

# Regional Growth Centers Criteria Report

## Greater Downtown Kirkland Regional Growth Center



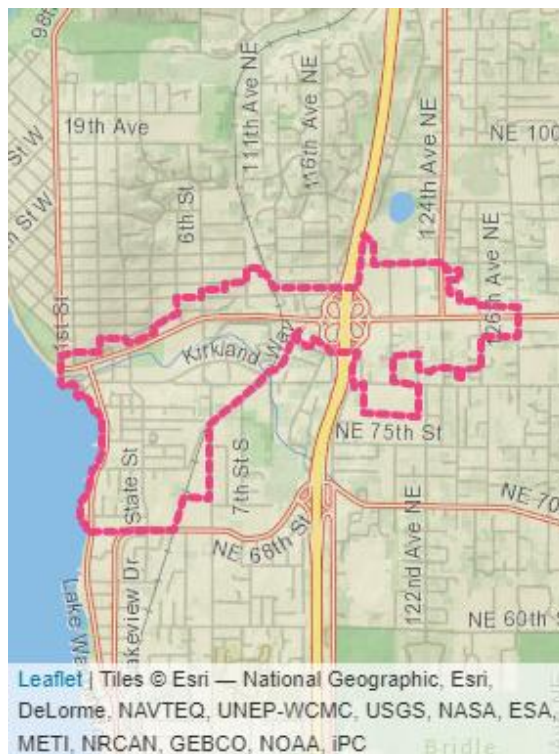
### Designation Recommendation

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, 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 attention
  Does not meet criteria
  N/A

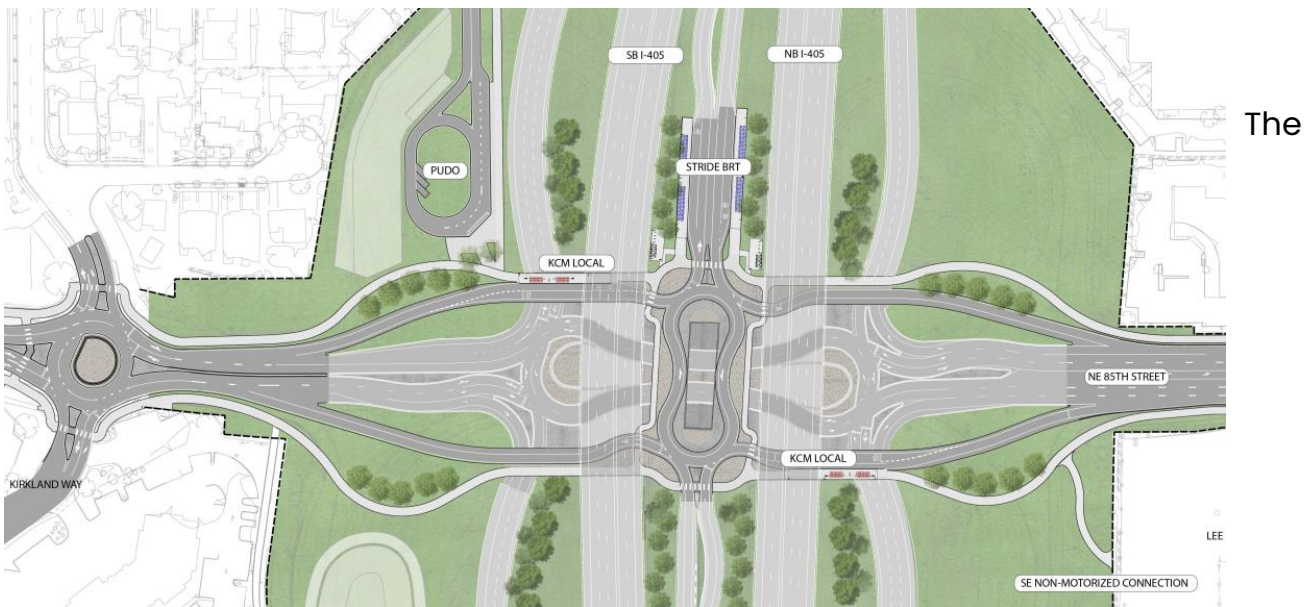
Criteria	Status
Center Type	 Urban Growth Center
Density Required: 18 people/acre	 The Greater Downtown Kirkland Regional Growth Center's current density is 44 people per acre, which meets the criteria.
Planned Target Density: Min 45 people/acre	 The Greater Downtown Kirkland Regional Growth Center's 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	 A market study was not required.   Since 2010, the center has increased density by 19 people per acre.

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).



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).

