



# CORRIDOR RIGHT-OF-WAY CONSTRAINTS

EASTSIDE RAIL CORRIDOR REGIONAL TRAIL MASTER PLAN PROJECT

2015-05-12

The Eastside Rail Corridor Regional Trail Master Plan Project develops a baseline inventory and planning guidelines for portions of the Eastside Rail Corridor owned by King County and Sound Transit.

A variety of uses is possible for the corridor in the future, and various agencies and jurisdictions have ownership interests in the corridor. This document is an internal work product supporting a study for future development of a shared use trail in the corridor.

For more information please visit: [Kingcounty.gov/parks/eastsiderailcorridor](http://Kingcounty.gov/parks/eastsiderailcorridor)

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## INVENTORY OF REDUCED CORRIDOR LOCATIONS

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# PLANNING FOR A CONSTRAINED CORRIDOR

## 1. INTRODUCTION

### 1.1 OVERVIEW

*“Our Puget Sound region is blessed with dramatic topography, majestic natural features, and large, picturesque water bodies. While adding immensely to the beauty and quality of life in our region, those same features also create challenges when developing transportation, recreation and utility connections. The Eastside Rail Corridor (ERC) provides a rare and unique chance to develop a major north-south corridor for a variety of important purposes: mobility, utility infrastructure, and recreation.”*

-Excerpt from the Eastside Rail Corridor Regional Advisory Council report

The Eastside Rail Corridor (ERC) connects some of the King County’s largest and fastest-growing communities. As part of the Woodinville Subdivision, a 42-mile rail corridor that stretches from Renton to

Snohomish, the ERC passes through Renton, Bellevue, Kirkland, Woodinville, Redmond, and portions of unincorporated King and Snohomish Counties. Originally a rail line, known as the Lake Washington Belt Line, that supported development along the eastern shore of Lake Washington, the corridor has been brought into public ownership to provide a potential route for trail, transit, and utilities. The ERC Regional Trail Master Plan (Master Plan) will develop a strategy to build a non-motorized trail in the corridor without precluding potential future use for transit and utilities. Any future transit or utility uses of the corridor would be considered in separate planning processes.

The ERC includes approximately 42 miles of right-of-way. Currently, only a portion of the ERC is being planned for potential trail use—a segment of the former railroad main line between Renton and Woodinville, and a spur line connecting Woodinville and Redmond. The cities of Kirkland and

Redmond have completed their planning for a trail in the corridor. The Master Plan includes the segments of the ERC between Renton and Kirkland, between Kirkland and Woodinville, and along the spur from Woodinville to Redmond. Throughout the Master Plan, the line between Renton and Woodinville is referred to as the “main line,” and the line between Woodinville and Redmond is referred to as the “spur.” See Figure 1 for an understanding of the ERC ownership interests considered in the Master Plan.

As part of the baseline inventory for the Master Plan, this study documents the corridor right-of-way constraints, identifying where ownership is reduced, characterizing specific locations where reductions occur, and describing the types of constraints that may need to be addressed as the planning progresses.

## **1.2 A STRATEGIC CORRIDOR FOR THE EAST SIDE’S FUTURE**

After nearly a century of rail use, in 2003 Burlington Northern Sante Fe (BNSF) began conversations with local jurisdictions about abandoning the rail line. In 2009 a group of public partners, including King County and the Port of Seattle, signed a Memorandum of Understanding that envisioned a regional approach to preserve the corridor for multiple uses. Although no specific projects were in development at that time, the partners recognized the potential value of a continuous corridor linking the east side from north to south as the region continues to develop. To begin that regional effort, the Port of Seattle purchased the 42-mile corridor between Renton and Snohomish. The southern portion of the line between

Woodinville and Renton was railbanked, a legal designation that allows certain uses of the corridor while preserving it for potential reinstatement of freight rail. The northern portion, between Woodinville and Snohomish, remained an active freight area.

The jurisdictions and public agencies involved in the acquisition of the corridor envisioned potential future needs for a non-motorized trail, water distribution, sewer, power transmission, and transit in the corridor. Between 2010 and 2013 ownership interests were purchased from the Port of Seattle by the City of Redmond, Puget Sound Energy (utility easement), the City of Kirkland, Sound Transit (primarily transportation-related easements), and King County (see Figure 1). These five entities are now the owners of the corridor between Renton and Woodinville.

## **1.3 THE ERC REGIONAL ADVISORY COUNCIL—A COLLABORATIVE VISION FOR THE FUTURE OF THE ERC**

Recognizing the value of collaboration for future development of the ERC, the owners of the corridor formed a Regional Advisory Council (RAC) as a forum to coordinate planning for the ERC. The RAC summarized the findings of their initial planning effort in the report entitled *Creating Connections – Recommendations on the Eastside Rail Corridor*, which provides a guide for the next steps in collaboratively planning, developing and using the ERC. The RAC vision for the corridor emphasizes its long-term value for the development of transit, utilities, and a trail:

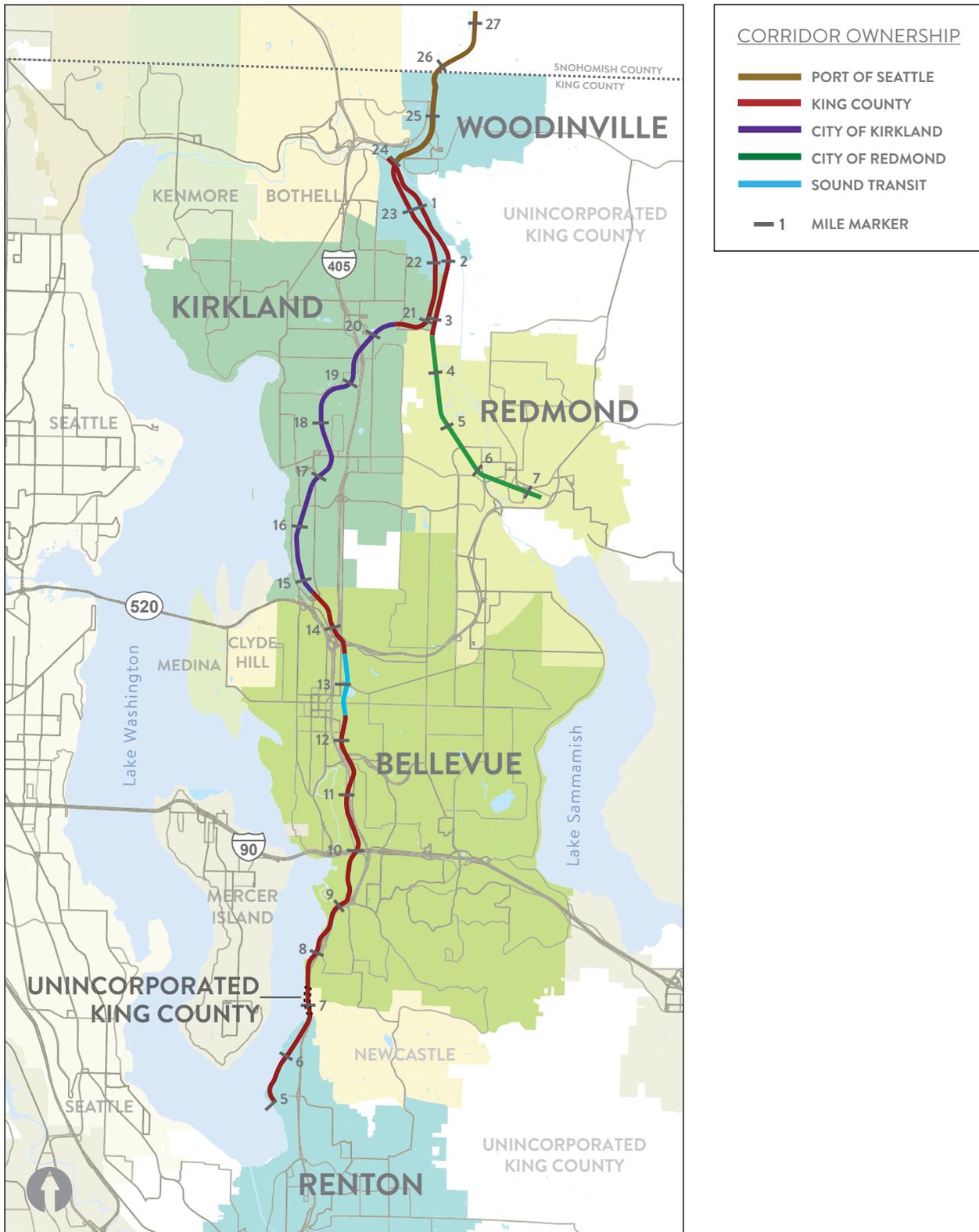


Figure 1 – Eastside Rail Corridor (ERC) Ownership

*“Development of the corridor will enhance the mobility of our region by creating a critical north-south transportation corridor that will allow for multimodal connections, including high-capacity transit (e.g. heavy rail, light rail, or other forms of fixed guideway transportation) and nonmotorized trail use. The corridor will help us integrate the pieces of our larger transportation networks. The corridor will enable key utility improvements to help meet the demands of a growing population. The corridor will expand the recreation network, creating equitable access for all residents, and benefiting generations of Puget Sound residents.”*

#### **1.4 PLANNING FOR A TRAIL ALONG THE EASTSIDE RAIL CORRIDOR**

The Master Plan is focused on implementing the RAC vision for a non-motorized trail in the ERC. The location of the ERC represents a critical link in King County’s Regional Trail System, which includes a network of shared-use trails connecting county communities. King County is currently responsible for over 175 miles of regional trails throughout the

A regional trail is a shared use path that serves as a component of an extensive network of off road, non-motorized routes connecting all parts of King County. A regional trail accommodates a wider variety and higher volumes of trail users than local trails typically would. Regional trail design aims to safely accommodate non-motorized activities including walking, jogging, bicycling, rollerblading, skateboarding, and other uses.

county. These trails include both paved and soft-surface trails; however, they all share common features of providing a safe and enjoyable trail experience for a variety of users. The ERC provides a rare and unique opportunity to establish a major new component of the county’s regional trail system—a component that provides a significant new north-south trail corridor, as well as creating the opportunity to introduce critical connectivity within the county’s existing regional trail system and trail systems managed by neighboring communities.

The Master Plan will further several important goals from the RAC recommendations for the ERC and the county’s vision for the regional trail system:

- Advance the understanding of opportunities and constraints for development in the corridor
- Engage jurisdictions, agencies, and the public in a planning process to implement a trail as part of the corridor’s multi-use vision
- Connect communities and existing trails to expand access and connectivity to King County’s Regional Trail System

This study document the corridor right-of-way constraints to provide a basis for the overall planning process and helps to advance RAC’s vision by providing a baseline for evaluation of trail development opportunities and constraints.

## 2. PLANNING FOR A VARIETY OF CORRIDOR WIDTHS IN THE EASTSIDE RAIL CORRIDOR

### 2.1 DEFINING THE CORRIDOR

Beginning in the southern end of the corridor at Milepost (MP) 5 in Renton, this report characterizes each of the locations where the corridor is reduced in width, either because a portion of the corridor right-of-way has been narrowed or otherwise removed from public ownership through sale, easement or other arrangements, or because the other uses are located within the current ownership. The inventory focuses on major surface uses, but does not include discussion of underground or overhead utilities. These will be a consideration as planning progresses.

In addition, this report does not include formal boundary review of permitted encroachments, characterize the legal status of different uses located within the ERC ownership, nor does this study address critical areas or topography.

### 2.2 METHODOLOGY

Typically, the ERC is thought of as a 100-foot-wide corridor. On the ground, however, the ERC is a complex landscape, and more often than not is functionally reduced in width from the nominal 100 feet. This document describes the locations and conditions where the ERC right-of-way is reduced in width below the nominal 100 feet. This includes locations where the actual ownership of the ERC is less than 100 feet wide, and also locations where uses within the right-of-way potentially restrict redevelopment of the corridor.

Documentation of the right-of-way constraints took place in the field using aerial imagery, photographs, and other supporting materials to evaluate existing conditions. Where the corridor right-of-way is 100 feet or greater, but there are existing uses within the right-of-way, the remaining area is described as the “functional width” of the corridor – the width that would be available for development without disturbing existing uses.

A variety of conditions are reflected in the locations where the ERC is less than 100 feet in functional width. In some cases the original right-of-way may have been narrow, in other locations portions of the right-of-way rights were sold, and in other cases uses within the right-of-way were allowed as easements or lease agreements. In a few locations along the corridor, unpermitted or unofficial encroachments have also occurred, although major unpermitted encroachments in the corridor are not typical. These are generally characterized in the following categories:

- Residential access
- Parking
- Circulation and landscape
- Structures

Whatever the history or ownership status of the reduced corridor width, the locations where the corridor is constrained will require careful attention in the planning process. These locations are likely to present some of the most significant challenges for accommodating the potential range of uses in the corridor.

### 3. KEY CORRIDOR STUDY SEGMENTS

Historically, the majority of the ERC was 100 feet wide, typically with the railbed located along the centerline of the right-of-way. In a few locations the corridor was significantly wider than 100 feet, typically where railroad uses required extra sets of tracks.

Over the history of railroad operation of the corridor, many changes to the original 100-foot width were allowed, leading to a complex set of ownership conditions and corridor widths.

Many of the locations where the corridor is reduced in width are limited in length. These “pinch-points” in the ERC can provide serious challenges for trail planning, but are often easier to resolve than longer reductions in the corridor. There are also locations where long stretches of the corridor are reduced. These areas create extensive challenges for accommodating the potential range of uses envisioned by the RAC for the corridor.



Accessory parking is a common existing use in the ERC



Vehicle and pedestrian access to adjacent homes is a common use in the ERC at the southern end of the corridor

Below are four key segments along the corridor where there are locations with extensive reductions to the functional right-of-way.

#### 3.1 LAKEFRONT RESIDENTIAL CORRIDOR

This segment begins at Gene Coulon Park in Renton and extends a few miles until the corridor enters Bellevue. In this segment the ERC is frequently located in the narrow strip of land between Lake Washington Boulevard NE and the shoreline of Lake Washington. The primary areas where the corridor is reduced in width are locations where lakefront residential development is located in the narrow strip between the ERC and Lake Washington.

Typically in this section roads and driveways developed to access waterfront homes are either located within the right-of-way, or portions of the right-of-way have been transferred to provide space for them. In this area the functional width of the ERC

is reduced to less than 60 feet for over one half of the 2-mile stretch of corridor.

### **3.2 CENTRAL BELLEVUE**

On either side of NE 8th Street in Bellevue, the ERC right-of-way is reduced in width, and there are several uses located inside the corridor boundaries, including parking and driveways for adjacent businesses, equipment storage, small structures, fencing and informally or formally landscaped paths. This segment includes the portion of the right-of-way currently being developed for the Sound Transit East Link project.

### **3.3 NORTH KIRKLAND**

For approximately 2000 feet eastward from the intersection between the ERC and 132nd Place NE, the corridor right-of-way is reduced to approximately 70 feet and includes several locations where existing uses, such as vehicle parking, driveways, billboards, and structures, further reduce the corridor's effective width.

### **3.4 SPUR**

Between the Woodhouse Winery and the south end of the study area at NE 124th Street, the corridor right-of-way is reduced for long stretches. Over 1-1/2 miles of the corridor is reduced in width from 100 feet to 40 to 80 feet, with a significant segment reduced to 30 feet in width as a result of reduced ownership rather than other accessory uses.

Together, these four major areas of corridor reductions cover between 35 and 40 percent of the ERC in the planning area.

## **4. NEXT STEPS**

In master planning Phase 1b, King County will conduct a detailed survey to identify boundaries of right-of-way and encroachments; and will characterize the legal status of different uses identified within the County's ERC ownership areas. This work will be done to support the planning for trail placement and width in the ERC.

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# INVENTORY OF REDUCED CORRIDOR LOCATIONS

The inventory of reduced-width corridor locations includes more detailed descriptions of the segments within the four major areas described in the previous section, as well as pinch-point locations throughout the corridor. Thirty-one locations are described on individual inventory sheets, at locations shown on the following maps. Tile numbers correspond with aerial maps from the *Eastside Rail Corridor Regional Trail Master Plan Project* atlases.



Figure 2 - Detailed South Corridor Constraints Description Key



Figure 3 - Detailed North Corridor Constraint Description Key

# MOUNTAIN VIEW AVENUE NORTH

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TILE	LINE	JURISDICTION	LOCATION #
8-10	Main	Renton	1

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## OVERVIEW

- Mountain View Avenue North is a residential access street serving approximately 25 homes along the waterfront between the ERC and Lake Washington.
- The roadway is located within the ERC in parts of this segment, and parking and similar accessory uses are located in the ERC ownership throughout the segment.
- The ERC ownership is 100 feet; effective width is reduced to 50 feet or less in much of the segment.

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## CORRIDOR MODIFICATIONS

**BASELINE RIGHT-OF-WAY WIDTH:** 100 feet. The track centerline is located at the eastern edge of the corridor on the south, then traverses towards the west edge of the corridor at the north end.

**REDUCTIONS IN WIDTH:** At the southern end of this segment, the functional width of the corridor is reduced to approximately 50 feet. At this end of the segment Mountain View Avenue North is completely within the ERC, and is the only access to residences. Mountain View is a dead-end street, and a turnaround is also located at this end of the segment.

Progressing north, Mountain View Avenue North leaves the ERC, with travel lanes located directly adjacent to, but not within the corridor. Formalized and informal parking has been developed within the ERC, reducing the functional width of the corridor by between 10 and 25 feet.

At the north end of the segment Mountain View Avenue North angles back through the corridor, crossing the tracks and coming to an intersection with Lake Washington Boulevard NE. In this portion of the segment the effective corridor width is reduced to approximately 50 feet.

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## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

**RESIDENTIAL ACCESS:** Mountain View Avenue North is the only access to the homes in this segment. All access, including for emergency vehicles, is served by the single crossing to Lake Washington Boulevard NE.

**PARKING:** There is extensive use of the corridor for parking, including both short- and longer-term use. All residences served by Mountain View Avenue North also have parking available on their property. There is some use of the corridor for boat/trailer parking.

**CIRCULATION AND LANDSCAPE:** Some ornamental landscape improvements are located in the corridor, primarily at the north end of the segment, as well as paved driveway accesses and parking.

**STRUCTURES:** One permanent accessory structure is located on the corridor, associated with a residence at the north end of the segment.

## PHOTOS



**LOCATION 1** - Looking south with permanent accessory structure, vehicle parking and landscape improvements



**LOCATION 1** - Looking south with ornamental landscape improvements and vehicle parking



**LOCATION 1** - Looking northwest with residential parking

# LAKE WASHINGTON BOULEVARD SEGMENT 1

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TILE	LINE	JURISDICTION	LOCATION #
10-11	Main	Renton	2

## OVERVIEW

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- The ERC right-of-way is significantly reduced to an approximately 30-foot width, with residential access streets and homes located to the west of the reduced corridor.

## CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 30 feet. The track centerline is generally centered on the reduced right-of-way.

**REDUCTIONS IN WIDTH:** The 30-foot width is generally consistent throughout this segment. Residential access, landscaping, and homes are located directly adjacent to the right-of-way.

## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**CIRCULATION AND LANDSCAPE:** One shared driveway from Lake Washington Boulevard North crosses the corridor approximately midway through the segment, serving three homes. This driveway is the only access to these residences. At the northern end of the reduced section, a home is located directly adjacent to the corridor, with minimal available room outside the right-of-way for buffering.

PHOTOS



LOCATION 2 - Looking north



LOCATION 2 - Looking south



LOCATION 2 - Looking west with landscape screen and fence for adjacent home



LOCATION 2 - Looking west with vehicle access

# KENNYDALE BEACH PARK

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TILE	LINE	JURISDICTION	LOCATION #
11	Main	Renton	3

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## OVERVIEW

- Kennydale Beach Park, a city of Renton park with a swimming beach, dock, and small grass play area, is located in the ERC right-of-way.

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## CORRIDOR MODIFICATIONS

**BASELINE RIGHT-OF-WAY WIDTH:** 100 to 130 feet. The track centerline is generally located towards the eastern edge of the right-of-way.

**REDUCTIONS IN WIDTH:** The park is located in the western side of the ERC, and reduces the effective width of the corridor to 50 feet or less.

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## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

**PARK USES:** The majority of the park is located inside the ERC. The park includes a sandy beach area, swimming dock, children’s play structure, and restroom building.

**STRUCTURES:** One permanent accessory structure is located on the corridor, associated with a residence at the north end of the segment.

**CIRCULATION AND LANDSCAPE:** Access to the park is by a pedestrian path connecting across the ERC to Lake Washington Boulevard North. To the west and east of the tracks the path connects to the park from Lake Washington Boulevard North by a set of stairs.

PHOTOS



LOCATION 3 - Looking east with path and stairs to park



LOCATION 3 - Looking south

# WELLS AVENUE NORTH

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TILE	LINE	JURISDICTION	LOCATION #
12-13	Main	Renton	4

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## OVERVIEW

- A small residential access street, Wells Avenue North, is located within the ERC for the majority of this segment, along with parking and similar accessory uses.
- The ERC right-of-way jogs several times on the west edge of the corridor; as a result the corridor width varies from 100 feet to approximately 60 feet.
- Whether a result of ownership reductions or development within the ERC ownership, the functional width of the corridor is reduced to approximately 60 feet for the entire segment.

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## CORRIDOR MODIFICATIONS

**BASELINE RIGHT-OF-WAY WIDTH:** 60 to 100 feet. The track centerline is generally located towards the center of the right-of-way or to the west side.

**REDUCTIONS IN WIDTH:** Wells Avenue North is variously located directly adjacent to the corridor on the west side or within the ERC (north of North 37th Street), reducing the effective width of the corridor to approximately 60 feet. In addition, in some locations informal parking has been developed within the ERC, further reducing the functional width of the 60-foot corridor by an additional 10 to 25 feet.

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## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

**RESIDENTIAL ACCESS:** All access for residences west of the corridor, including for emergency vehicles, is served by two crossings to Lake Washington Boulevard North at North 37th Street and North 41st Street.

**PARKING:** Use of the corridor for vehicle parking and some boat/trailer parking exists throughout this segment. Residences typically have parking available on their property.

**CIRCULATION AND LANDSCAPE:** Three pedestrian paths provide access between homes and Lake Washington Boulevard North:

- Path and set of stairs north of North 37th Street
- Informal path at North 40th Place
- Sidewalk on North 41st Street

Extensive ornamental landscape improvements are located in the corridor throughout this segment.

**STRUCTURES:** Fencing and short walls associated with residential landscape and screening are located in the ERC.

PHOTOS



LOCATION 4 - Looking north with landscape improvements and vehicle storage



LOCATION 4 - Looking north



LOCATION 4 - Looking west with path and stairs and landscape improvements at North 37th Street



LOCATION 4 - Looking north with fence



LOCATION 4 - Looking west with path and stairs at North 37th Street



LOCATION 4 - Looking southwest with fence

## BARBEE MILL

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TILE	LINE	JURISDICTION	LOCATION #
15	Main	Renton	5

### OVERVIEW

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- The boundary fence from the Barbee Mill property extends into the ERC, reducing the effective width of the corridor. There are no apparent improvements on the Barbee Mill side of the fence line within the ERC.

### CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 100 feet.  
The track centerline is located at the center of the right-of-way.

**REDUCTIONS IN WIDTH:** The boundary fence extends a maximum of 35 feet into the right-of-way.

### CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**STRUCTURES:** The boundary fence for the Barbee Mill site extends into the ERC right-of-way.

## PHOTOS



**LOCATION 5** - Looking north towards former Barbee Mill property with boundary fence (left)

# RIPLEY LANE NORTH / RIPLEY LANE SE

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TILE	LINE	JURISDICTION	LOCATION #
16-22	Main	Renton/King County	6

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## OVERVIEW

- A narrow residential street, Ripley Lane, provides access to approximately 47 homes west of the ERC. For the majority of the segment, Ripley Lane is located inside the ERC.
- Ripley Lane is connected to Hazelwood Lane, a low-volume street located on the east side of the ERC, by two undercrossings rather than surface crossings. Hazelwood Lane is generally adjacent to the ERC, however in a few locations the street lies within the ERC right-of-way.
- In addition to the street itself, extensive parking and ornamental landscaping has been developed, reducing the effective corridor width to approximately 60 feet.

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## CORRIDOR MODIFICATIONS

**BASELINE RIGHT-OF-WAY WIDTH:** 100 feet narrowing to 60 feet at the north end of segment. The track centerline is located at the center of the right-of-way.

**REDUCTIONS IN WIDTH:** Uses within the ERC, including Ripley Lane and informal parking for residences and businesses, effectively reduce corridor width to 50 feet throughout the majority of this segment.

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## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

**RESIDENTIAL ACCESS:** Ripley Lane and Hazelwood Lane almost function as a couplet in this segment, with Ripley Lane on the west side of the corridor and Hazelwood Lane on the east. Together, they provide the only access to the residences in the segment. In addition to the two undercrossings connecting the two streets, there is a gated access from Seahawks Way that may provide emergency access.

**PARKING:** The ERC is used for parking throughout the segment, typically associated with Ripley Lane on

the west side of the corridor. There is some parking associated with Seahawks Way at the south end of the corridor and with Hazelwood Lane at the north end of the corridor.

**CIRCULATION AND LANDSCAPE:** Extensive ornamental landscaping is located within the ERC, primarily on the west side of the tracks.

**STRUCTURES:** Residential fencing and retaining walls are located within the ERC primarily west of the track centerline and along the east side of Ripley Lane.

PHOTOS



LOCATION 6 - Looking north with vehicle parking at Seahawks Way



LOCATION 6 - Looking north with construction vehicle parking and storage



LOCATION 6 - Looking west at landscape improvements on Ripley Lane



LOCATION 6 - Looking west at gated access and landscape improvements at Ripley Lane



LOCATION 6 - Looking north at rail trestle over Ripley Lane



LOCATION 6 - Looking northeast at trail access from Seahawks Way

# HAZELWOOD LANE /PLEASURE POINT LANE

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TILE	LINE	JURISDICTION	LOCATION #
23-27	Main	Bellevue	7

## OVERVIEW

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- Approximately 21 waterfront residential homes are located to the west of ERC with limited access via Hazelwood Lane.
- Twenty-nine waterfront residential homes are located to the west of ERC along Pleasure Point Lane with limited access from two roadway crossings from 106th Avenue SE.

## CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 100 feet. The track centerline is located at the center of the right-of-way.

**REDUCTIONS IN WIDTH:** The location of portions of Hazelwood Lane within the ERC and formal and informal residential parking effectively reduce corridor width to 50 to 70 feet within portions of this segment. Ornamental landscape within the ERC also reduces the width of the corridor.

## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**RESIDENTIAL ACCESS:** Hazelwood Lane SE provides limited access from 106th Avenue SE to 21 waterfront residences. It dead-ends at the north and south ends of this segment. All access, including for emergency vehicles, is served by the single crossing from 106th Avenue SE in this segment. There is access to residences along Pleasure Point Lane across ERC from 106th Avenue SE using two crossings. Pleasure Point Lane dead-ends at the north end of this segment.

**PARKING:** This segment of the corridor is used for vehicle and boat/trailer parking on both sides of the track centerline.

**CIRCULATION AND LANDSCAPE:** Formal and informal ornamental landscape improvements are located within the ERC primarily on the west side of the tracks.

**STRUCTURES:** A residential accessory structure is located within the right-of-way at the southern portion of this segment, as well as landscape retaining walls, patio slab, and an accessory structure.

PHOTOS



LOCATION 7 - Looking south with landscape improvements and vehicle parking



LOCATION 7 - Looking southwest with accessory structure, patio slab, and landscape improvements



LOCATION 7 - Looking south with vehicle parking and landscape improvements



LOCATION 7 - Looking south with residential parking, landscape improvements, and retaining walls



LOCATION 7 - Looking southwest with residential parking



LOCATION 7 - Looking southwest with landscape improvements and neighborhood sign

# LAKEHURST/ 106TH AVENUE SE

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TILE	LINE	JURISDICTION	LOCATION #
28-31	Main	Bellevue	8

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## OVERVIEW

- Approximately 33 waterfront residential homes are located to the west of ERC with limited access via 106th Avenue SE to the north and Lakehurst Lane, with access across SE 50th Place from 106th Avenue SE.
- 29 waterfront residential homes are located to the west of ERC along Pleasure Point Lane with limited access from two roadway crossings from 106th Avenue SE.

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## CORRIDOR MODIFICATIONS

**BASELINE RIGHT-OF-WAY WIDTH:** 100 feet. The track centerline is located at the center of the right-of-way.

**REDUCTIONS IN WIDTH:** The 100-foot width is generally consistent throughout this segment, narrowing to 75 feet just south of SE 50th Place. The location of 10th Avenue SE is in the right-of-way in the north part of this segment. Driveways from SE 50th Place serve three homes, and one driveway off of Bagley Lane provides access to two homes. Utility lines and informal vehicle and boat/trailer parking reduce the right-of-way by 10 to 50 feet.

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## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

**RESIDENTIAL ACCESS:** Homes are accessed via street or driveway access across ERC at SE 50th Place at the south end of this segment and 106th Avenue SE at the north end of this segment.

**STRUCTURES:** Utility lines are located within the right-of-way at the north end of this segment to Newport Beach Park.

**PARKING:** The corridor for used for vehicle parking and boat/trailer parking located within the ERC on both sides of the track center line.

PHOTOS



LOCATION 8 - Looking south



LOCATION 8 - Looking south



LOCATION 8 - Looking north with residential driveway access



LOCATION 8 - Looking south with residential driveway access



LOCATION 8 - Looking north with residential drive and boat/trailer parking

# NEWCASTLE BEACH PARK TO COAL CREEK

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TILE	LINE	JURISDICTION	LOCATION #
32-35	Main	Bellevue	9

## OVERVIEW

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- Newcastle Beach Park is located directly west of the ERC and is accessed by 106th Avenue SE/Lake Washington Boulevard North, which dead-ends in the park.

## CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 100 feet. The track centerline is located at the center of the right-of-way.

**REDUCTIONS IN WIDTH:** The location of utility lines within ERC reduce the right-of-way to a functional width of 70 feet.

## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**RESIDENTIAL ACCESS:** Access to Newcastle Beach Park is via 106th Avenue SE, which dead-ends in the park. There are no direct vehicle access points to these residences across the ERC in this segment.

**CIRCULATION AND LANDSCAPE:** A shared-use path crosses under the ERC at 106th Avenue SE. A portion of Lake Washington Loop Trail falls within the ERC for a short distance of 150 feet north of 106th Avenue SE. Ornamental landscape improvements are located within the ERC primarily on the west side of the

tracks around Coal Creek, where it crosses under the corridor trestle. Informal foot paths descend from the ERC at rail trestle over Coal Creek.

**STRUCTURES:** Utility lines cross ERC along the west side of ERC in this segment to where 106th Avenue SE crosses right-of-way into the Park.

PHOTOS



LOCATION 9 - Looking north at Newport Beach Park



LOCATION 9 - Looking south at Coal Creek trestle



LOCATION 9 - Looking south



LOCATION 9 - Looking east with I-405 and shared-use path



LOCATION 9 - Looking north at 106th Avenue SE trestle and shared-use path (left)



LOCATION 9 - Looking east from 106th Avenue SE trestle and shared-use path (right)

# 118th AVENUE SE

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TILE	LINE	JURISDICTION	LOCATION #
36-40	Main	Bellevue	10

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## OVERVIEW

- Residences are located along both sides of ERC and comprise approximately 26 single family and 16 multifamily residences on steep slopes.

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## CORRIDOR MODIFICATIONS

**BASELINE RIGHT-OF-WAY WIDTH:** 100 feet and widening to 175 feet at north portion of this segment. The track centerline is located at the center of the right-of-way to the north in part of this segment, where it shifts to the west side before crossing I-90.

**REDUCTIONS IN WIDTH:** Utility lines located at the south end of this segment bisect the segment north of 118th Avenue SE. A 100-foot width is generally consistent throughout this segment.

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## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

**PARKING:** There is limited vehicle parking for multifamily residents with ERC on west side in north part of this segment.

**CIRCULATION AND LANDSCAPE:** Informal foot paths descend from some of the private residences at the east to the corridor. The Lake Washington Loop Trail crosses under the ERC at the trestle south of 118th Avenue SE. There is some formal and informal landscape planting, vegetation screening, and debris disposal in ERC.

**STRUCTURES:** Utility lines cross over the ERC to the east north of 118th Avenue SE in this segment.

A residential deck and a wood fence are located within the ERC on west side.

**PHOTOS**



**LOCATION 10** - Looking northwest with landscape improvements



**LOCATION 10** - Looking west with landscape improvements



**LOCATION 10** - Looking north with residential fence



**LOCATION 10** - Looking north with landscape improvements and debris disposal

# I-90

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TILE	LINE	JURISDICTION	LOCATION #
41	Main	Bellevue	11

## OVERVIEW

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- The ERC crosses I-90 on a 580-foot trestle. The usable width on the trestle is limited to approximately 16 feet.

## CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 100 feet shifted 50 feet to the west over the highway. The track centerline is located at the center of the right-of-way.

**REDUCTIONS IN WIDTH:** The right-of-way is 175 feet south of the I-90 trestle, widening to 100 feet at the trestle. The overall width of the trestle is approximately 25 feet, however internal buttresses (see photos) on both sides reduce the available width.

## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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No physical encroachments.

PHOTOS



LOCATION 11 - Looking north



LOCATION 11 - Looking north at trestle



LOCATION 11 - Looking southwest



LOCATION 11 - Looking east at trestle



LOCATION 11 - Looking south



LOCATION 11 - Looking north

## SE 32ND STREET

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TILE	LINE	JURISDICTION	LOCATION #
42-43	Main	Bellevue	12

### OVERVIEW

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- The ERC width is variable within this segment, and is reduced to 30 feet where the corridor crosses over SE 32nd Street on an elevated structure.
- The ERC is located immediately adjacent to businesses that park vehicles within the ERC.

### CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 30 to 100 feet. The right-of-way narrows to 30 feet across an elevated structure at SE 32nd Street and immediately adjacent to businesses and widens to 100 feet north of these businesses. The track centerline is located at the west side of the right-of-way to the south of SE 32nd Street and returns to the center of the right-of-way north of SE 32nd Street.

### CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**PARKING:** Vehicle and trailer parking are located within the ERC and in the adjacent King County property.

**STRUCTURES:** There are utility lines that cross over the ERC at SE 32nd Street.

PHOTOS



LOCATION 12 - Looking north at SE 32nd Street trestle



LOCATION 12 - Looking west at SE 32nd Street trestle



LOCATION 12 - Looking east at SE 32nd Street trestle to I-405 with vehicle parking and utility lines



LOCATION 12 - Looking northeast

## BETWEEN I-405 AND 118th AVENUE SE

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TILE	LINE	JURISDICTION	LOCATION #
48	Main	Bellevue	13

### OVERVIEW

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- The corridor is consistently 100 feet in width, runs parallel to I-405, and intersects the highway at north end of this segment.
- Tracks are removed in the northern portion of this segment.
- There is construction equipment use, materials storage, and parking at north end of this segment.

### CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 100 feet.

The track centerline is located at the center of the right-of-way.

**REDUCTIONS IN WIDTH:** The 100-foot width is generally consistent through this segment. There is parking and vehicle access in this location by the adjacent business, as well as construction equipment storage in the right-of-way, which occupies the entire ERC right-of-way where it meets I-405 at this location.

### CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**ACCESS:** The adjacent Washington State Department of Transportation stormwater detention facility maintenance road provides access from the highway immediately parallel to the ERC to the east.

**PARKING:** There is construction equipment and vehicle parking within the ERC.

**STRUCTURES:** Tracks are removed north from adjacent residences along 118th Avenue SE to I-405.

PHOTOS



LOCATION 13 - Looking south



LOCATION 13 - Looking north with rails removed and construction equipment parking across ERC



LOCATION 13 - Looking north with construction equipment and vehicle parking



LOCATION 13 - Looking northeast where ERC meets I-405 right-of-way

TILE	LINE	JURISDICTION	LOCATION #
52-54	Main	Bellevue	14

## OVERVIEW WILBURTON TRESTLE

- The ERC varies in width in this segment, widening at the Wilburton Trestle as it passes over local streets and Kelsey Creek.
- Vehicle and truck/trailer parking associated with adjacent business are located within the right-of-way.
- A portion of a residential structure and an accessory structure are located within the ERC.

## CORRIDOR MODIFICATIONS

**BASELINE RIGHT-OF-WAY WIDTH:** 75 to 275 feet. The right-of-way is variable in width through this segment, widening to 275 feet at the Wilburton Trestle and narrowing to 75 feet adjacent to local businesses. The track centerline is located at the center of the right-of-way south of the Wilburton Trestle and moving to the west side with two tracks north of trestle.

**REDUCTIONS IN WIDTH:** The right-of-way width is variable throughout this segment, from 75 to 275 feet at the Wilburton Trestle. The effective width of the right-of-way is reduced to 15 feet where the ERC is on trestle structure for 975 feet, and reduced in width by up to 50 feet by informal and formal parking from adjacent businesses within right-of-way.

## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

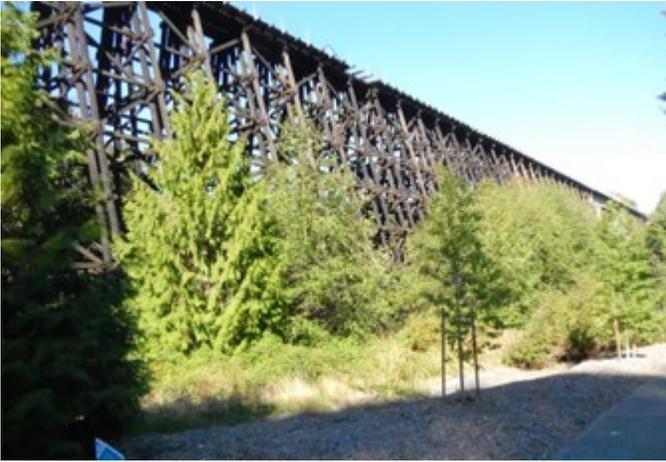
**PARKING:** Vehicle and truck/trailer parking associated with adjacent business are located within the ERC.

**STRUCTURES:** A portion of a residential structure and an accessory structure are located within the ERC north of SE 5th Street at 118th Avenue SE.

**CIRCULATION AND LANDSCAPE:** A portion of 21st Avenue SE is located within the right-of-way.

SE 9th Street, SE 8th Street, and Lake Hills Connector pass under Wilburton Trestle. SE 9th Street provides the only access point for adjacent light industrial business located just east of I-405.

PHOTOS



LOCATION 14 - Looking northwest at the Wilburton Trestle



LOCATION 14 - Looking southeast at the Lake Hills Connector trestle



LOCATION 14 - Looking north to SE 5th Street and vehicle parking



LOCATION 14 - Looking northeast at SE 5th Street with residential structure



LOCATION 14 - Looking southeast at SE 5th Street with crossing structures



LOCATION 14 - Looking north from SE 5th Street with vehicle parking

# CENTRAL BELLEVUE

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TILE	LINE	JURISDICTION	LOCATION #
56-59	Main	Bellevue	15

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## OVERVIEW

- This segment of the ERC is located east of downtown Bellevue (Central Bellevue) adjacent to retail, office, and light industrial businesses with multiple formal and informal vehicle and pedestrian access points parallel to and intersecting across the ERC.
- The ERC is intersected by a high-volume arterial, SE 1st Street, to the south and NE 8th Street at the north end of this segment.
- The future Sound Transit light rail corridor intersects the ERC and overlaps the corridor from the NE 6th Street right-of-way and across NE 8th Street.
- The City of Bellevue street grid is being re-established across the ERC at NE 4th Street right-of-way.

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## CORRIDOR MODIFICATIONS

**BASELINE RIGHT-OF-WAY WIDTH:** 75 to 100 feet. The track centerline is located at the center of right-of-way except where ERC is reduced to 75 feet, where it is located to the west side.

**REDUCTIONS IN WIDTH:** The right-of-way width is 100 feet through most of this segment, narrowing to 75 feet near Home Depot. The location of the wastewater transfer station and maintenance access road effectively reduce right-of-way function by 15 feet. The location of fencing and an accessory structure occupy 5 to 10 feet of the right-of-way. Vehicle parking within the ERC reduces the right-of-way by 10 to 20 feet. The future location of Sound Transit facility will also effectively reduce the right-of-way to 30 feet starting at NE 6th Street and north to NE 12th Street.

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## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

**PARKING:** Vehicle parking from adjacent businesses on both sides of track centerline is located at north end of this segment.

**STRUCTURES:** Structures in this segment include a King County wastewater transfer station and a maintenance access road from SE 1st Street, as well as Home Depot fencing and an employee accessory structure.

**PHOTOS**



**LOCATION 15** - Looking south at SE 1st Street and maintenance access road



**LOCATION 15** - Looking west at King County wastewater transfer station



**LOCATION 15** - Looking north with Home Depot fencing (right)



**LOCATION 15** - Looking south with Home Depot fencing



**LOCATION 15** - Looking east with Home Depot employee accessory structure



**LOCATION 15** - Looking north with City of Bellevue NE 4th Street construction

# NE 8TH STREET

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TILE	LINE	JURISDICTION	LOCATION #
60	Main	Bellevue	16

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## OVERVIEW

- The ERC is located east of downtown Bellevue adjacent to retail, office, and light industrial businesses with vehicle and pedestrian access points parallel to and intersecting the ERC.
- The ERC width is highly variable within this segment, ranging from 100 to 30 feet in width just south of NE 8th Street and shifting east and west adjacent to businesses and across NE 8th Street.
- The future Sound Transit light rail corridor overlaps corridor with the ERC in this segment.

---

## CORRIDOR MODIFICATIONS

**BASELINE RIGHT-OF-WAY WIDTH:** 30 to 100 feet. The track centerline shifts from the center of right-of-way to the east side of the right-of-way north of NE 8th Street.

**REDUCTIONS IN WIDTH:** The right-of-way width is highly variable from 30 to 100 feet. Driveways, informal and formal parking, and ornamental landscape effectively reduce right-of-way function by 10 to 30 feet in this segment.

---

## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

**PARKING:** Vehicle driveways and parking for adjacent businesses are located within this segment.

**CIRCULATION AND LANDSCAPE:** Driveways for access to adjacent businesses are located in the ERC south and north of NE 8th Street. Pedestrian access via informal and paved paths to adjacent businesses and City of Bellevue sidewalks provide access across the ERC. Ornamental landscape is also located within ERC north of NE 8th Street.

PHOTOS



LOCATION 16 - Looking north with vehicle parking



LOCATION 16 - Looking north at NE 8th Street



LOCATION 16 - Looking north at NE 8th Street



LOCATION 16 - Looking north, north of NE 8th Street



LOCATION 16 - Looking west with formal paths and landscape improvements



LOCATION 16 - Looking northeast with formal paths and landscape improvements

## NE 12TH STREET

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TILE	LINE	JURISDICTION	LOCATION #
61-66	Main	Bellevue	17

### OVERVIEW

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- The ERC is located adjacent to businesses and Lake Bellevue in this segment.
- The ERC has one to three tracks in this segment.
- The future Sound Transit light rail corridor overlaps corridor with the ERC in this segment.
- Two spur lines, including the Kelsey Creek corridor, intersect main line ERC at north end of this segment.
- NE 12th Street crosses over the ERC with high clearance.

### CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 100 feet.

The track centerline varies from the center of right-of-way when it is one track to the eastern two-thirds where three tracks are located.

**REDUCTIONS IN WIDTH:** The right-of-way width is consistently 100 feet through this segment. Vehicle parking on the west side of the ERC reduces effective function of right-of-way to 75 feet in southern portion of this segment.

### CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**PARKING:** Vehicle parking from adjacent businesses is located within the ERC on the west side of the tracks at the north and south ends of this segment.

**CIRCULATION AND LANDSCAPE:** A driveway for adjacent businesses located in the ERC north of NE 8th Street. Informal pedestrian access via foot paths to adjacent businesses and City of Bellevue sidewalks provides access across the ERC. Ornamental landscape adjacent to vehicle parking is located within the ERC on west side of tracks.

**STRUCTURE:** A temporary storage facility and dumpsters for adjacent businesses are located within the right-of-way on the west side of the tracks.

PHOTOS



LOCATION 17 - Looking east at Lake Bellevue



LOCATION 17 - Looking east at Lake Bellevue



LOCATION 17 - Looking north



LOCATION 17 - Looking north



LOCATION 17 - Looking north at NE 12th Street

# SR 520 TO I-405

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TILE	LINE	JURISDICTION	LOCATION #
67-69	Main	Bellevue	18

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## OVERVIEW

- There are a number of accessory structures, equipment storage, driveways, and parking located within the ERC.

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## CORRIDOR MODIFICATIONS

**BASELINE RIGHT-OF-WAY WIDTH:** 100 to 185 feet. The tracks are reduced from two rails to one rail in this segment. The track centerline is located on the west portion of the right-of-way.

**REDUCTIONS IN WIDTH:** The right-of-way width varies from 100 to 185 feet in this segment. Vehicle parking and equipment storage in fenced asphalt lot effectively reduce right-of-way to 50 feet in southern portion of this segment.

---

## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

**ACCESS:** Driveway access from 115th Avenue NE to the maintenance facility is located within the right-of-way.

**PARKING:** Vehicle parking for adjacent business and asphalt parking lot are located in the ERC in this segment south of SR 520. Parking and driveway access for maintenance facility are located within right-of-way east of I-405.

**CIRCULATION AND LANDSCAPE:** A vehicle access drive from 116th Avenue NE terminates at the ERC. 115th Avenue NE passes under I-405 within the right-of-way.

**STRUCTURES:** An accessory building, equipment storage, fence, wall structure, and asphalt parking lot for adjacent business are located in the ERC in this segment south of SR 520. A fenced utility/maintenance structure and driveway from 115th Avenue NE are also located in ERC east of I-405.

**PHOTOS**



**LOCATION 18** - Looking west towards SR 520 ramps



**LOCATION 18** - Looking west at accessory building, equipment storage, fence, wall structure, and parking



**LOCATION 18** - Looking east from under SR 520 at equipment storage and vehicle parking



**LOCATION 18** - Looking southeast with fenced utility structure adjacent to I-405 ramp

# I-405 TO 108TH AVENUE NE

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TILE	LINE	JURISDICTION	LOCATION #
70-74	Main	Bellevue	19

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## OVERVIEW

- The ERC is located adjacent to businesses, City of Bellevue offices, and residences with no vehicle access until right-of-way meets 108th Ave NE in the City of Kirkland.
- City of Bellevue parking and vehicle access are located within the right-of-way on the north side.
- The ERC is variable in width in this segment.

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## CORRIDOR MODIFICATIONS

**BASELINE RIGHT-OF-WAY WIDTH:** 75 to 100 feet. The track centerline is located on the east portion of the right-of-way in the southern part of this segment and moves to center in remaining portion.

**REDUCTIONS IN WIDTH:** The right-of-way width is consistent 100 feet except where right-of-way narrows to 75 feet immediately adjacent to City of Bellevue maintenance building for 850 feet. Vehicle parking and driveway reduce right-of-way function to 50 feet in this portion.

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## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

**ACCESS:** A portion of the driveway for City of Bellevue is located in the right-of-way with access from 118th Avenue NE.

**PARKING:** Vehicle parking for City of Bellevue maintenance vehicles is located within right-of-way.

**CIRCULATION AND LANDSCAPE:** A formal stair access from adjacent businesses and parking to the west cross the ERC to the City of Bellevue facility. Ornamental landscape improvements are located within the right-of-

way along the driveway of the City of Bellevue facilities. There is also an informal foot path from a private development park facility connecting to the ERC from east side just west of the City of Bellevue building. There is sidewalk access along 108th Avenue NE and from the developed Cross Kirkland Corridor trail.

**STRUCTURES:** There is equipment and fencing for City of Bellevue maintenance facility located within the right-of-way.

PHOTOS



LOCATION 19 - Looking north at formal stair access



LOCATION 19 - Looking south at formal stair access



LOCATION 19 - Looking north at formal stair access



LOCATION 19 - Looking west with City of Bellevue vehicle parking and fencing



LOCATION 19 - Looking south at informal foot path from private park



LOCATION 19 - Looking west

# 132ND PLACE NE AT CROSS KIRKLAND CORRIDOR

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TILE	LINE	JURISDICTION	LOCATION #
116-118	Main	King County	20

## OVERVIEW

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- The ERC is reduced to 75 feet in width in this segment and is immediately adjacent to the commercial structures with limited or no space for buffering or screening.
- Commercial billboards and parking associated with adjacent businesses are located within the right-of-way within this segment.

## CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 75 feet. The track centerline moves from the center to the north portion of the right-of-way.

**REDUCTIONS IN WIDTH:** The right-of-way width is consistently 75 feet in this segment. Vehicle parking in the ERC for adjacent businesses on the south side of right-of-way and effectively reduces right-of-way use to 30 feet in much of this segment.

## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**CIRCULATION AND LANDSCAPE:** An asphalt parking lot provides vehicle access to parking for businesses south of the ERC.

**STRUCTURES:** Advertising billboards and fencing are located in ERC in this segment.

**PARKING:** Vehicle parking and driveways for adjacent business and asphalt parking lot are located in the ERC in this segment south of right-of-way.

PHOTOS



LOCATION 20 - Looking east with reduced right-of-way and adjacent business



LOCATION 20 - Looking west to City of Kirkland Cross Kirkland Corridor



LOCATION 20 - Looking east with reduced right-of-way and adjacent business



LOCATION 20 - Looking west with reduced right-of-way and billboards



LOCATION 20 - Looking southeast



LOCATION 20 - Looking southeast with employee seating and landscape improvements

# WILLOWS ROAD NE

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TILE	LINE	JURISDICTION	LOCATION #
119-122	Main	King County	21

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## OVERVIEW

- The ERC is located adjacent to businesses with associated parking and access driveways located within the right-of-way.
- Approximately half of a private business, an accessory structure and associated parking and fencing are located within the right-of-way just west of Willows Road NE.
- Commercial billboards are located within the right-of-way.

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## CORRIDOR MODIFICATIONS

**BASELINE RIGHT-OF-WAY WIDTH:**100 feet.  
The track centerline traverses the ERC from the north portion to the center of the right-of-way.

**REDUCTIONS IN WIDTH:** This segment of the ERC is consistently 100 feet in width to Willows Road NE. Vehicle parking and driveways for adjacent businesses, as well as commercial billboards and their associated maintenance access roads—all located within the right-of-way—effectively reduce the ERC to 30 to 50 feet in the west portion of this segment. The location of a portion of a private structure, an accessory structure and associated fencing and parking at Willows Road NE reduces the width of the ERC by 10 to 20 feet.

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## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

**ACCESS:** There is a driveway access from 124th Avenue NE to businesses north across the ERC. This is not the only entrance for this business, with additional access available from the north side on 135th Avenue NE. 139th Avenue NE meets Willows Road NE at hairpin turn across ERC at north portion of this segment.

**PARKING:** Vehicle parking and driveways for adjacent business and an asphalt parking lot are located in ERC in this segment south of right-of-way.

**CIRCULATION AND LANDSCAPE:** An asphalt parking lot provides vehicle access to parking for businesses south of ERC and driveway across ERC to adjacent business at north of right-of-way. Ornamental landscape improvements are located within the ERC on the southeast side along the edge of the adjacent commercial parking lot.

**STRUCTURES:** Commercial billboards are located in ERC in this west portion of this segment. Approximately half of a private building, an accessory structure and associated fencing are located within ERC to the west of Willows Road NE in the north portion of this segment.

PHOTOS



LOCATION 21 - Looking north



LOCATION 21 - Looking east to driveway off Willows Road NE



LOCATION 21 - Looking north at Willows Road NE



LOCATION 21 - Looking south at Willows Road NE with private building and accessory structure

# CHATEAU ST. MICHELLE

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TILE	LINE	JURISDICTION	LOCATION #
129	Main	Woodinville	22

## OVERVIEW

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- A maintenance access road for the adjacent business is located within the ERC and crosses the corridor to an adjacent landfill or storage area west of the right-of-way.

## CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 100 feet.  
The track centerline is located in the center of the right-of-way.

**REDUCTIONS IN WIDTH:** The right-of-way is consistently 100 feet throughout this segment. However, the location of the private maintenance access road, which runs parallel to then crosses the corridor, effectively reduces the right-of-way function to 50 feet in this segment.

## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**ACCESS:** A maintenance driveway is located within the ERC, which provides the adjacent business access across the ERC to a landfill/storage area immediately to the west of the right-of-way.

**CIRCULATION AND LANDSCAPE:** Ornamental landscape improvements from the adjacent business, including mowed lawn and shrub and tree plantings, are located within right-of-way.

**PHOTOS**



**LOCATION 22** - Looking south towards path along rail



**LOCATION 22** - Looking southeast towards winery and winery maintenance driveway



**LOCATION 22** - Looking south



**LOCATION 22** - Looking east towards winery and winery path

## CHATEAU ST. MICHELLE / NE 145TH STREET

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TILE	LINE	JURISDICTION	LOCATION #
130-131	Main	Woodinville	23

### OVERVIEW

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- The ERC is reduced to 50 feet in this segment and is located immediately adjacent to an accessory structure for a neighboring residence.
- Ornamental landscape/screening associated with the adjacent residence is located within the right-of-way.

### CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 50 feet. The track centerline is located in the center of the right-of-way through this segment.

**REDUCTIONS IN WIDTH:** The right-of-way is reduced to 50 feet in this segment and is located immediately adjacent to an accessory structure to NE 145th Street.

### CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**ACCESS:** NE 145th Street intersects the ERC in this segment connecting to SR 202/Woodinville-Redmond Road to the east and residences and county stormwater facility to the west.

**CIRCULATION AND LANDSCAPE:** City of Woodinville sidewalks run along the north side of NE 145th Street across the ERC. Ornamental planting/screening improvements are located within the ERC associated with the adjacent residence in this segment.

PHOTOS



**LOCATION 23** - Looking south at NE 145th Street with City of Woodinville sidewalks and landscape improvements



**LOCATION 23** - Looking east at NE 145th Street



**LOCATION 23** - Looking north at NE 145th Street with City of Woodinville sidewalks and landscape improvements

## WOODINVILLE-REDMOND ROAD

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TILE	LINE	JURISDICTION	LOCATION #
139-140	Main	Woodinville	24

### OVERVIEW

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- The ERC is a variable width in this segment, and is reduced to 50 feet immediately adjacent to businesses with minimal opportunity for screening and buffering.

### CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 50 to 125 feet. The track centerline moves from the center of the right-of-way to the northeast side in close proximity to the adjacent businesses and associated parking and main and accessory structures.

**REDUCTIONS IN WIDTH:** The right-of-way width varies from 50 to 125 feet in this segment.

### CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**CIRCULATION AND LANDSCAPE:** Parking for commercial vehicles, storage facilities and main buildings abut the ERC to the east of the right-of-way with some overlapping uses immediately adjacent to the tracks, including informal parking and lawn areas.

## PHOTOS



**LOCATION 24** - Looking east with vehicle parking and equipment storage within ERC and structure abutting right-of-way



**LOCATION 24** - Looking east with vehicle parking and equipment storage within ERC and structure abutting right-of-way

# DOWNTOWN WOODINVILLE

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TILE	LINE	JURISDICTION	LOCATION #
141-143	Main/ Spur	Woodinville	25

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## OVERVIEW

- This segment of the ERC is characterized by a complex series of intersections and convergences of several tracks of the ERC main line and spur with a corresponding widening of the right-of-way where the tracks come together.
- The ERC crosses two heavily-trafficked arterials at-grade at SR 202/Woodinville-Redmond Road and NE 175th Street. The spur and main line cross the Sammamish River on two separate trestles and cross 131st Avenue NE on a trestle.
- Ornamental landscape improvements, historic train cars, commercial billboards, and parking are located within the right-of-way.

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## CORRIDOR MODIFICATIONS

**BASELINE RIGHT-OF-WAY WIDTH:** 100 to 175 feet. The track centerline is located primarily to the east side of the right-of-way until the spur and main line re-converge north of NE 175th Street at 131st Avenue NE, where the centerline is located in the center of right-of-way.

**REDUCTIONS IN WIDTH:** The right-of-way varies from 75 to 175 feet in this segment, widening where the ERC main line intersects or converges with the spur line where three tracks are reduced to one track across 131st Avenue NE. The roadways (SR 202/Woodinville-

Redmond Road and NE 175th Street), driveway access, an accessory storage structure and historic train cars (located north of SR 202/Woodinville-Redmond Road) effectively reduce the right-of-way function to 10 to 60 feet. In addition, ornamental landscape improvements (planting and retaining walls) as well as parking for adjacent businesses reduce the functional width of the right-of-way by 10 to 15 feet in portions of this segment.

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## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

**ACCESS:** Two driveways within the right-of-way, one at Woodinville-Redmond Road and one at NE 175th Street, provide the only access to adjacent businesses. Access to Wilmot Gateway Park from City of Woodinville sidewalks along NE 175th Street are located within right-of-way. The Sammamish River Trail crosses under ERC and spur trestles.

**CIRCULATION AND LANDSCAPE:** Ornamental landscape improvements for Wilmot Gateway Park and adjacent businesses are located in the ERC.

**PARKING:** Informal and formal parking in the form of asphalt parking lot for adjacent businesses are located in the ERC.

**STRUCTURES:** A box car and train engine are located on the tracks in the right-of-way north of SR202/Woodinville-Redmond Road. Razor wire fencing surrounds train cars. A separate accessory storage structure and fencing is located adjacent to the train cars within the ERC. Commercial billboards and landscape retaining walls are also located in the ERC in this segment.

PHOTOS



**LOCATION 25** - Looking north at SR 202/Woodinville-Redmond Road with box car and train engine, billboards and vehicle parking



**LOCATION 25** - Looking east at SR 202/Woodinville-Redmond Road



**LOCATION 25** - Looking west at SR 202/Woodinville-Redmond Road with billboards



**LOCATION 25** - Looking southeast at SR 202/Woodinville-Redmond Road



**LOCATION 25** - Looking northwest at NE 175th Street over Sammamish River



**LOCATION 25** - Looking northeast at bridge trestle over Sammamish River to Wilmot Gateway Park and Sammamish River Trail

# NATIONAL GLASS INDUSTRIES

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TILE	LINE	JURISDICTION	LOCATION #
S10-S11	Spur	Woodinville	26

## OVERVIEW

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- Typical of the spur north of NE 145th Street, the ERC is located between SR 202/Woodinville-Redmond Road and commercial businesses.
- In this location the corridor is used for informal parking and circulation in front of the adjacent business.
- A wide area adjacent to the highway is also graveled, and appears to be used for business-oriented circulation.

## CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 100 feet.  
The track centerline is located in the eastern one-third of the right-of-way.

**REDUCTIONS IN WIDTH:** The graveled areas currently used for local business vehicle circulation reduce the effective width of the corridor to between 40 and 65 feet.

## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**ACCESS:** The graveled area on the east side of the right-of-way appears to be used as circulation and access between the driveways to the north and south of the commercial building.

**PARKING:** Some of the graveled area also seems to be used for short-term parking.

## PHOTOS



**LOCATION 26** - Looking south towards business/parking lot



**LOCATION 26** - Looking north towards business/parking lot

## EZ SHOW TO SALTWORKS

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TILE	LINE	JURISDICTION	LOCATION #
S10-S11	Spur	Woodinville	27

### OVERVIEW

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- Typical of the spur north of NE 145th Street, the ERC is located between SR 202/Woodinville-Redmond Road and commercial businesses.
- The corridor narrows to 75 feet, with few informal uses inside the right-of-way.

### CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 75 feet. The track centerline is located at the eastern edge of the right-of-way.

**REDUCTIONS IN WIDTH:** A large graveled pull-off area off of SR 202/Woodinville-Redmond Road is located across the street from the Hollywood Hill Animal Hospital. The corridor is reduced to an approximately 25 to 30-foot functional width for approximately 135 feet.

### CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**ACCESS:** The graveled area on the east side of the right-of-way appears to be used as circulation and access between the driveways to the north and south of the commercial building.

**PARKING:** Some of the graveled area also seems to be used for short-term parking.

**STRUCTURES:** Temporary accessory structures for collecting non-profit book and clothing donations are located in the spur right-of-way.

## PHOTOS



**LOCATION 27** - Looking southeast towards rail with large graveled area



**LOCATION 27** - Looking southeast towards rail with large graveled area used for parking and accessory structures

# CHRYSLIS HIGH SCHOOL TO MATHEUS LUMBER

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TILE	LINE	JURISDICTION	LOCATION #
S15-S16	Spur	Woodinville	28

## OVERVIEW

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- Typical of the spur north of NE 145th Street, the ERC is located between SR 202/Woodinville-Redmond Road and commercial businesses.
- Parking, circulation, and paving inside the ERC right-of-way.

## CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 100 feet to the north, tapering to 75 feet at the south. The track centerline is just east of the right-of-way centerline.

**REDUCTIONS IN WIDTH:** Parking and circulation reduces the effective corridor width to 35 feet.

## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**PARKING:** The entire area east of the tracks has been paved either in gravel or asphalt for short-term parking and circulation.

PHOTOS



**LOCATION 28** - Looking south towards parking area adjacent to Matheus Lumber



**LOCATION 28** - Looking south towards parking area adjacent to Matheus Lumber and driveways



**LOCATION 28** - Looking south towards driveway and additional gravel parking south of locations above



**LOCATION 28** - Looking south at driveway and additional gravel parking south of locations above

## WOODHOUSE WINERY TO THE POWERLINE TRAIL

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TILE	LINE	JURISDICTION	LOCATION #
S17-S19	Spur	Woodinville	29

### OVERVIEW

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- Typical of the spur north of NE 145th Street, the ERC is located between SR 202/Woodinville-Redmond Road and commercial businesses.
- The Powerline Trail intersects the corridor at the south end of the segment.
- There is reduced corridor width with complex encroachments.

### CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 50 feet.

**REDUCTIONS IN WIDTH:** In approximately half of this segment the railbed appears to be located outside of the ERC right-of-way. Several accessory circulation features associated with adjacent businesses reduce the effective width of the corridor to between 25 and 35 feet.

### CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**CIRCULATION:** A roadway and a sidewalk associated with adjacent businesses are located within the right-of-way.

**PHOTOS**



**LOCATION 29** - Looking south at asphalt path in front of Cosco Fire Protection



**LOCATION 29** - Looking north at asphalt path in front of Cosco Fire Protection



**LOCATION 29** - Looking south at asphalt path in front of Cosco Fire Protection



**LOCATION 29** - Looking north at asphalt path in front of Cosco Fire Protection

## NE 145TH STREET TO REDMOND/WOODINVILLE BOUNDARY

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TILE	LINE	JURISDICTION	LOCATION #
S21-S24	Spur	Woodinville	30

### OVERVIEW

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- In this segment the spur begins to be bordered by agricultural land, forested open space, and the Chateau St. Michelle winery.
- In this segment the corridor width is reduced to approximately 30 feet.

### CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 30 feet.

**REDUCTIONS IN WIDTH:** No significant uses in the corridor.

### CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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**PARKING:** There is some temporary use within the ERC for irrigation and farm equipment.

PHOTOS



LOCATION 30 - Looking south at sod farm east of Chateau St. Michelle with irrigation equipment



LOCATION 30 - Looking south at sod farm east of Chateau St. Michelle with farm equipment



LOCATION 30 - Looking northeast



LOCATION 30 - Looking north

# 141ST AVENUE NE

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TILE	LINE	JURISDICTION	LOCATION #
S26-S31	Spur	Redmond	31

## OVERVIEW

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- This segment is bordered by agricultural uses on the east and commercial on the west.
- The corridor is reduced to 50 feet through this segment.

## CORRIDOR MODIFICATIONS

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**BASELINE RIGHT-OF-WAY WIDTH:** 50 feet.

**REDUCTIONS IN WIDTH:** No significant uses within the reduced corridor.

## CHARACTERIZATION OF USES IN RIGHT-OF-WAY

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No physical encroachments.





# EASTSIDE RAIL CORRIDOR REGIONAL TRAIL MASTER PLAN PROJECT

KING COUNTY DEPARTMENT OF NATURAL RESOURCES AND PARKS  
[WWW.KINGCOUNTY.GOV/PARKS/EASTSIDERAILCORRIDOR](http://WWW.KINGCOUNTY.GOV/PARKS/EASTSIDERAILCORRIDOR)  
[ERCTRAIL@KINGCOUNTY.GOV](mailto:ERCTRAIL@KINGCOUNTY.GOV)

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PARAMETRIX

PRR

TOOLE DESIGN GROUP

ESA

ICICLE CREEK ENGINEERS

UNIVERSAL FIELD SERVICES

THE LAW OFFICE OF CHARLES MONTANGE