Critical Area Boundaries

The boundaries of the critical areas displayed on this map are approximate. Field verification of all critical areas is necessary in order to properly determine all boundaries. Additional critical areas that have not been mapped may be present on a development proposal site.
Streets are categorized by various functional classifications based on how they connect the network. Functional classification carries with it expectations about roadway design, including its speed, capacity and relationship to existing and future land use development. Functional class is a useful surrogate for volume and number of lanes and are used, as described in other policy discussions, as one measure for prioritizing projects.

In Kirkland, streets are divided into five groups:

- **Freeways and expressways** like I-405.
- **Principal Arterials** that connect to other cities and major commercial centers.
- **Minor Arterials** serve major traffic generators not served by Principal Arterials.
- **Collector Streets** fill a role between Arterials and local streets.
- **Local streets**, known as Neighborhood Access Streets in Kirkland make up the majority of street mileage and provide access to local land use.

**Figure T-15: Functional Classification of Streets**
In 1968, just over 20 years after its initial incorporation, the town of Houghton consolidated with the town of Kirkland. The 1970 population of the new City of Kirkland was 15,070. Since that time, the City has continued to grow in geographic size and population. For example, the 1989 annexations of Rose Hill and Juanita added just over four square miles of land and 16,000 people to the City. In 2004–2011, another large annexation occurred with Finn Hill, North Juanita, and Kingsgate adding more than 30,000 residents. See Figure I-1 for Kirkland’s history of annexations.