The Eastside Rail Corridor (ERC) Regional Advisory Council (RAC) includes representatives of the owners of the railbanked portion of the ERC: King County, Redmond, Kirkland, Sound Transit, and Puget Sound Energy. The RAC has organized a cooperative planning effort to support the multiple use vision for the corridor.

To begin that effort, the RAC has divided the corridor into five planning segments. Technical staff has organized planning workshops for the three segments encompassing ownership by King County and Sound Transit to gather information about current and planned conditions. For the segments owned by the cities of Redmond and Kirkland, the RAC will coordinate with those cities’ existing planning processes. The primary purpose of these workshops is to gather and begin synthesis of information that will support development of recommendations by the RAC to meet their charter.

For Segment 3, Redmond summarized the planning processes that have occurred in the past and provided context for land use and existing agreements. Staff members from Redmond, King County, and Sound Transit were involved in the planning typical envelopes needed for rail, trail, and utility facilities.
SEGMENT DESCRIPTION

Segment 3 is located on the Redmond Spur of the ERC. It stretches from approximately Milepost 3.4 (just south of NE 124th Street at the Kirkland - Redmond border) to Milepost 7.3 (at the west side of Bear Creek and SR 520 Interchange at Redmond Way). Segment 3 runs through the City of Redmond and crosses over the Sammamish River and several city streets.

Ownership. This segment of the corridor is railbanked, and Redmond has been designated the Interim Trail Sponsor. Redmond owns the this segment from Mileposts 3.4 to 7.3, having acquired a combination of fee simple and railroad easement interests in 2010 from the Port of Seattle, which acquired BNSF’s underlying ownership rights in 2009.¹

King County holds a utility easement and Sound Transit holds a transit easement throughout this segment. King County holds a 10 foot wide wastewater utility easement on the east/north edge of the segment. Sound Transit’s East Link light rail will traverse in the Downtown portion of this segment of the ERC, from approximately MP 7.3 to 6.5, and end at the Downtown terminus station between Leary Way and 161st Ave NE. Sound Transit also has secured rights to extend some sort of transit service north on the remainder of the corridor. A detailed map of Segment 3 showing pinch points and easements is provided in Attachment A.

The City of Redmond planned for the acquisition and development of the ERC in Redmond since 1997. Over the next 13 years, the City adopted a number of plans and many policies that supported the acquisition and specific development goals for the ERC in Redmond.

¹ Due to railbanking, the corridor ownership remains intact, whether BNSF’s original ownership rights – which were acquired at the turn of the 20th century – were fee simple ownership or railroad easement interests.
As soon as Redmond acquired the property in June 2010, it named Segment 3 the Redmond Central Connector and began a master planning process for it. The first step of this process was to determine how to fit all the uses proposed for this segment into a corridor that is 50 feet wide or less in places. The proposed uses include:

- A regional trail built by Redmond to county trail standards
- A regional stormwater trunkline built by Redmond
- Three new road extensions across the corridor
- Sound Transit’s East Link and a future transit system north of it, and
- King County wastewater facilities.

The City of Redmond worked with King County and Sound Transit to develop envelopes for the various uses of the corridor. This work is summarized in the Infrastructure Alignment Plan, an appendix to the Redmond Central Connector Master Plan.

In addition, the master plan included significant public involvement and stakeholder input. The final master plan includes trail design concepts that incorporate the future development of East Link, an art plan, design standard recommendations, and cost estimates for all of Segment 3. The following exhibit shows some of the concepts for
the station area in Downtown, which strive to create a pedestrian friendly environment that brings activity to the Downtown urban center.
The Redmond Central Connector plan was adopted by Redmond City Council in 2011 and design for the first mile of the Redmond Central Connector began immediately thereafter. The first mile, milepost 7.3 to 6.3 is under construction and expected to open in 2013. The second phase of 1.3 miles is in design and expected to be under construction in 2014. The third and last phase of the project is currently unfunded, but the City is coordinating with Kirkland and King County on a plan to develop that segment in a timely manner with the improvements to the north.
In 2012 and 2013, respectively, the City of Redmond finalized easement agreements with Sound Transit and King County for transit and utility construction in the future. The easements are shown on a map in Attachment A.

To date, the following capital improvements have been made along the ERC in Segment 3:

<table>
<thead>
<tr>
<th>Date</th>
<th>Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>City completed 161st Ave NE Extension across ERC</td>
</tr>
<tr>
<td>2011</td>
<td>City removed tracks and installed regional Stormwater Trunk Line in Downtown</td>
</tr>
<tr>
<td>2012</td>
<td>City removed tracks and signals on north corridor</td>
</tr>
<tr>
<td>2012-2013</td>
<td>City completed 164th Ave NE Extension across ERC</td>
</tr>
<tr>
<td>2012-2013</td>
<td>City constructing first mile of Redmond Central Connector in Downtown</td>
</tr>
<tr>
<td>2013-2014</td>
<td>City designing second phase of construction of RCC, 1.3 miles north of Downtown with plans to construct in 2014</td>
</tr>
</tbody>
</table>

The locations of these improvements are shown on the following exhibit.
Completed and Proposed Capital Projects along Segment 3 in Downtown Redmond
Surrounding jurisdictions. Segment 3 is bounded to the north by Kirkland and King County. Kirkland’s boundary extends to Willows Road and NE 124th Street and King County’s boundary extends from Willows Road south to the southern edge of the first agricultural parcel, now owned by Full Circle Farms. However, Redmond owns the rail corridor through the Full Circle Farms Parcel to NE 124th Street. The remainder of the segment is within the City of Redmond’s jurisdiction. However, the parcel to the east of MP 7.3 is owned by King County, and is part of the former BNSF Railroad Corridor, which eventually could connect to the East Lake Sammamish Trail, which begins at the south side of SR 520 at Redmond Way.

Corridor topography and condition. Segment 3’s topography is relatively flat with some drainage ditches alongside the track bed. There are steep slopes along the bend in the corridor, where the corridor begins to parallel Willows Road. There is one crossing of the Sammamish River and three creek crossings (Peters, Willows, and an intermittent stream near the crossing at NE 170th Ave). The corridor ranges from less than 50 feet wide to 100 feet wide. The corridor is very narrow in many places along this segment, particularly on its bridges and trestles, but also in several areas where BNSF sold the right-of-way surrounding the rail bed. Some of the physical challenges within Segment 3 include:

- The Sammamish River Bridge Crossing requires physical improvements even for a trail and is too narrow for dual use;
- There are two metal trestle bridges crossing city streets, that are less than 50 feet wide;
- The Sammamish River is a water of the state and triggers Shoreline Management Act regulations;
- Stream culvert replacements required under corridor;
- Need a direct connection between Redmond and Kirkland;
- Need a direct connection between MP 7.3 and the Eastlake Sammamish Trail;
- A number of current and planned road crossings and private driveways;
- Coordination of current and future infrastructure projects by multiple jurisdictions within Segment 3.

The railbanked portion of the corridor has not been maintained in several years. Both the rail bed and surrounding right-of-way are overgrown in many areas, and trees have encroached on the corridor in several areas. There is a significant amount of graffiti on the Redmond Way trestle.
CURRENT USES AND FUTURE PLANS

This segment of the ERC is located primarily within the City of Redmond, with one parcel of land in King County. Surrounding land uses vary from agricultural, urban recreation, manufacturing, commercial, and mixed use residential. The entire corridor is an abandoned rail corridor that is railbanked. The entire corridor will eventually include a regional trail and potentially include a wastewater line, Sound Transit facilities, and other city utilities.

The regional trail and transit opportunities within Segment 3 are of critical importance to the City. At the east end, the Downtown urban center will add 4,350 residents and 2,200 jobs by 2030 and at the northwest end, the Willows/ Sammamish Valley business district will add 2,350 jobs by 2030. Redmond is actively seeking ways to attract new businesses and residents to Redmond and to retain them for the long run through the development of high quality recreational facilities. In Downtown, many new mixed use developments will line the Redmond Central Connector and by 2030 light rail will run along the trail and serve Downtown. Already, new types of urban commercial development are spreading beyond Downtown to the Willows/ Sammamish Valley neighborhood including a brewery, restaurants, private gyms, and a university.

The following is a description of the current land uses and physical descriptions of the areas along Segment 3.

- At the northern end of the segment, there is a large parcel that is zoned agricultural use in King County. The rail bed is relatively flat here, the rails are still in place on this parcel, but have been removed throughout the rest of the segment.
- Moving south, the next parcel is zoned urban recreation by the City of Redmond and is a proposed City park. The rail bed is flat, but there is a steep slope and partial retaining wall along Willows Road.
- South of NE 116th Street is also zoned urban recreation and is the location of the Willows Run Golf Course. The rail corridor is relatively flat along this property.
- South of the golf course to approximately NE 87th Street, is a manufacturing zone, where there are many private driveways crossing the corridor. The corridor is relatively flat in this area. The manufacturing zone extends to approximately Redmond Way, where the corridor bends southeast and there are steep slopes to the west and rolling...
slopes to the east and drainage on the west side of the track bed.
- Between the 154th Ave NE trestle and just west of the Redmond Way trestle is a more natural area, with a large parcel of land owned by King County along the Sammamish River with a regional trail on either side of the river. There are steep slopes from the rail bed to the river trails.
- From the east side of the Sammamish River, the area is zoned mixed use and is part of the PSRC designated Downtown Redmond urban center. A rail bed abutment extends from the river for approximately 800 feet. The remainder of the rail corridor is flat in this area. The last few hundred feet of the corridor is surrounded by wetlands and ends at the Bear Creek Trail.

**Recreation and trails.** Segment 3 is located near a number of local parks and open spaces, including:

- Downtown Park
- Anderson Park
- Redmond Town Center Open Space
- Bear Creek Park
- O’Leary Park
- The Heron Rookery
- Luke McRedmond Landing
- Dudley Carter Park
- Sammamish Valley Park
- King County’s Marymoor Park

Segment 3 connects directly or indirectly to a number of regional trails, including:

- Sammamish River Trail
- East Sammamish River Trail
- 520 Trail
- East Lake Sammamish Trail
- Redmond PSE Trail
- Bear Creek Trail
These park and trail connections, as shown in the map above, will offer many opportunities for corridor users, including the enhanced ability to connect to Downtown Redmond and to our Redmond’s third largest employment center and a college along the northern portion of the segment. Connections could also provide significant benefit for bike and pedestrian commuters, particularly to the Willows business district and DigiPen Institute of Technology.

The northern portion of Segment 3 is in a City designated view corridor of the river valley, which has agricultural uses and territorial views. The rail corridor crosses over the Sammamish River, the portion that has been restored to a more natural river meander and native vegetation along the banks, making this a prime viewing spot for fish, birds, and small mammals.

**Transportation and rail uses.** Segment 3 of the ERC crosses nine city streets and ends just to the west of the SR 520 interchange at Redmond Way/ SR 202. In addition, the Downtown segment will be traversed by the East Link light rail line, with the Downtown Redmond Station located on the corridor. Future transit service may extend north in the future. Connections in Segment 3 will be affected by several ongoing planning processes:
- **Redmond road crossings.** The City of Redmond has constructed two new road extensions across the rail corridor since acquisition and has one more in planning, which would extend Avondale Way across the corridor to NE 76 Street. In addition, a number of mid-block connections are planned in Downtown to improve pedestrian circulation and connection to the Redmond Central Connector.

- **Sound Transit East Link.** Sound Transit will soon begin construction on East Link light rail, which will traverse a portion of this segment of the corridor and include the Downtown Redmond station on the corridor. To address a significant pinch point approaching the station area, Redmond purchased additional property to widen the corridor to accommodate trail and transit standards. In addition, the City is working on another real estate transaction to preserve sufficient space within the corridor for potential tail tracks. Construction activities may require corridor users to detour to alternate routes in this area.

- **Sound Transit OMSF site.** Sound Transit is planning to develop a 25-acre Operations & Maintenance Satellite Facility (OMSF) to serve its north and east light rail lines. One of the four alternatives for the OMSF are located on or adjacent to this segment of the corridor.

- **Sound Transit ST3 Planning.** In addition to East Link light rail and OMSF planning, Sound Transit’s ST3 planning process will affect planning for this segment of the corridor, as Sound Transit evaluates the feasibility of commuter rail between Overlake and Downtown Redmond.

- **SR 520 Corridor Study.** An ongoing WSDOT study includes evaluation of a trail crossing the SR 520 interchange at Redmond Way and SR 202 in order to connect the Redmond Central Connector to the East Lake Sammamish Trail.

**Utilities.** Puget Sound Energy (PSE), King County Wastewater Treatment Division (WTD), and many other franchise utilities have subsurface and overhead utilities in the Segment 3 area of the corridor. These include:

- **PSE electric lines.** PSE has several electric transmission crossings of the corridor. These facilities are typically located above ground. PSE is studying the need for additional transmission lines in the corridor area, particularly in the Willows Road area, where anticipated growth could require additional utility facilities. PSE also has smaller distribution lines along the corridor. In general, these types of lower voltage distribution lines are located underground.

- **PSE gas lines.** PSE has numerous gas crossings of the corridor. As with electric lines, future placement of gas crossings will depend on the needs of residents and businesses in the Eastside.
• **King County Wastewater Eastside Interceptor (ESI).** The county has existing wastewater facilities within Segment 3 and has plans to add new facilities in the future. The existing facilities are between 170th Ave NE and the Bear Creek Trail and another facility crosses the corridor near the Redmond Way Trestle. New facilities could be constructed in the future along an easement the length of the corridor secured by the county within Segment 3.

**NEXT STEPS FOR STAFF**

The initial analysis and planning work in this segment have identified several next steps for staff. These tasks include:

- **Reach out to adjacent property owners regarding permitting.** Redmond staff will continue to reach out to corridor neighbors about its work evaluating and renewing crossing and special use permits on the corridor now that Redmond has assumed ownership and developed a process to permit uses along the corridor.

- **Coordinate with Sound Transit on East Link Planning and OMSF planning and siting.** Staff will continue to work with Sound Transit as it evaluates extending and funding East Link to Redmond and considers alternative locations and configurations for the OMSF.

- **Study pinch points and analyze alternatives for multiple use scenarios.** Redmond is continuing work to resolve pinch points along the corridor that may inhibit Sound Transit’s plans to build light rail in Redmond.
ISSUES FOR RAC CONSIDERATION

Analysis of Segment 3 has highlighted a number of segment-specific opportunities and constraints the RAC may wish to consider as planning for the corridor continues.

1. SR 520 Crossing to Connect RCC to East Lake Sammamish Trail. The ERC crosses SR 520 at Redmond Way/ SR 202 to connect to the East Lake Sammamish Trail and eventually to Sound Transit’s SE Redmond Station. This intersection is very large and busy, making it unsafe for bicyclists and pedestrians. The solution will likely require development of new structures for a trail or East Link and a trail.

2. Redmond-Kirkland Connection. As the Redmond Spur heads north across NE 124th Street, it veers to the east and heads towards Woodinville. Redmond and Kirkland both desire a direct connection from the NE 124th Street crossing to the Main Line, diagonally across the street and up the hill to the northwest, just a few hundred feet away. Kirkland, Redmond, and King County will continue to collaborate on opportunities to create this connection, which would like two urban centers, Downtown Redmond and Totem Lake.
SUMMARY

The planning process for Segment 3 highlighted a number of issues and opportunities for accommodating many uses of the Eastside Rail Corridor in this area. Additional study, work, and outreach on the issues identified here will help the RAC understand segment development potential and interconnectivity and plan how to achieve its multi-purpose vision for this segment and for the entire Eastside Rail Corridor.

Similar planning studies for the other segments of the corridor with King County and Sound Transit ownership, and collaboration with Kirkland on its local planning effort, will allow the RAC to identify a common set of issues and policies for the Eastside Rail Corridor and recommend next steps for planning for the corridor’s multi use development, as well as for long-term connections through and beyond the central Puget Sound region.
REDMOND TO CONSTRUCT A REGIONAL TRAIL IN NORTHERN CORRIDOR BY 2025, LOCATION TO BE DETERMINED.

- KING COUNTY UTILITY EASEMENT
- SOUND TRANSIT NORTH CORRIDOR EASEMENT AREA

EXHIBIT C: MAP OF DOWNTOWN CITY SEGMENT, DOWNTOWN TRANSIT CORRIDOR, CITY IMPROVEMENTS AND KING COUNTY EASEMENT AREA
REDMOND TO CONSTRUCT A REGIONAL TRAIL IN NORTHERN CORRIDOR BY 2025. LOCATION TO BE DETERMINED.

KING COUNTY UTILITY EASEMENT
SOUND TRANSIT NORTH CORRIDOR EASEMENT AREA

09/10/2012
CITY OF REDMOND
EXHIBIT C - MAP OF DOWNTOWN CITY SEGMENT, DOWNTOWN TRANSIT CORRIDOR, CITY IMPROVEMENTS AND KING COUNTY EASEMENT AREA
REDMOND TO CONSTRUCT A REGIONAL TRAIL IN NORTHERN CORRIDOR BY 2025, LOCATION TO BE DETERMINED.

* REDMOND TO CONSTRUCT A REGIONAL TRAIL IN NORTHERN CORRIDOR BY

KING COUNTY UTILITY EASEMENT

SOUND TRAFFIC NORTH EASEMENT AREA

BUS ROW

LEGEND

EXHIBIT C - MAP OF DOWNTOWN CITY SEGMENT, DOWNTOWN TRANSIT CORRIDOR, CITY IMPROVEMENTS AND KING COUNTY EASEMENT AREA

CITY OF REDMOND

09/10/2012

CITY OF REDMOND
Redmond to construct a regional trail in northern corridor by 2025, location to be determined.

King County utility easement

Sound Transit North Corridor Easement Area

Legend

City of Redmond

[Exhibit C: Map of Downtown City Segment, Downtown Transit Corridor, City Improvements, and King County Easement Area]
Redmond to construct a regional trail in northern corridor by 2025. Location to be determined.

City of Redmond

Exhibit C - Map of Downtown City Segment, Downtown Transit Corridor, City Improvements and King County Easement Area

City of Redmond
2025 LOCATION TO BE DETERMINED
REDMOND TO CONSTRUCT A REGIONAL TRAIL IN NORTHERN CORRIDOR BY
KING COUNTY UTILITY EASEMENT
SOUND TRANSIT NORTH CORRIDOR EASEMENT AREA
BNSF ROW

EXHIBIT C - MAP OF DOWNTOWN CITY SEGMENT, DOWNTOWN TRANSIT CORRIDOR, CITY IMPROVEMENTS AND KING COUNTY EASEMENT AREA

CITY OF REDMOND

09/10/2012
CITY OF REDMOND
2025, LOCATION TO BE DETERMINED.

REDMOND TO CONSTRUCT A REGIONAL TRAIL IN NORTHERN CORRIDOR BY
KING COUNTY UTILITY EASEMENT
SOUND TRANSIT NORTH CORRIDOR EASEMENT AREA
BNSF ROW

EXHIBIT C: MAP OF DOWNTOWN CITY SEGMENT, DOWNTOWN TRANSIT CORRIDOR, CITY IMPROVEMENTS AND KING COUNTY EASEMENT AREA
REDMOND TO CONSTRUCT A REGIONAL TRAIL IN NORTHERN CORRIDOR BY 2025, LOCATION TO BE DETERMINED.

LEGEND

- SOUND TRANSIT NORTH CORRIDOR EASEMENT AREA
- KING COUNTY UTILITY EASEMENT
- BUS ROW

CITY OF REDMOND

EXHIBIT C: MAP OF DOWNTOWN CITY SEGMENT, DOWNTOWN TRANSIT CORRIDOR, CITY IMPROVEMENTS AND KING COUNTY EASEMENT AREA

09/10/2012
CITY OF REDMOND
REDMOND TO CONSTRUCT A REGIONAL TRAIL IN NORTHERN CORRIDOR BY 2025. LOCATION TO BE DETERMINED.

* REDMOND TO CONSTRUCT A REGIONAL TRAIL IN NORTHERN CORRIDOR BY 2025, LOCATION TO BE DETERMINED.

KING COUNTY UTILITY EASEMENT

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CITY OF REDMOND
2025, LOCATION TO BE DETERMINED.

REDMOND TO CONSTRUCT A REGIONAL TRAIL IN NORTHERN CORRIDOR BY

KING COUNTY UTILITY EASEMENT

SOUND TRANSIT NORTH CORRIDOR EASEMENT AREA

BUS ROW

LEGEND

EXHIBIT C MAP OF DOWNTOWN CITY SEGMENT, DOWNTOWN TRANSIT CORRIDOR, CITY IMPROVEMENTS AND KING COUNTY EASEMENT AREA

CITY OF REDMOND
EXHIBIT C - MAP OF DOWNTOWN CITY SEGMENT, DOWNTOWN TRANSIT CORRIDOR, CITY IMPROVEMENTS AND KING COUNTY EASEMENT AREA
Redmond to construct a Regional Trail in Northern Corridor by 2025. Location to be determined.

King County Utility Easement
Sound Transit North Corridor Easement Area
BNSF ROW

Exhibit C: Map of Downtown City Segment, Downtown Transit Corridor, City Improvements and King County Easement Area

City of Redmond
REDMOND TO CONSTRUCT A REGIONAL TRAIL IN NORTHERN CORRIDOR BY 2025, LOCATION TO BE DETERMINED.

* REDMOND TO CONSTRUCT A REGIONAL TRAIL IN NORTHERN CORRIDOR BY

KING COUNTY UTILITY EASEMENT

SOUND TRANSIT NORTH CORRIDOR EASEMENT AREA

BNSF ROW

LEGEND

09/10/2012

CITY OF REDMOND

EXHIBIT C - MAP OF DOWNTOWN CITY SEGMENT, DOWNTOWN TRANSIT CORRIDOR, CITY IMPROVEMENTS AND KING COUNTY EASEMENT AREA
REDMOND TO CONSTRUCT A REGIONAL TRAIL IN NORTHERN CORRIDOR BY 2025, LOCATION TO BE DETERMINED. CITY OF REDMOND

EXHIBIT C - MAP OF DOWNTOWN CITY SEGMENT, DOWNTOWN TRANSIT CORRIDOR, CITY IMPROVEMENTS AND KING COUNTY EASEMENT AREA

LEGEND
- BNSF ROW
- STORMWATER TRUNKLINE
- SOUND TRANSIT NORTH CORRIDOR EASEMENT AREA
- KING COUNTY UTILITY EASEMENT
- REDMOND TO CONSTRUCT A REGIONAL TRAIL IN NORTHERN CORRIDOR BY 2025, LOCATION TO BE DETERMINED.
CITY OF REDMOND

EXHIBIT C - MAP OF DOWNTOWN CITY SEGMENT, DOWNTOWN TRANSIT CORRIDOR, CITY IMPROVEMENTS AND KING COUNTY EASEMENT AREA