

Attachment 2:
Project Descriptions of DNRP's 2016 Parks Levy – Regional Open Space Acquisition Proposals

WRIA 8: Eastside Rail Corridor (Erica Jacobs, Parks) ** REQUESTING ONLY PARKS LEVY**

<i>PL Request</i>	\$500,000
<i>CFT Request</i> <i>(CFT match status)</i>	\$0 <i>(N/A)</i>
<i>Subtotal: CFT + PL Request</i>	\$500,000

<i>Total Project Cost</i>	\$500,000
<i>Funding Already Secured</i>	None
<i>Additional Funding Sought</i>	None
<i>Will current funding request complete priority acquisitions?</i>	Yes – funding request completes current priority

Project Description: Acquire one small parcel (0.67 acres) adjacent to Eastside Rail Corridor in Bellevue, to provide access/trailheads and resolve corridor management issues.

The Eastside Rail Corridor is a 42 mile former rail corridor extending from Renton to Snohomish, which passed into public ownership by multiple jurisdictions when Burlington Northern divested of its interest. King County acquired 15.6 miles of the ERC between Renton and Woodinville and an additional 3.9 miles of trail easement. The jurisdictions with ownership interests in the ERC are working together on development of the corridor under a multiuse principle to serve the region with a combination of trail, high-capacity transit, rail and utility uses

This high priority acquisition is a Bellevue parcel (Doolittle) – approx. \$500K. This is a parcel where an industrial business encroaches 100% across the ERC right-of-way. This site is at the Willburton Gap, which is a key location for a pedestrian bridge across I-405. Making a connection between ERC and the Lake Washington Loop across 118th Ave SE is a condition for WSDOT construction of said pedestrian bridge. This site is also adjacent to Mercer Slough Park, and could serve as trailhead/parking for ERC access.

There is no other current funding available in the Regional Trails program capital budget for these acquisitions. Parks is still determining landowner willingness.

Habitat Benefit: The former BNSF cut and cover rail bridge that was removed by WSDOT in 2008 once allowed habitat to cross the I-405 corridor in the Wilburton area and connect with the Mercer Slough. One design concept for the reinstated bridge across the Wilburton Gap, could reinstate a habitat crossing.

Recreation Benefit: Regional Trail corridor & access. The target parcel would create an opportunity to connect the Eastside Rail Corridor Regional Trail to the Lake to Lake Trail on 118th Ave. SE and to the Mercer Slough Nature Park. This property would be an addition to an existing King County Parks property, the Eastside Rail Corridor, thus stewardship would primarily involve the expansion of work already carried out by KC Parks staff funded by the Parks Levy.

Plan Priority: The Regional Advisory Council for the Eastside Rail Corridor recommended in its Creating Connections Report (2013) that the trail master planning process identify public or other land adjacent to the corridor in areas where potential connections, access points and additional acquisition may be desirable to overcome pinch points or other constraints to corridor development or to provide access points to the corridor.

Parcels included in Scope: Bellevue - Doolittle 312405-9077 (0.67 ac).

Eastside Rail Corridor Doolittle- 0424059027

Downtown Bellevue

NE 8th St

I-405

Lake Washington

Proposed Parcel

I-90

- WSDOT Trail
- City of Bellevue Trail
- City of Bellevue Park
- Eastside Rail Corridor
- Proposed Parcel- .77ac

0 0.25 0.5 1 Miles



Eastside Rail Corridor Doolittle- 0424059027

Lake to Lake Trail

Mercer Slough
Nature Park

118th Ave SE

Mercer Slough
Nature Park

- City of Bellevue Trail
- City of Bellevue Park
- Eastside Rail Corridor
- Proposed Parcel- .77ac

0 0.0125 0.025 0.05 Miles

