

*NOTE THAT THE CHANGES BELOW ARE TO SECTIONS OF ELEMENTS AND NOT EACH ELEMENT IN ITS ENTIRETY, EXCEPT FOR THE VISION STATEMENT*

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## **CHAPTER II VISION/Framework GOALS**

### ***A VISION FOR KIRKLAND***

Kirkland in 2022 is an attractive, vibrant, and inviting place to live, work and visit. Our lakefront community, with its long shoreline, provides views and access to the lake and is a destination place for residents and visitors. Kirkland is a community with a small-town feel, retaining its sense of history while adjusting gracefully to changes in the 21st Century.

The city is a place where people are friendly and helpful, ideas are respected and action is taken based on collaborative decisions. We have a diverse population made up of various income and age groups from various ethnic and educational backgrounds. We are committed to developing and strengthening a healthy community by creating programs that assist those in need, encourage individual expressions, and provide enrichment opportunities for an increasingly diverse population and promote healthy lifestyles. High quality local schools are important to us. Our neighborhood, business, and civic associations; our faith based groups; and our school organizations have strong citizen involvement.

Our neighborhoods are secure, stable and well-maintained, creating the foundation for our high quality of life. Each neighborhood has its own character which is a community asset. People from all economic, age, and ethnic groups live here in a variety of housing types. Our residential areas are well maintained with single family and multi family homes and include traditional subdivisions, waterfront-oriented neighborhoods, urban villages and an equestrian community. We have worked to increase diversity and affordability, such as smaller homes on smaller lots, compact developments and accessory housing units. Mixed land uses in neighborhoods help to minimize driving. Many of our apartments and condominiums are close to commercial areas and transportation hubs.

Kirkland's economy is strong and diverse. A healthy mix of businesses provides valuable economic returns including varied employment opportunities and high wages, a strong tax base with sustainable revenues that help fund public services, and a broad range of goods and services. Our business districts are attractive, distinctive and integral to the fabric of the city. Many serve as community gathering places and centers of cultural activity. Businesses choose to locate in Kirkland because of our innovative and entrepreneurial spirit and because they're regarded as valued members of the community.

Downtown Kirkland is a vibrant focal point of our hometown with a rich mix of commercial, residential, civic, and cultural activities in a unique waterfront location. Our downtown maintains a human scale through carefully planned pedestrian and transit-oriented development. Many residents and visitors come to enjoy our parks, festivals, open markets and community events.

Totem Lake Urban Center is an economic and employment center with a wide range of retail, office, industrial and light manufacturing uses as well as a regional medical center surrounded by related services. It is a compact mixed use urban village with extensive pedestrian and transit-oriented amenities, higher intensity residential development, public gathering places and cultural activities.

We accommodate growth and change while maintaining strong linkages with our past. Important historic landmarks are preserved; and new development has occurs in a manner that is compatible with and respectful of its historic context.

Our transportation system offers a variety of ways to meet our mobility needs and provides efficient and convenient access to all areas of Kirkland and regional centers. Improved transit service and facilities allow us to commute within Kirkland and to other regional destinations without over burdening our neighborhood streets. The city is pedestrian-friendly. Paths for safe pedestrian, bicycle and other transportation modes interconnect all parts of the city. In addition to the transportation functions they provide, our streets and paths are people-friendly and provide public spaces where people socialize.

The city has excellent police and fire protection, dependable water and sewer service, and well-maintained public facilities. Emergency preparedness for natural or man-made disasters is a high priority. We work closely with other jurisdictions on regional issues that affect our community. For recreation, we like to bike or walk to one of our many parks. We have well-maintained playgrounds, play fields, sport courts, indoor facilities and trails in or near each neighborhood. Our recreational programs offer a variety of year-around activities for all ages. Public access to our waterfront is provided by an unparalleled and still expanding system of parks, trails, and vistas.

We preserve an open space network of wetlands, stream corridors, and wooded hillsides. These natural systems provide habitat for fish and wildlife and serve important biological, hydrological and geological functions. Streets are lined with a variety of trees, and vegetation is abundant throughout the city. The water and air are clean. We consider community stewardship of the environment to be very important.

Kirkland in 2022 is a delightful place to call home.

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## FRAMEWORK GOALS

*(note that only those sections to be amended are shown below)*

***FG-9: Provide safety and accessibility for those who use alternative modes of transportation within and between neighborhoods, public spaces, and business districts and to regional facilities.***

**Discussion:** An important part of Kirkland's existing character is its safety and accessibility for pedestrians, bicyclists and alternative modes of transportation, particularly along the waterfront, in the Downtown area, along the major streets, to schools and public places and in many neighborhoods. Improving accessibility, however, is a goal throughout the City. Such alternatives provide an

opportunity for daily exercise which promotes a healthy lifestyle and results in a reduction in vehicle emissions and cleaner air. To meet this goal, we need a completely connected system of pathways for pedestrian, bicyclists and alternative mode users that is safe and convenient. Such pathways can take a variety of forms, ranging from concrete sidewalks, bike lanes, bridges to unimproved trails. The need for pedestrian pathways and bike lanes are especially important to the most common destinations, such as schools, parks, public buildings, transportation, and business districts. Also important in fostering pedestrian and bike accessibility are land use patterns, site designs, and building designs which encourage and facilitate access for pedestrians, bicyclists and other users. The paths should also be designed to provide public spaces where people socialize and should connect to the regional pedestrian and bicycle trail systems.

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***FG-II Maintain existing park facilities, while seeking opportunities to expand and enhance the current range of facilities and recreational programs.***

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**Discussion:** Kirkland is regionally known for its outstanding park system. Kirkland's parks also provide a prominent source of community identity and pride. The City is perhaps best known for its extensive and diverse system of lakefront parks. In addition, Kirkland has a rich variety of well-maintained parks, including neighborhood playgrounds, ball fields, tennis, basketball and skate courts, walking trails, natural and landscaped open spaces, an outdoor swimming pool, indoor community centers, and senior citizen and youth centers. Recreational programs offer year-around, low cost or free activities for all age groups. It has been a long-standing City policy that the range and quality of park facilities and programs now available to Kirkland residents keep pace with future population growth. To ensure wise use of available resources, planning for future park facilities must be coordinated with other public and private providers of recreation services. Where possible, multiple use of public facilities, such as city-school park partnerships, should be sought. At a minimum, park facilities should be maintained close to current levels of service. Because of the importance of parks in defining Kirkland's character and promoting a healthy community, the City also should continue to explore ways to enhance the park system beyond the needs generated by new growth, including additional funding sources such as grants, special property tax levies or impact fees.

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## CHAPTER VI. LAND USE

*(note that only those sections to be amended are shown below)*

### D. LAND USE GOALS AND POLICIES

**Goal LU-1. Manage community growth and redevelopment to ensure:**

**Goal LU-2. Promote a compact land use pattern in Kirkland to:**

- ▣ **Support a multimodal transportation system;**
- ▣ **Minimize energy and service costs;**
- ▣ **Conserve land, water, and natural resources; and**
- ▣ **Efficient use of land to accommodate Kirkland's share of the regionally adopted 20-year**

population and employment targets.

**Goal LU-3. Provide a land use pattern that promotes mobility and access to goods and services and physical activity.**

**Goal LU-4. Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets.**

**Goal LU-5. Plan for a hierarchy of commercial development areas serving neighborhood, community, and/or regional needs.**

**Goal LU-6. Provide opportunities for a variety of employment.**

**Goal LU-7. Establish a coordinated and connected system of open space throughout the City that:**

- Preserves natural systems,
- Protects wildlife habitat and corridors,
- Provides land for recreation, and
- Preserves natural landforms and scenic areas.

**Goal LU-8. The City should maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities.**

### ***Land use/Transportation Linkages***

Land use/transportation linkage policies address the relationship between the land use pattern and a multimodal transportation system. Separation of jobs and housing means longer commute trips generally accommodated on the City's roadways either by private automobile or transit. When shops and services are long distances from residential areas, this also translates into additional vehicle or transit trips. Allowing residential and nonresidential uses to locate in closer proximity would provide transportation options making walking or bicycling more feasible.

#### ***Policy LU-3.6. Encourage vehicular and nonmotorized connections between adjacent properties.***

Improved pedestrian connections between adjacent properties and to adjacent streets minimizes walking distances and provides safe walking surfaces, which in turn can result in less driving and more opportunities for physical activity. Vehicle connections between adjacent properties reduces congestion on streets, number of turning movements and gasoline consumption. Lack of connections between adjacent properties may mean that a car must return to a busy street and then turn again into an adjoining lot to gain access. Fences or impenetrable landscape buffers may prevent pedestrian connection to the business next door or force long detours out to the sidewalk and then back into the adjoining property. The intent of this policy is to encourage connections and to avoid such unintentional barriers to easy access.

#### ***Goal LU-8. The City should maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities.***

#### ***Policy LU-8.1. Work cooperatively with King County, the state and/or other cities to site essential public facilities.***

The King County Countywide Planning Policies set out a process whereby all local jurisdictions and the County will jointly develop standards for the siting of essential public facilities. The City should work cooperatively with the state, King County and other cities in the siting of essential public facilities.

***Policy LU-8.2. Consider the following in siting essential public facilities:***

- Accessibility to the people served;
- Public involvement;
- Protection of neighborhoods;
- Preservation of natural resources;
- The cost-effectiveness of service delivery; and
- Location near transit and mixed use centers, and
- The goals and policies of the City's Comprehensive Plan.

The intent of this policy is to set forth the criteria which Kirkland should use in assessing locations for new or expanded essential public facilities.

However, the criteria may not be used to deny approval of or impose restrictions on essential public facilities inconsistent with state statutory provisions and the King County Countywide Planning Policies.

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## **CHAPTER IX. TRANSPORTATION ELEMENT**

***(note that only those sections to be amended are shown below)***

### **A. Introduction**

#### **Problem Statement**

By the year 2020, the congested portions of the Puget Sound region's freeway and arterial network are forecast to be far more extensive than they are today and the delays experienced by users will be much longer. Kirkland's transportation system is not isolated, but is integrally connected with a system of federal, state, and county transportation systems and the systems of adjacent jurisdictions. Kirkland experiences peak-hour congestion primarily in its highly commercial areas (Totem Lake, NE 85th Street, and Downtown).

There are many causes of increased congestion including I-405 and SR 520, neither of which is able to handle the volume to which it is subjected. This has resulted in significant congestion on Kirkland streets and is a condition which Kirkland by itself does not control. Annual vehicle miles traveled in the Puget Sound region continue to increase at a rate approximately equal to the rate of the population growth. Access into, through, and out of Kirkland is physically limited because of several significant features such as the lake on the west, Bridle Trails State Park and SR 520 on the south, and I-405 through the middle running north and south. For environmental and financial reasons, and reasons related to maintenance of community character, road building has not kept pace with demand.

Realistic transportation alternatives to driving alone are available for most people. The transit system is largely outside of Kirkland's control; it is defined by the King County (Metro) and Sound Transit. Local routes have increased in number and in frequency of service over the past 5 years. Kirkland's non-motorized network is also improving though not yet complete.

In the past, roads have been developed predominantly with vehicles in mind; however, the role of roads in influencing community character has become clear over the years. All new major construction may include sidewalks, planter strips and bicycle lanes, consistent with the Non-Motorized Transportation Plan. Kirkland's neighborhoods have been reluctant to accept major roads or road improvements. Finding the balance between accommodating increased traffic demand and preserving community character will not be easy, and there will be potentially adverse impacts on all segments of the community. Our challenge is to provide a transportation system which will both enhance surrounding neighborhoods and provide effective mobility for people, goods, and services through multiple modes.

Lack of transportation choices also affects the health of our community. Obesity has become an epidemic over the past two decades, increasing the risk of many diseases and health conditions, including heart disease and diabetes. One of the factors contributing to obesity is lack of physical activity. A major source of air pollution in Kirkland is motor vehicle use. By providing safe and convenient bicycle and pedestrian systems that connect to all areas of the city, to neighboring communities, and to regional facilities, we can promote physical activity and improve air quality.

***Policy T-2.2:***

Promote a comprehensive and interconnected network of pedestrian and bike routes within neighborhoods.

Cul-de-sacs and dead-end roads are a common cause of incomplete pedestrian and bicycle networks. Direct and convenient non-motorized connections on foot or by bicycle between cul-de-sac bulbs to nearby destinations should be a priority when planning the non-motorized system.

Beyond these connections, however, the City must work to create an overall non-motorized system that gives people a convenient option alternative to driving and an opportunity for physical activity.

***Policy T-2.3:***

Increase the safety of the non-motorized transportation system by removing hazards and obstructions and through proper design, construction, and maintenance, including retrofitting of existing facilities where need.

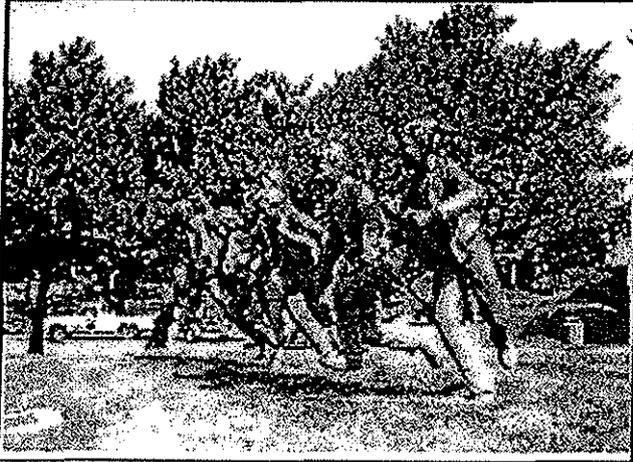
Safety considerations should be paramount when planning pedestrian and bicycle routes.

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## CHAPTER X. PARK ELEMENT

(note that only those sections to be amended are shown below)

### A. INTRODUCTION



*"Puddle Jumpers" sculpture at Marina Park*

Parks and other open spaces make an important distinct contribution to the landscape and quality of life in Kirkland. Imagine Kirkland without its distinctive waterfront parks and other parks and open spaces dotted throughout the City. Over the past several decades, Kirkland has had the vision to aggressively pursue land acquisition and park development for the public's enjoyment. An outstanding mosaic of parks and facilities has evolved.

The City continues to be faced with the challenge of meeting the park and recreation needs of a diverse range of age groups and interests throughout the entire City. At the same time, the window of opportunity to acquire available land suitable for parks and open space is shrinking. Consequently, the City must strategically and creatively position itself to deal with the open space demands of those areas within its urban growth boundaries. Renovation of certain parks is important to keep them safe and functional and to reduce unnecessary maintenance costs.

Looking at current City parks and recreation services through the year 2022, the following important issues and opportunities face Kirkland:

- (1) Acquiring and developing additional parkland in areas of the City where parkland and recreational opportunities are deficient, by providing neighborhood parks, community parks, and open space.
- (2) Providing additional pedestrian and bicycle trails and linkages, including the acquisition of greenways, between parks, open spaces, and neighborhoods.

- (3) Developing facilities such as restrooms and additional benches in new and existing parks.
- (4) Meeting City indoor recreation needs for fitness, athletics, recreation classes, and meeting space.
- (5) Enhancing and expanding recreational opportunities at existing waterfront parks.
- (6) Providing ongoing renovation and maintenance of parks and facilities.
- (7) Continuing and enhancing "partnerships" with the Lake Washington School District, King County, and neighboring cities in the mutual use and development of parks and recreation facilities.
- (8) Encouraging healthy life styles by providing a variety of opportunities for physical exercise.
- (9) ~~(8)~~ Providing diverse and affordable recreation programs to meet citizen needs and interests, particularly those of youth, teens, older adults~~senior citizens~~ and residents with special needs, and complement programs offered by other recreation providers in the community.
- (10) ~~(9)~~ Promoting habitat conservation through acquisition and preservation of important natural areas, and continuing development of interpretive education programs.

**C. PARKS, RECREATION,  
AND OPEN SPACE  
GOALS AND POLICIES**

- Goal PR-1: To acquire, develop, and redevelop a system of parks, recreation facilities, and open spaces that is attractive, safe, functional, and accessible to all segments of the population.**
- Goal PR-2: Provide services and programs that enhance the quality of life in the community and promote a healthy lifestyle.**
- Goal PR-3: Protect and preserve natural resource areas.**

**RECREATION**

***Goal PR-2: Provide services and programs that enhance the quality of life in the community and promote healthy lifestyles.***

Recreation provides individuals in the community with opportunities for satisfying use of their leisure time and for engaging in daily physical exercise. Participation in recreation activities enriches lives, prevents social isolation, Senate Bill 5186 and changes to the Comprehensive Plan 7/06

and increases the sense of community. It also helps people maintain a healthy weight and heart which can reduce the risk of many diseases and health conditions. People may enjoy exposure to a wide variety of recreation skills and experience. A significant share of demand for recreation services is met by the private sector and nonprofit agencies and organizations.

However, a large segment of the population does not have the opportunity or inclination to participate in private recreation. It is the responsibility of the City to provide recreation facilities and programs and city-wide wellness events which are sensitive to the needs of the community and resources of the parks system. It is the intent of the City to offer diverse, accessible, and affordable recreation opportunities.

The City plays both a primary and supportive role in recreation. In certain instances, the City's role is to provide facilities and coordination, while in other cases, the City assumes a direct operating role. For example, the City's role in youth baseball and soccer is to provide, schedule, and maintain ballfields within the City's park system, while the City assumes direct responsibility for offering recreation programs and services to the elderly.

***Policy PR-2.1:***

Examine the need for additional community recreation facility space to meet indoor recreation needs for athletics, recreation classes, and meeting space.

At present, Kirkland has ~~one~~ two Community Centers ~~one Senior Center,~~ and a Teen Center. The Parks and Community Services Department has been extremely fortunate in being able to use Lake Washington School District indoor facilities for City-sponsored recreation activities and programs. The use of School District facilities has enabled the City to provide a much higher level of service than would otherwise have been possible. Factors including increased demand for City and School District facilities, and limited availability of School District facilities continue to fuel the need for additional City-managed public recreation facility.

***Policy PR-2.4:***

Coordinate with neighboring cities, King County, and Lake Washington School District in the planning and provision of recreation activities and facilities.

**Partnership with Lake Washington School District**

For years, the City has enjoyed a cooperative relationship with the Lake Washington School District in the use of their indoor facilities for a variety of organized recreation and sports activities. The use of these facilities has enabled the City to provide a much higher level of service than would otherwise have been possible. The City reciprocates with priority use of its facilities for school activities and by providing scheduling services for outdoor facilities.

Currently the Parks and Community Services Department provides field coordinating and scheduling services for the School District and community sports organizations. These sites range in character from open lawn areas at public schools and parks (originally not intended for sports activities) to formal athletic fields with complete facilities.

The school system is a major partner in the provision of the City's park and recreation services in terms of open space acreage and recreation facilities. There continues to be high demand and insufficient supply for facilities such as practice and game fields. Increase in population growth will aggravate this situation. Conditions will not improve without effective partnerships between sports organizations, the City, the School District, and subregional providers of recreation.

To ensure that School District facilities will continue to be available for City-sponsored recreation programs, in Senate Bill 5186 and changes to the Comprehensive Plan 7/06

2000, the City and School District entered into a joint-use agreement setting forth the conditions and understandings necessary for reciprocal use of recreation facilities and joint development of capital projects. In the future, the City should work more closely with the School District to actively explore opportunities for greater joint use of facilities. A cooperative effort on the part of the School District and the City to renovate existing playing fields on school sites should be continued as a step to providing additional needed ballfield space for soccer, softball, and baseball. Independent sports organizations are experiencing a shortage of practice times and space. With facility upgrades and ongoing maintenance, facilities can be more playable and safer to use.

~~The City should continue efforts to cooperate with the Lake Washington School District on a park facility located south of the B.E.S.T. Alternative High School.~~

***Policy PR-2.5:***

Provide Kirkland citizens of all ages and abilities the opportunity to participate in diverse, challenging, and high-quality recreation programs and community wellness events that are both accessible and affordable.

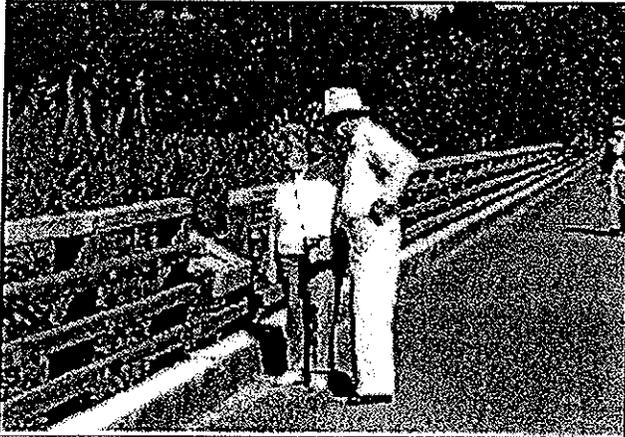
Comprehensive recreation opportunities are a major ingredient of a successful community. By providing services that are creative, educational, and responsive to the needs of the public, the City can significantly enhance the quality of life in Kirkland and encourage a healthy lifestyle.

As demand for recreation activities grows, emphasis will be placed on programs, activities, and events that are safe, appropriately priced, and held at convenient locations and times. It is the intent of the City to closely monitor local and national trends so as to offer the most diverse, accessible, and affordable recreation opportunities possible to Kirkland citizens.

Kirkland citizens are served by other recreation providers as well. The City should continue to act as a resource agency for the community in promoting, coordinating, developing, and maintaining community leisure activities and wellness events. Innovative methods of service delivery can be developed through continued arrangements with the School District, private nonprofit agencies such as the Boys and Girls Club and Kirkland Arts Center, and the local business community.

**Policy PR-2.6:**

Enhance the quality of life for the older adult population by providing opportunities to engage in social, recreational, educational, nutritional, and health programs designed to encourage independence.



*Pedestrian bridge through Juanita Bay Park wetlands*

Kirkland has a significant senior/older adult population, and activities offered at the Peter KirkKirkland Community Senior Center are increasingly popular. Trends in senior/older adult programming for the next decade will include a demand for:

- Lifelong learning activities;
- Health and fitness programs;
- Diverse programs that address the expanding age range of the senior/older adult population and its subsequent variety of activity levels;
- Programs that provide for transportation to and from the activities.

It is important that the City recognize these trends and focus attention on programs that meet these changing needs.

***NATURAL RESOURCES CONSERVATION***

***Goal PR-3: Protect and preserve natural resource areas.***

Natural areas and open spaces are a vital component of the health and well being of the community. Conservation and enhancement of the ecological resources found within the City is a key component of its land use and park planning. In surveys and workshops, Kirkland citizens have consistently identified natural areas as being a key component of park planning.

Bodies of water in Kirkland, other than Lake Washington, include Forbes Lake, Forbes Creek, Juanita Creek, Cochran Springs Creek, Yarrow Creek, Everest Creek, Totem Lake, and numerous smaller streams and tributaries. These resources provide valuable habitat for wildlife and contribute to water quality. Totem Lake Park is owned by the King County Conservation District. Important portions of Forbes Lake, Forbes Creek, Cochran Springs Creek, Yarrow Creek, and Everest Creek are under City ownership.

Open space corridors serve many important functions, including recreation, fish and wildlife habitat, and the connection of individual features that comprise a natural system (e.g., wetlands linked by a stream within a watershed). Kirkland's open space corridors are composed of parks and other publicly owned land, along with sensitive areas and their buffers.

***Policy PR-3.1:***

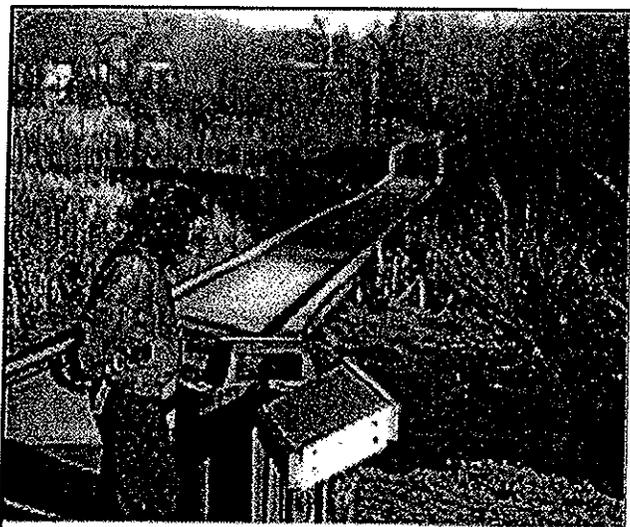
Work cooperatively with numerous resource management agencies and citizens to care for streams, enhance and protect wetlands, improve wildlife habitat, and provide limited public access.

Recognized impacts associated with an ever increasing urban population include the loss of privately owned open spaces, an increase in ornamental and invasive plants which threaten native vegetative communities, and an increase in competitive pressure upon native wildlife by nonnative species and domestic pets

The City has the opportunity to continue to participate with both state and federal agencies and a variety of citizen groups to maintain and enhance existing resources, provide valuable educational opportunities, and provide a level of public use appropriate for the area.

***Policy PR-3.2:***

Preserve opportunities for people to observe and enjoy wildlife and wildlife habitats.

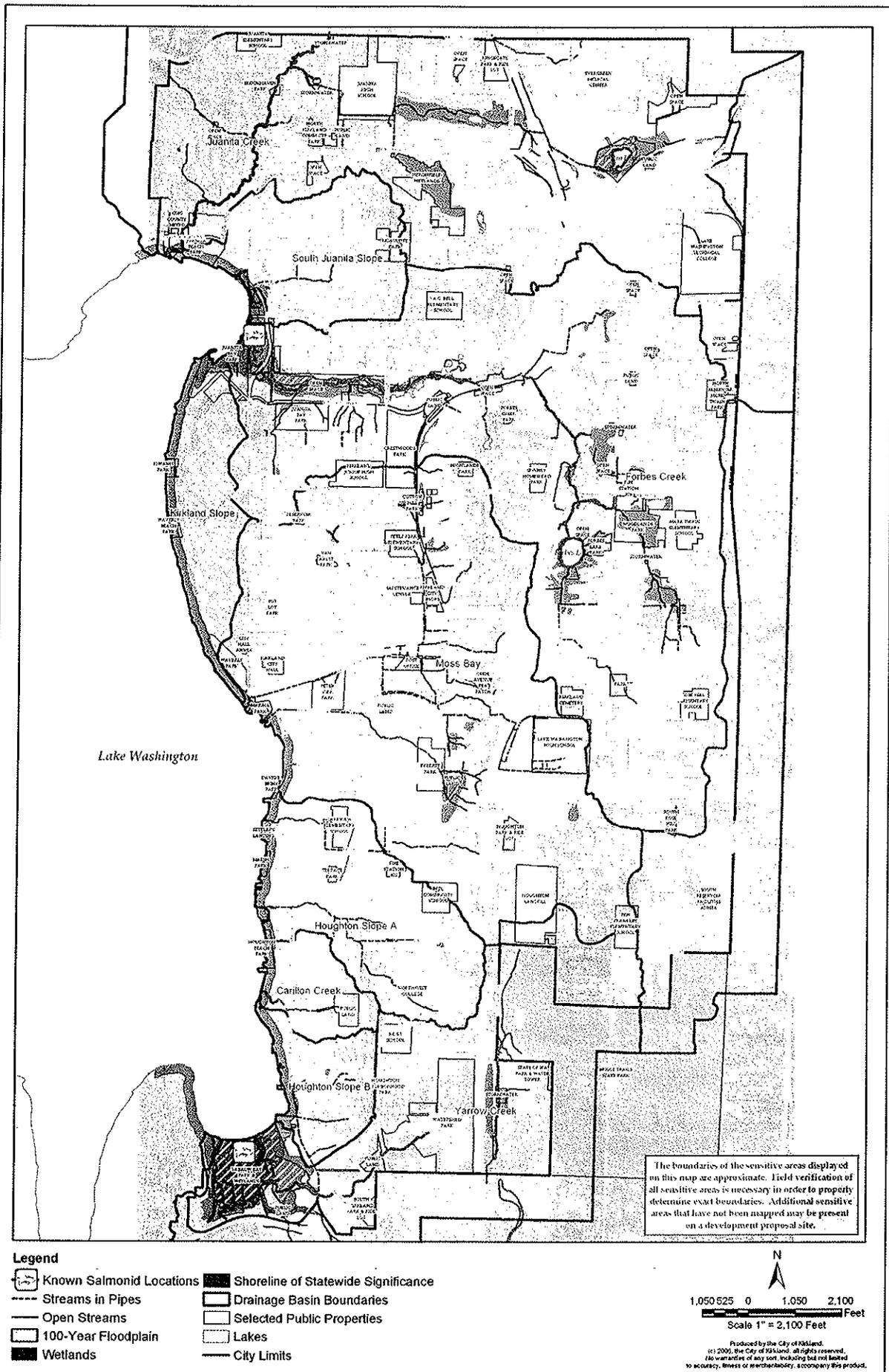


*Educational sign and boardwalk at Juanita Bay Park*

Over 60 percent of the City's parkland inventory provides valuable habitat for urban wildlife. In many cases, these parks also provide opportunities for interpretive education. The City must continue to balance the public benefits of providing access to these areas while limiting potential adverse impacts.

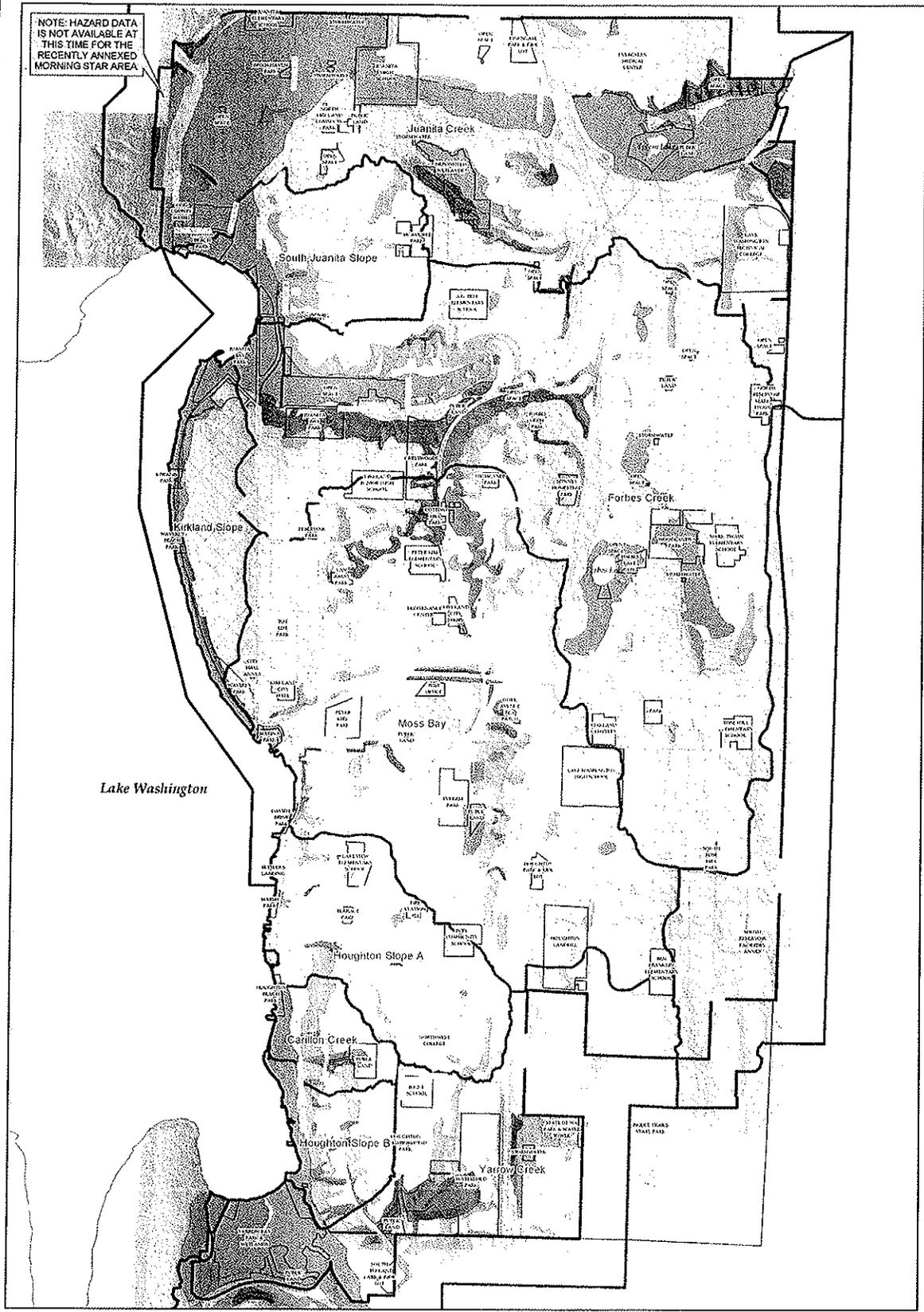
Acquisition is a key component to protection of valuable habitat. The City should review key parcels of land as they become available for inclusion into the existing network of parks and open space. The inclusion of these lands should be prioritized based on the following factors:

- Areas which are intrinsically biologically critical by virtue of their continuity with other, existing natural areas.
- Areas which provide benefits to the greater community, including water quality functions, hydrologic management, and erosion control.
- Areas of unique scenic quality.
- Areas which are culturally significant.
- Areas which provide significant fish and wildlife habitat.
- Areas located in neighborhoods with identified deficiencies in open spaces and parks.

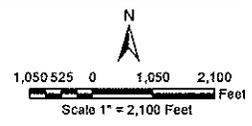


**Figure NE-1: Sensitive Areas**

NOTE: HAZARD DATA IS NOT AVAILABLE AT THIS TIME FOR THE RECENTLY ANNEXED MORNING STAR AREA.

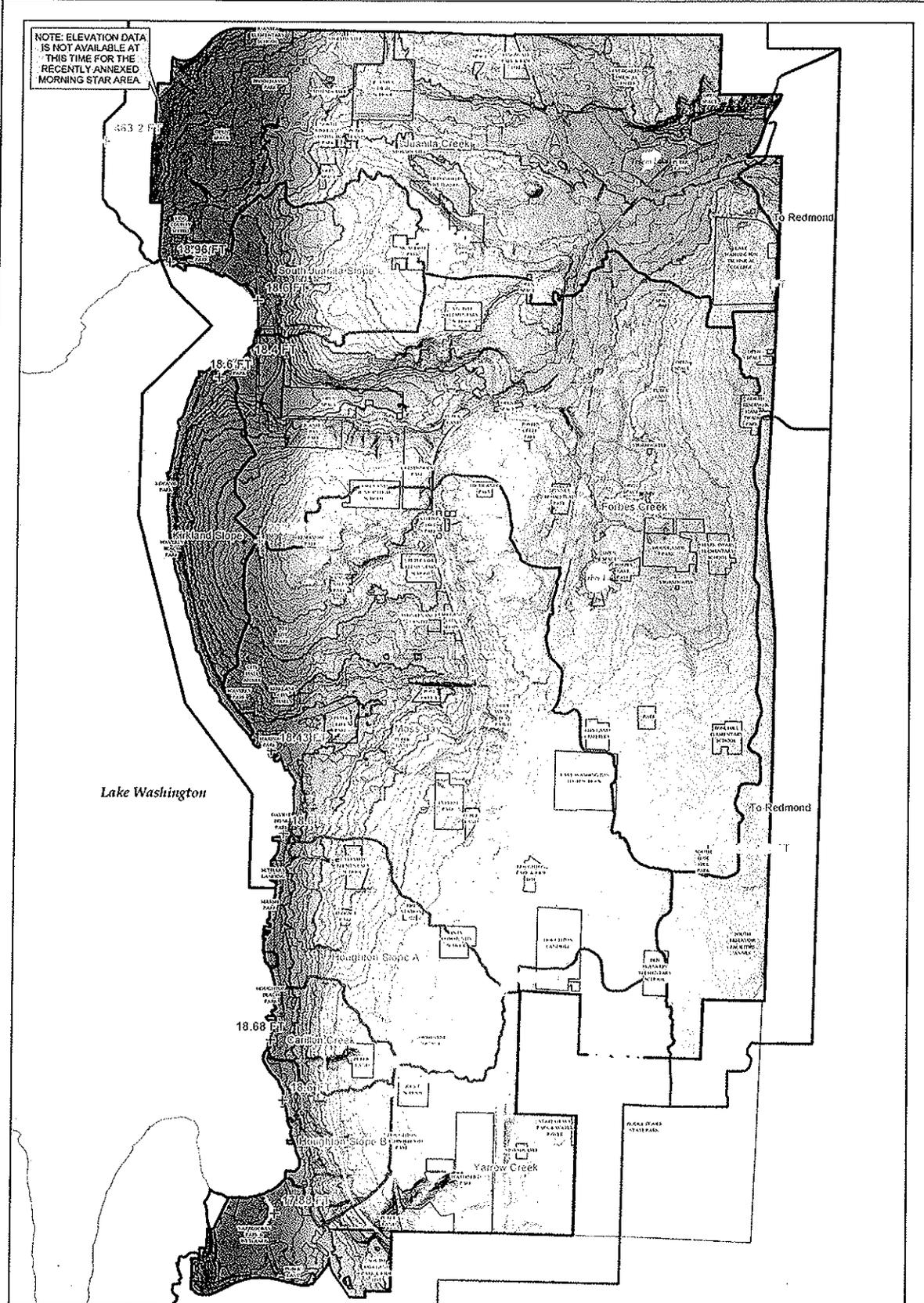


- Legend**
- Seismic Hazard Area
  - Landslide Hazard Area (Medium Hazard)
  - Landslide Hazard Area (High Hazard)
  - City Limits
  - Drainage Basin Boundaries
  - Selected Public Properties
  - Lakes

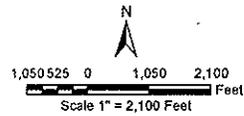


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**Figure NE-2: Landslide and Seismic Hazard Areas**



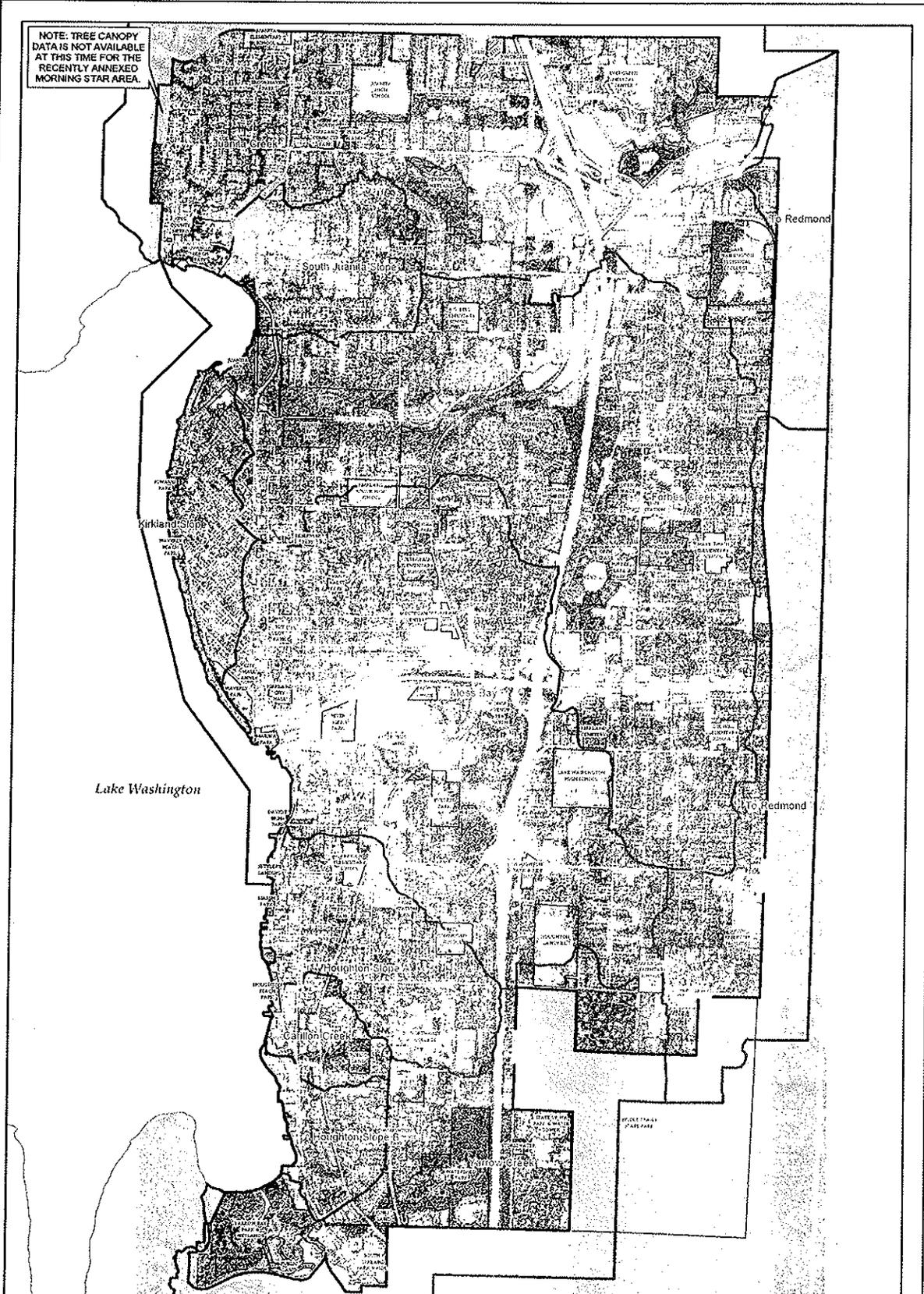
- Legend**
- + Basin High Point
  - + Basin Low Point
  - City Limits
  - ▭ Drainage Basin Boundaries
  - ▭ Selected Public Properties
  - ▭ Lakes



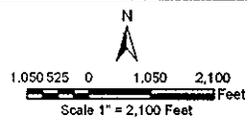
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**Figure NE-3: Topography**

NOTE: TREE CANOPY DATA IS NOT AVAILABLE AT THIS TIME FOR THE RECENTLY ANNEXED MORNING STAR AREA.

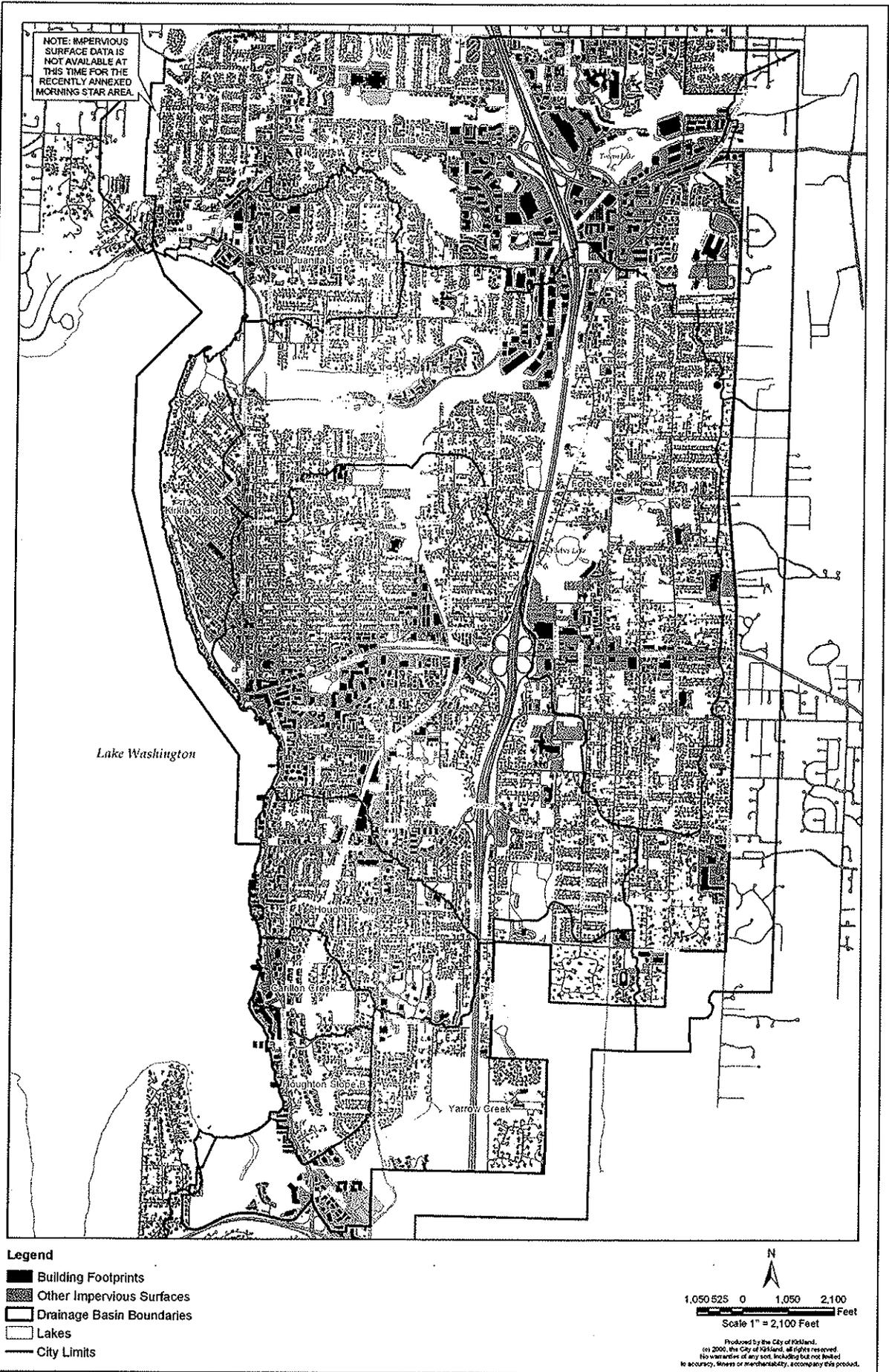


- Legend**
- Trees
  - Drainage Basin Boundaries
  - Selected Public Properties
  - Lakes
  - City Limits

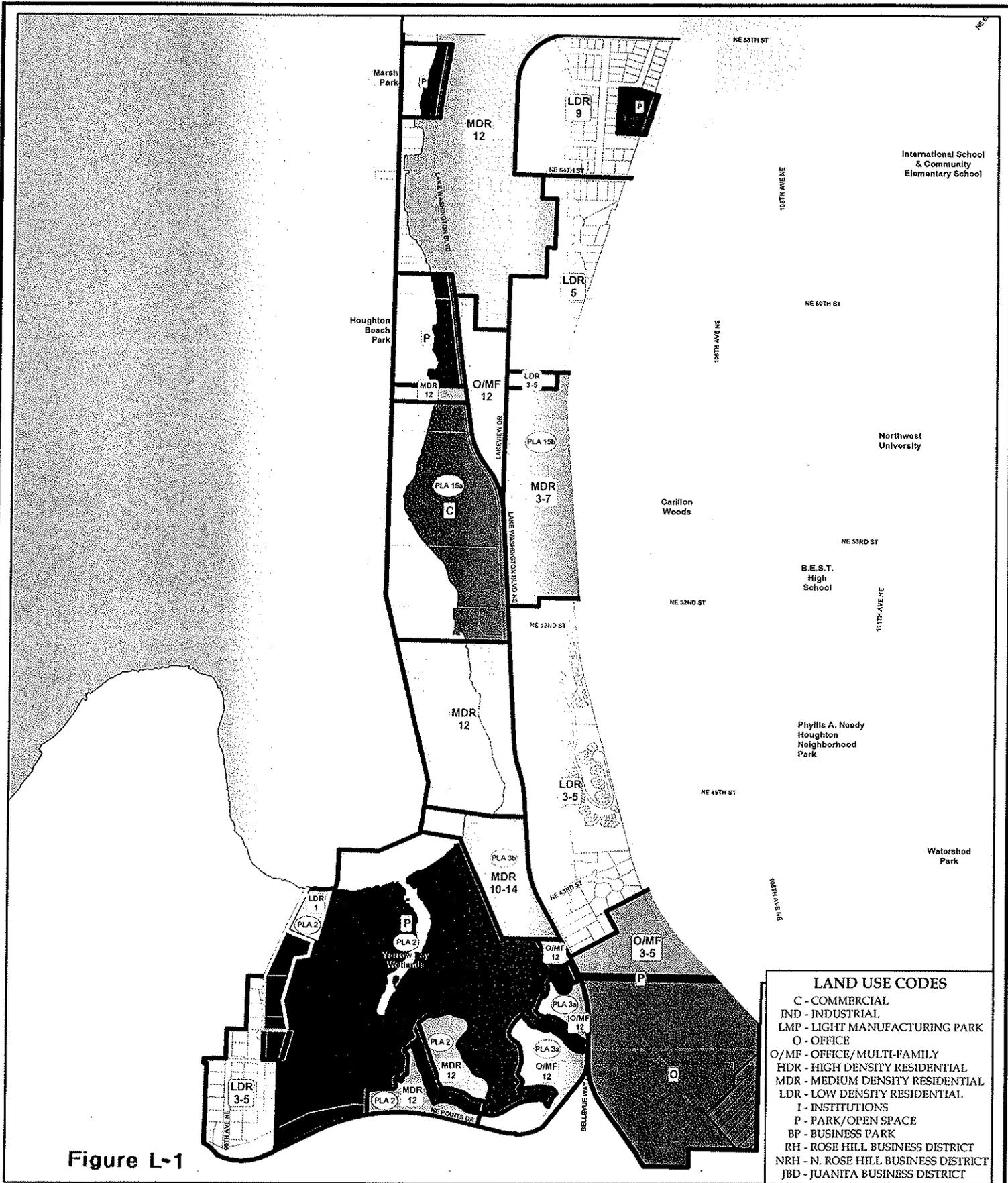


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**Figure NE-4: Tree Canopy**



**Figure NE-5: Impervious Surfaces**



**LAND USE CODES**

- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- O - OFFICE
- O/MF - OFFICE/MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- I - INSTITUTIONS
- P - PARK/OPEN SPACE
- BP - BUSINESS PARK
- RH - ROSE HILL BUSINESS DISTRICT
- NRH - N. ROSE HILL BUSINESS DISTRICT
- JBD - JUANITA BUSINESS DISTRICT

Figure L-1

# Lakeview Neighborhood Land Use Map

ORDINANCE NO. 4028  
 ADOPTED by the Kirkland City Council  
 December 13, 2005

|                     |                      |
|---------------------|----------------------|
| LAND USE BOUNDARIES | PARCEL BOUNDARIES    |
| SUBAREA BOUNDARY    | PLANNED AREA NUMBER  |
| TOTEM CENTER        | LAND USE CODE        |
| PUBLIC FACILITIES   | DENSITY (UNITS/ACRE) |

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED  
 \* INDICATES CLUSTERED LOW DENSITY

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Ohde Avenue  
Pea Patch

INTERSTATE 405

116TH AVE NE

122ND AVE NE

122ND AVE NE

128TH AVE NE

NE 85TH ST

NE 85TH SUBAREA

NE 73RD ST

NE 70TH ST

NE 70TH PL

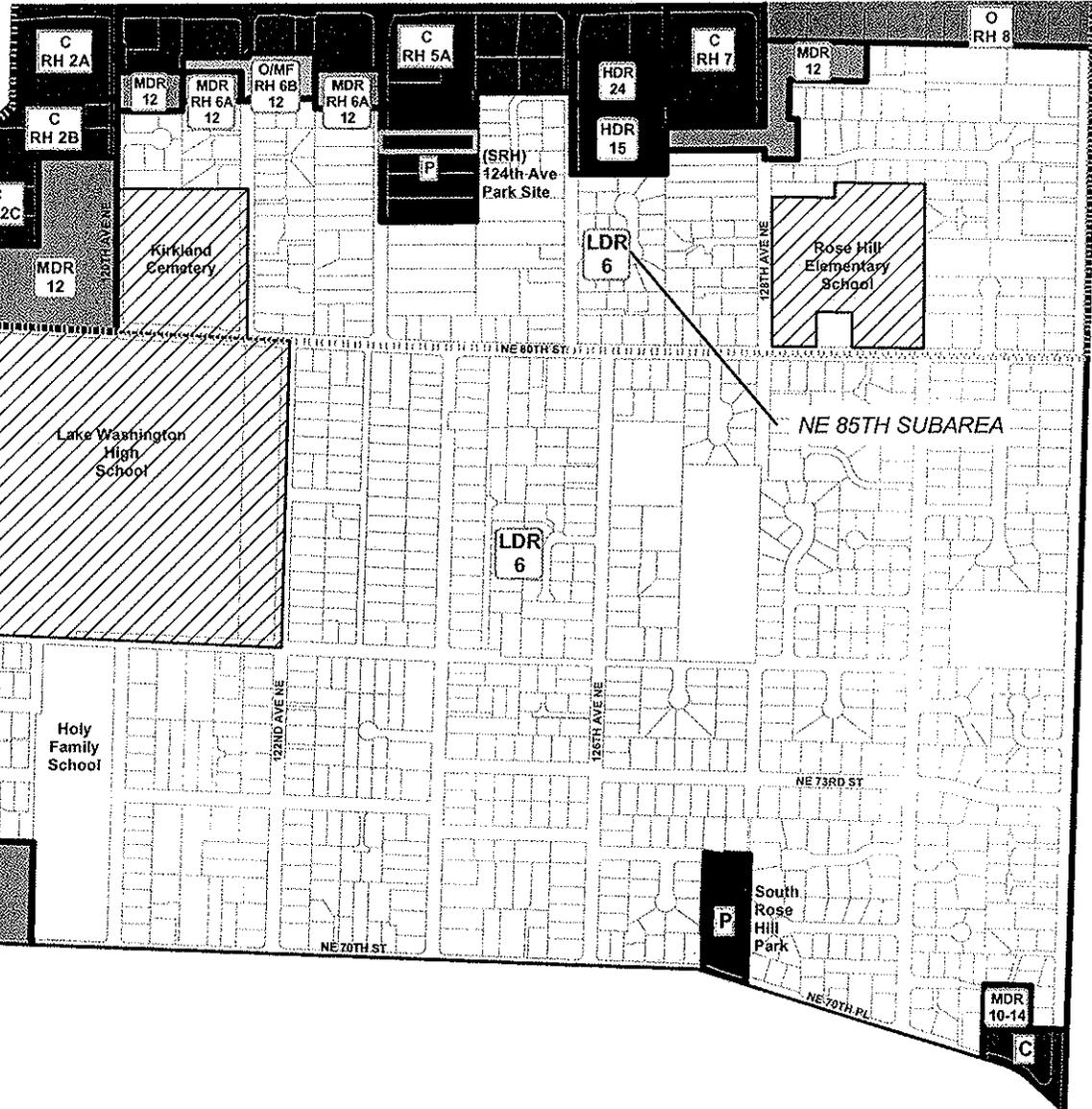


Figure SRH-3  
fill

**LAND USE CODES**

- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- O - OFFICE
- O/MF - OFFICE/MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- I - INSTITUTIONS
- P - PARK/OPEN SPACE
- BP - BUSINESS PARK
- RH - ROSE HILL BUSINESS DISTRICT
- NRH - N. ROSE HILL BUSINESS DISTRICT
- JBD - JUANITA BUSINESS DISTRICT

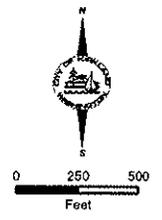
# South Rose Hill Neighborhood Land Use Map

ORDINANCE NO. 4028  
ADOPTED by the Kirkland City Council  
December 13, 2005

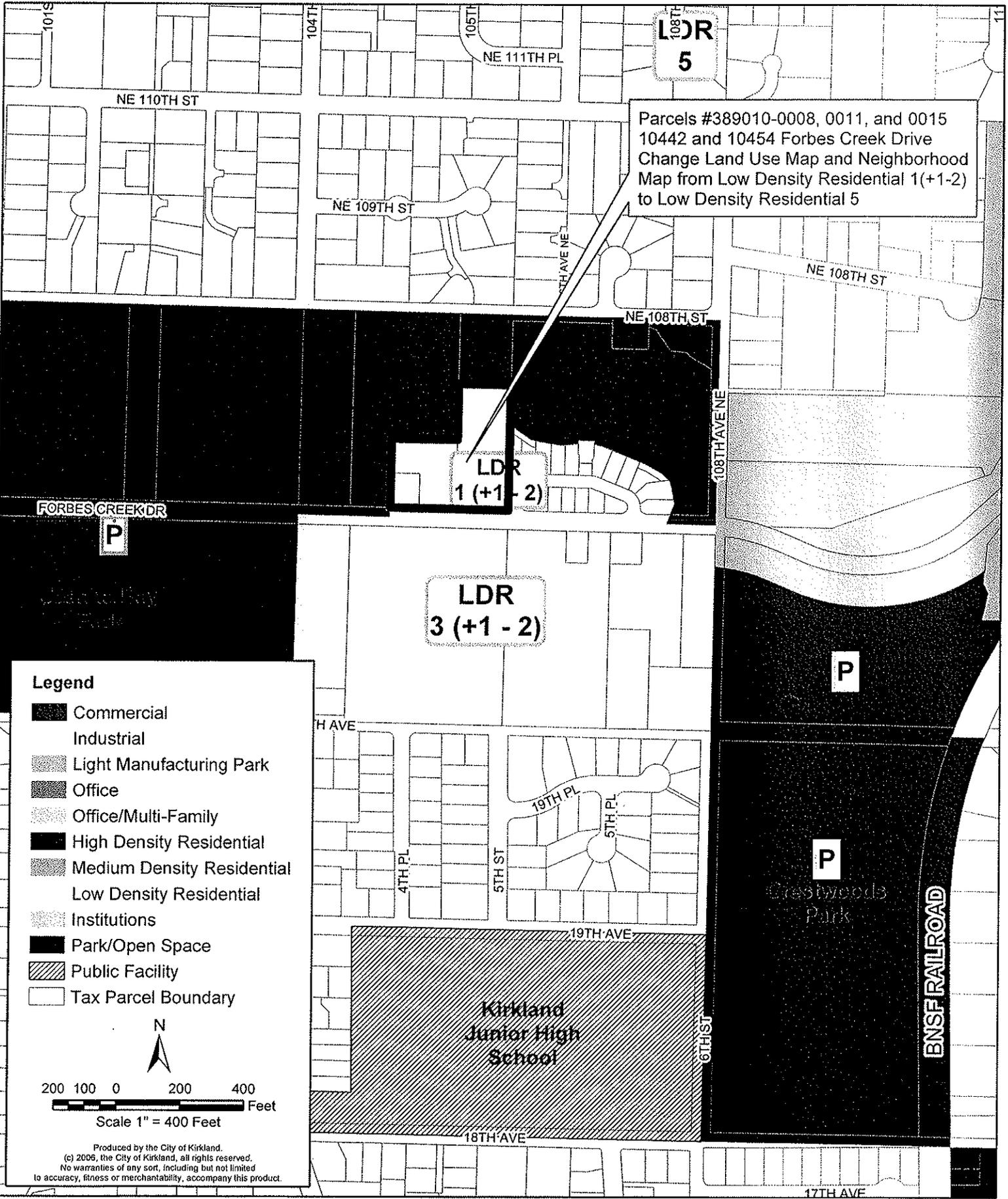
|                     |                      |
|---------------------|----------------------|
| LAND USE BOUNDARIES | PARCEL BOUNDARIES    |
| SUBAREA BOUNDARY    | PLANNED AREA NUMBER  |
| TOTEM CENTER        | LAND USE CODE        |
| PUBLIC FACILITIES   | DENSITY (UNITS/ACRE) |

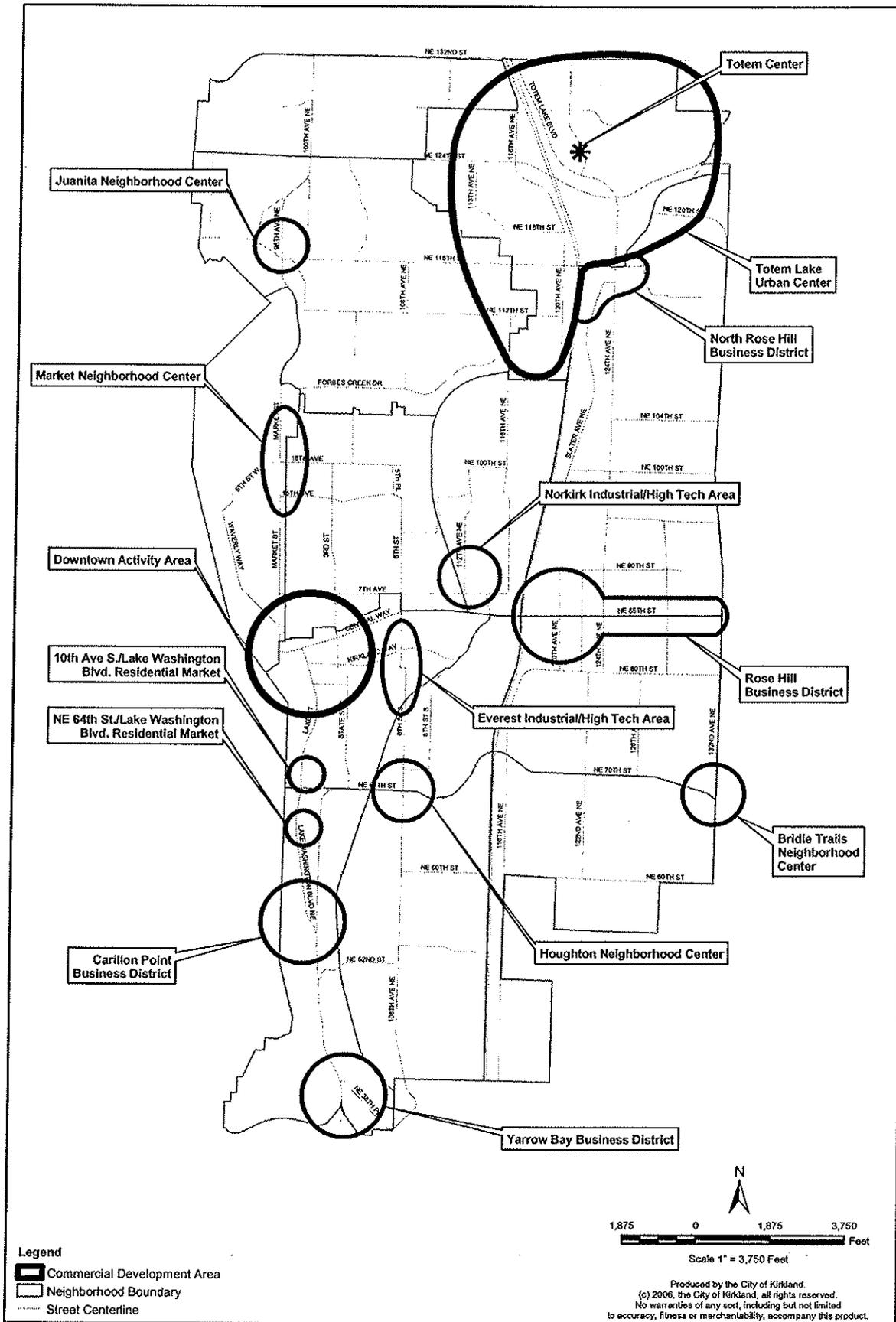
NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED  
\* INDICATES CLUSTERED LOW DENSITY

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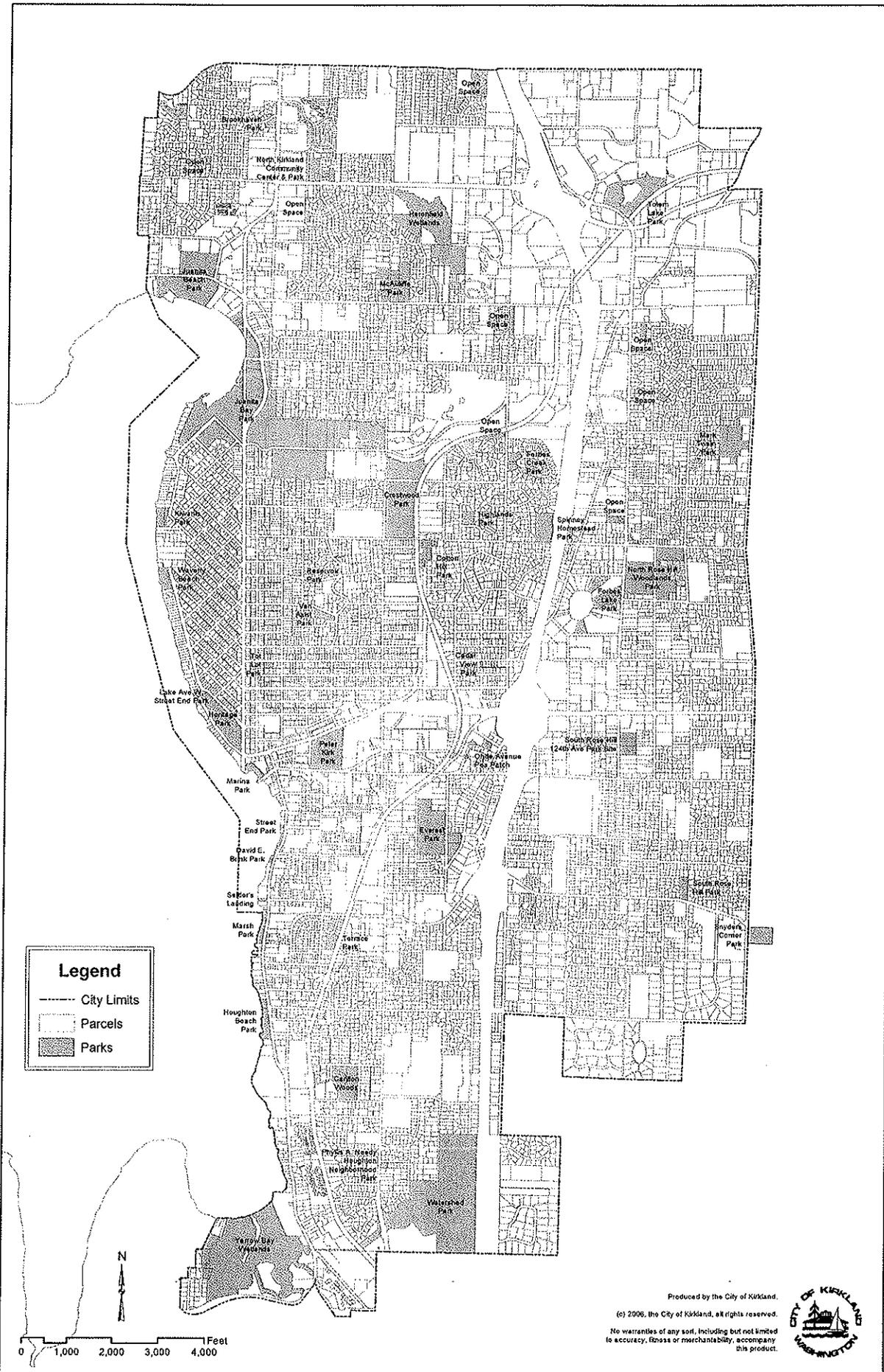
# South Juanita Neighborhood LU-1 Land Use Map and SJ-2b Neighborhood Map Change



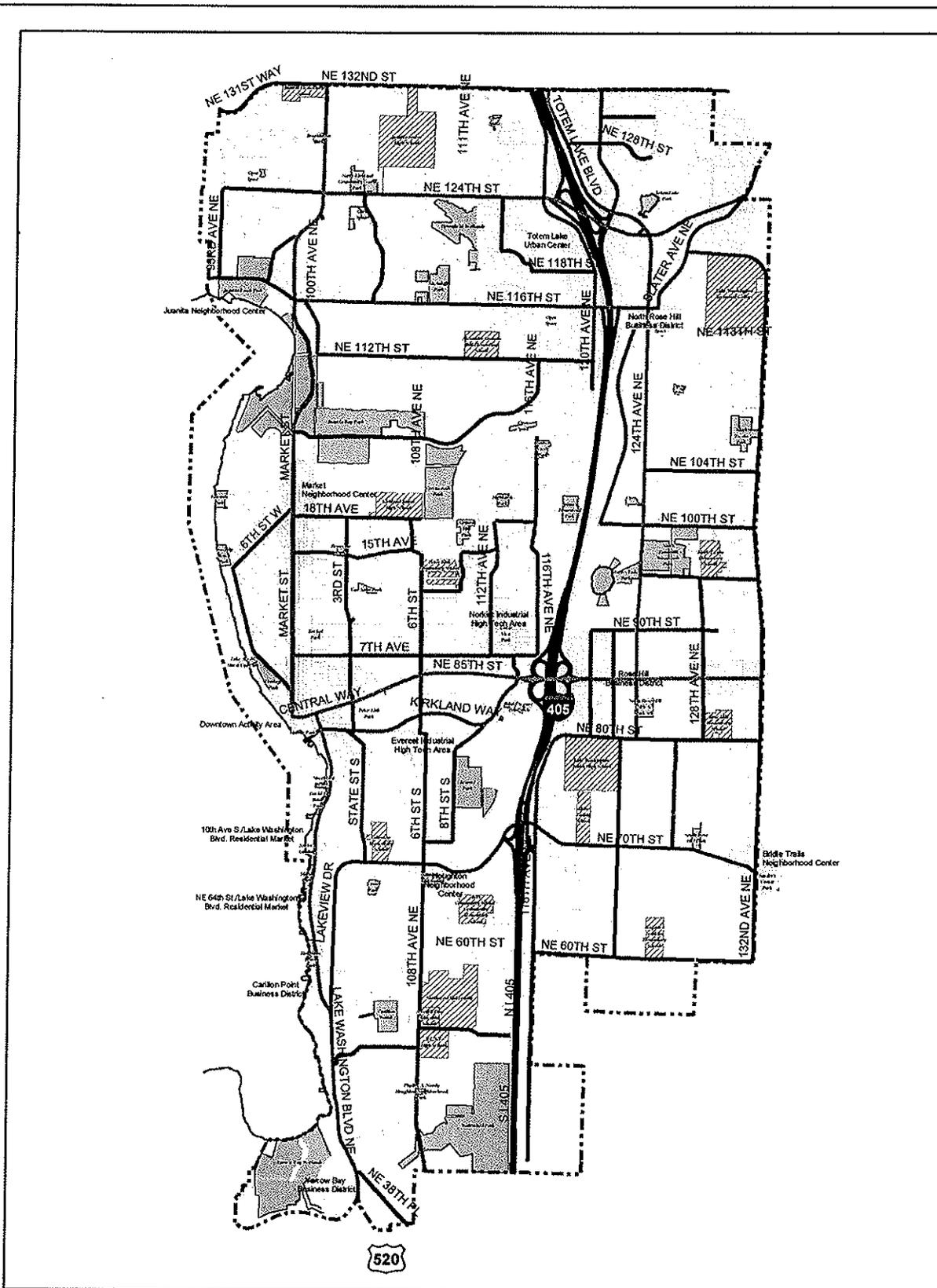


City of Kirkland Comprehensive Plan  
 7/2004 Draft

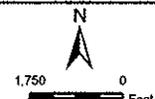
**Figure LU-2: Commercial Areas**



**Figure PR-1: Kirkland Parks**

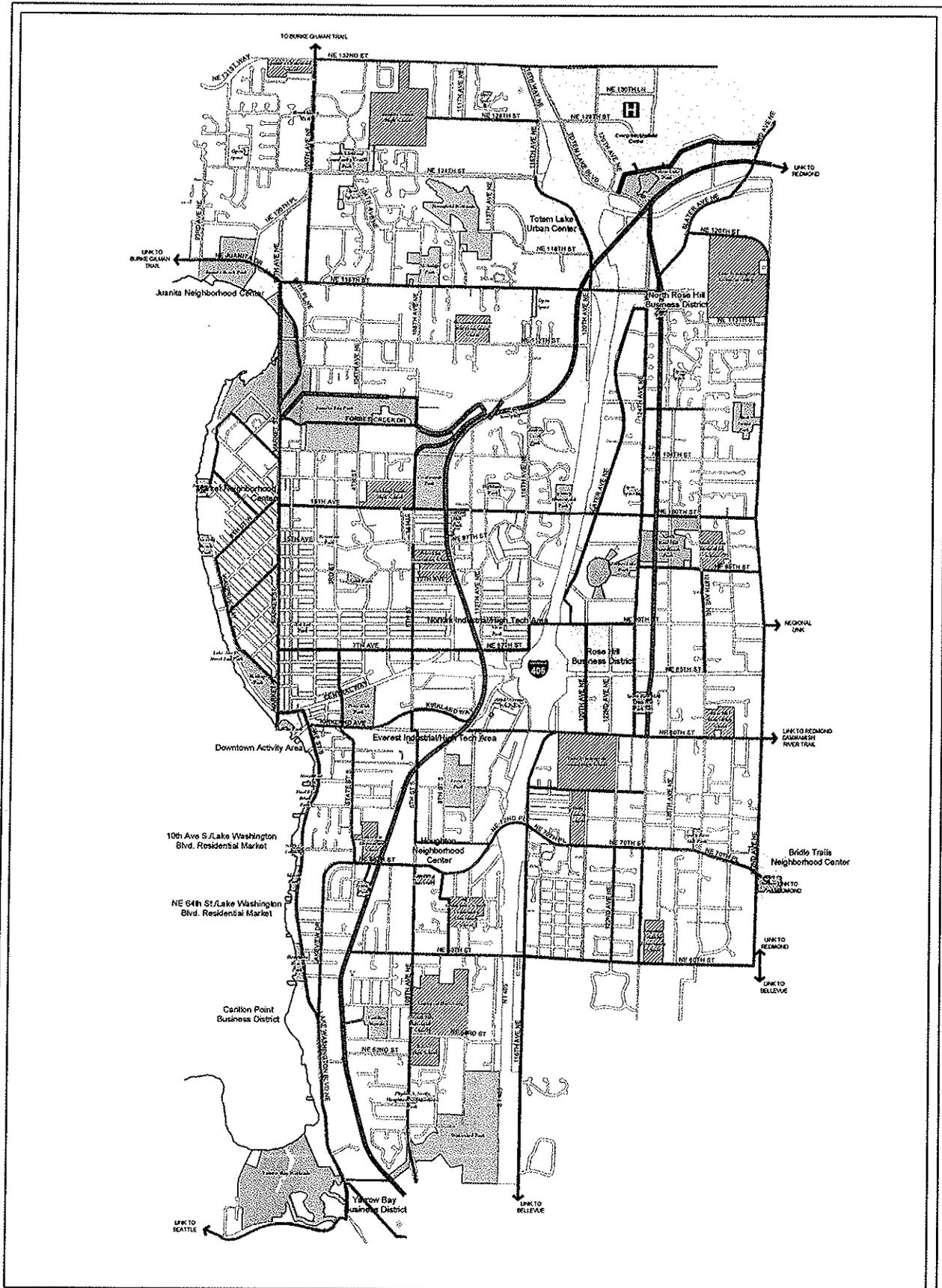


- Legend**
- Highways
  - Principal Arterials
  - Minor Arterials
  - Collectors
  - City of Kirkland
  - ⊛ Transit Facility
  - ▨ Parks
  - ▨ Schools
  - ▨ Commercial Areas



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**Figure T-1: Street Classifications and State Routes**



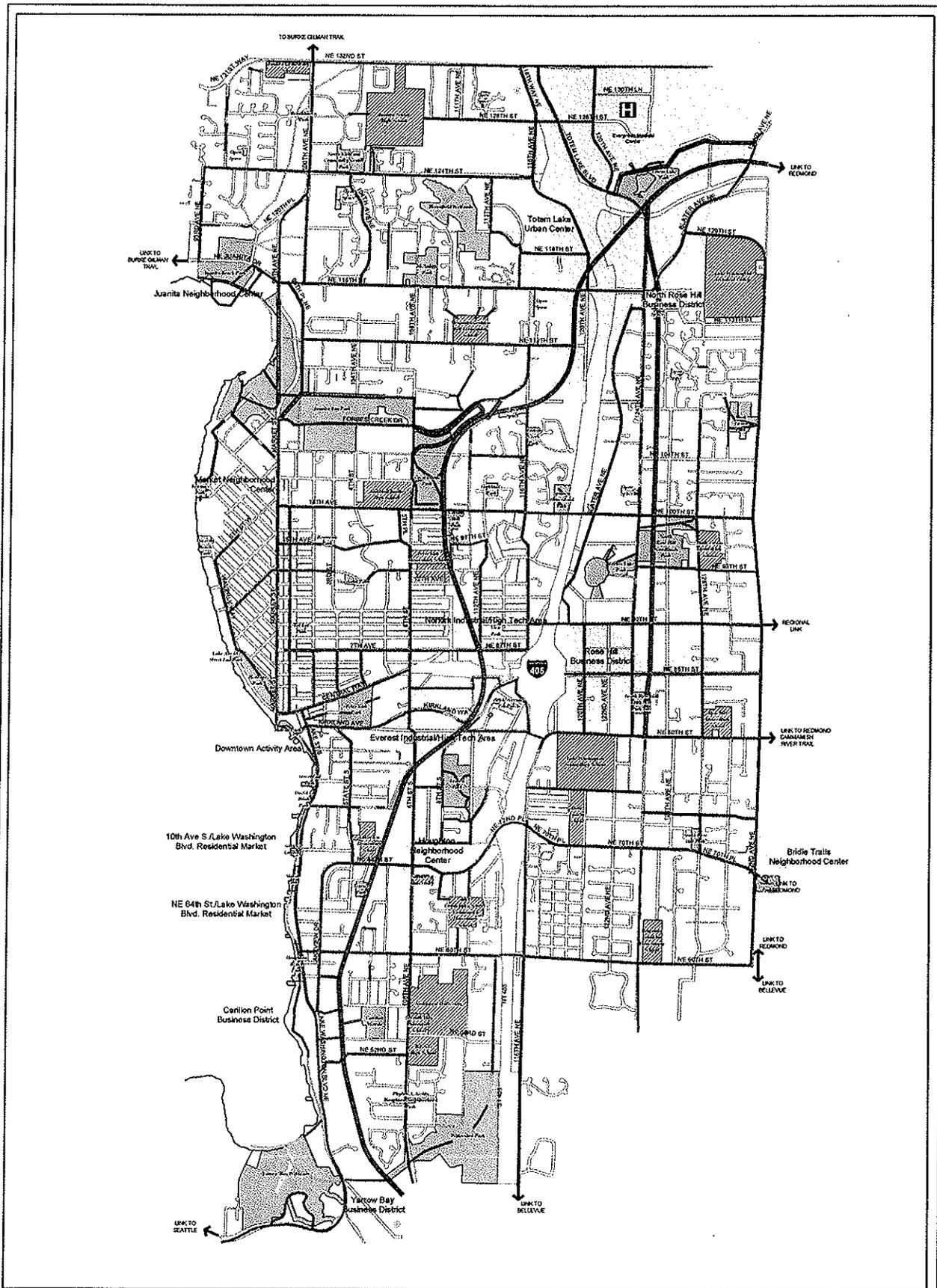
- Legend**
- Existing
    - Shared Use Path
    - Bike Lanes & Shared Roadways
  - Proposed
    - Shared Use Path (Priority 1)
    - Bike Lanes & Shared Roadways (Priority 1)
    - Bike Lanes & Shared Roadways (Priority 2)
  - \* Transit Facility
  - ▨ Parks
  - ▧ Schools
  - ▩ Commercial Areas

NOTE: This map is not intended to depict all potential bicycle facilities. The Proposed Bicycle System shows priority one and two corridors as identified in the 1995 NMT Plan to provide a framework for building a complete bicycle network.



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**Figure T-2: Bicycle Corridor System - Existing and Proposed**



- Legend**
- Existing
    - Shared Use Path
    - Pedestrian System
  - Proposed
    - Shared Use Path (Priority 1)
    - Pedestrian System (Priority 1)
    - Pedestrian System (Priority 2)
  - Transit Facility
  - Parks
  - Schools
  - Commercial Areas

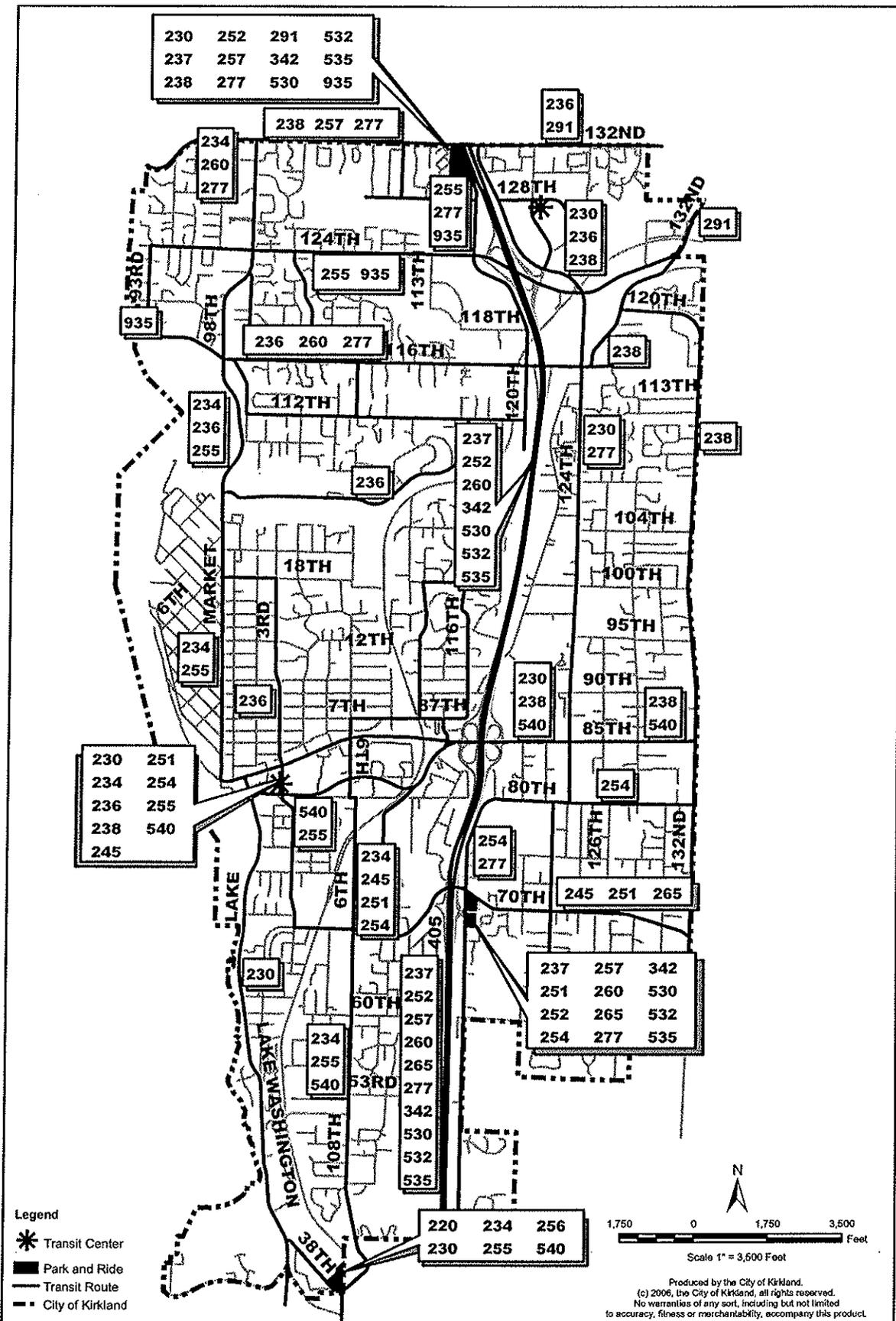
NOTE: This map is not intended to depict all potential pedestrian facilities. The Proposed Pedestrian System shows priority one and two corridors as identified in the 1995 NMT Plan to provide a framework for building a complete pedestrian network.

1,050 525 0  
Feet

1 inch equals 2,100 feet

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**Figure T-3: Pedestrian Corridor System - Existing and Proposed**



**Figure T-4: Transit Service**

