

# Regional Growth Centers Criteria Report



Greater Downtown Kirkland Regional Growth Center **[DRAFT]**

---

## Designation Recommendation

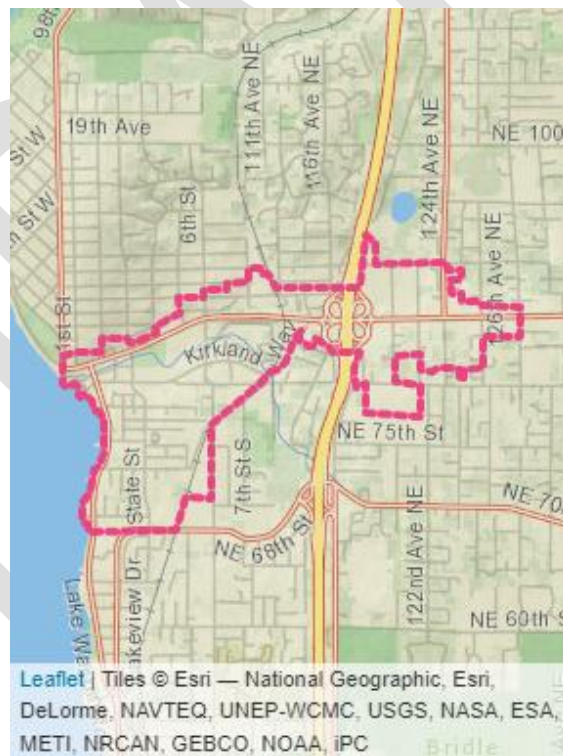
Redesignate Greater Downtown Kirkland as a regional growth center under the Regional Centers Framework. The center supports VISION 2050's goals to create compact, livable places that accommodate significant regional growth, while promoting sustainability and inclusion.

Additional recommendations:

- The city should continue to implement actions to improve walkability and connectivity throughout the center.

## Background

---














The Greater Downtown Kirkland center is comprised of the Moss Bay neighborhood, encompassing the historic center of Kirkland, and the NE 85th Street Station Area, which is

the area surrounding a future Sound Transit Stride bus rapid transit station. Planning for the center seeks to leverage regional transit investments to connect to the historic downtown area and continue to develop as a well-connected, mixed-use area.

## Evaluation of Regional Growth Centers Requirements

### Status Icons:

 On track  
  Needs improvement  
  Does not meet criteria  
  N/A

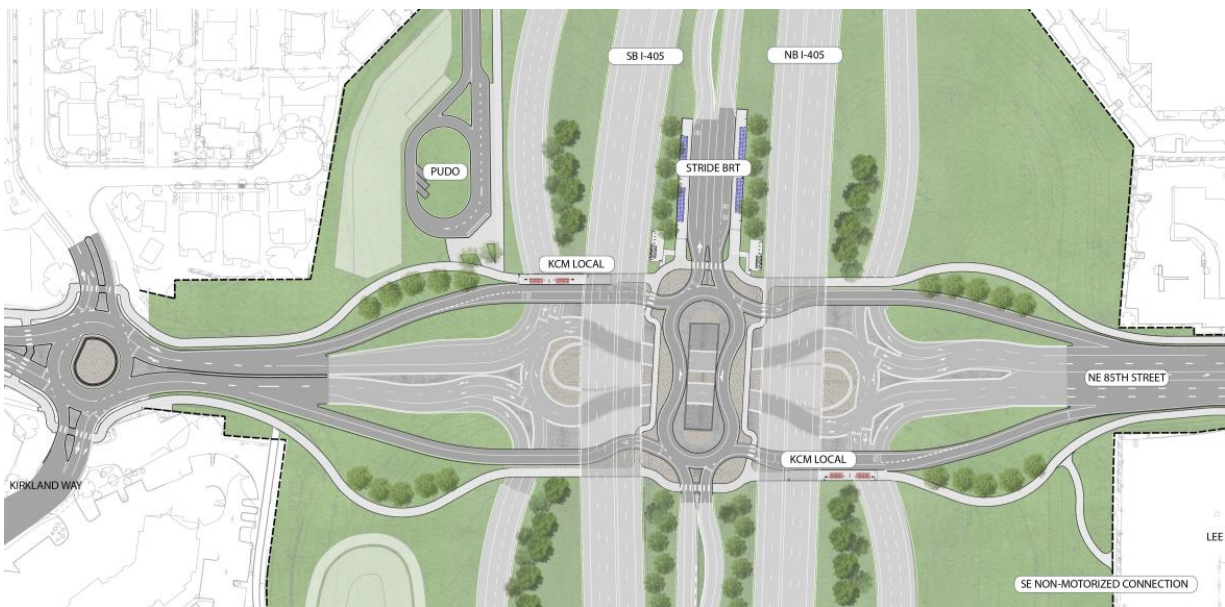
Criteria	Status	
Center Type		Urban Growth Center
Density Required: 18 people/acre		The Greater Downtown Kirkland Regional Growth Center's current density is 44 people per acre, which meets the criteria.
Planned Target Density: Min 45 people/acre		The Greater Downtown Kirkland Regional Growth Center's planned density is 76 people per acre, which meets the criteria. Reaching this density shows whether the center is effectively managing and concentrating growth within its boundaries.
Mix of Uses: 15% of planned residential and employment activity		48% of planned growth is expected to be residential.
Size: 200 to 640 acres (larger if served by high-capacity transit)		The Greater Downtown Kirkland Regional Growth Center is currently 564 acres.
Transit Access: Existing or planned frequent bus service or high-capacity transit		The center has existing bus service and is planning bus rapid transit to serve the community.
Market Potential: Demonstrated capacity to support growth targets		<p>A market study was not required.</p> <p>Since 2010, the center has increased density by 19 people per acre.</p>

Criteria	Status
Center Subarea Plan	<p>— The center subarea plan was last certified in 2023. Please see the <a href="#">certification report</a> for planning recommendations.</p>

## Jurisdiction Comments / Additional Context

### 1. Active Transportation Infrastructure Projects In-construction

There are two major pedestrian/rolling paths under construction that will greatly improve the east/west connection within the center; to and through the I-405/NE 85<sup>th</sup> St. interchange. The first are the pedestrian/rolling paths in the WSDOT right-of-way that will directly connect to the new Sound Transit “Stride” BRT station, and the forthcoming King County Metro Rapid K-line stop; the paths will also provide a separated pathway connection through the interchange (shown in light grey in below image).



The second improvement under construction is a new shared path, separated from the vehicle roadway, to connect the Central Business District to the Stride BRT station (shown in below image).



## 2. Economic Development in the NE 85<sup>th</sup> St Station Area

Kirkland City Council continues to prioritize activating the NE 85<sup>th</sup> St. Station Area, which comprises a large portion of the Greater Downtown Urban Center. The City is actively marketing the area to promote development activity, including collaboration with Greater Seattle Partners and hosting developer roundtables. Additionally, with the execution of a contract with the Seattle Kraken professional hockey team to build a new community iceplex and public community center a short distance from the Urban Center boundary (located at the former Houghton Park & Ride), the City is hopeful that new recreational opportunities will spur further activity and redevelopment in the Urban Center.