



**King County**  
**Department of**  
**Natural Resources and Parks**  
Director's Office  
King Street Center  
201 S Jackson St, Suite 700  
Seattle, WA 98104-3855

August 8, 2014

Kurt Triplett  
City Manager, City of Kirkland  
123 Fifth Avenue  
Kirkland, WA 98033

Subject: SRM Development Plans at Google Complex – Campus Bridge Permit Drawings

Dear Kurt:

On behalf of King County Department of Natural Resources and Parks, I would like to thank the City of Kirkland for the opportunity to review plans submitted by SRM Development for corridor improvements in the Cross Kirkland Corridor adjacent to the Google campus. As fellow members of the Eastside Rail Corridor (ERC) Regional Advisory Council, King County shares with Kirkland a commitment to thoughtful development of the corridor to enhance regional mobility, utilities, and recreation. The Google development provides an excellent example of how corridor owners can work with the private sector on projects that bring vitality to the corridor.

It is King County's responsibility as Interim Trail Sponsor under the National Trails Act to manage the ERC consistent with federal railbanking requirements. In this role, our staff's review of the SRM plans has highlighted a concern which I must bring to your attention: The pedestrian bridge as shown in these drawings does not appear to meet minimum vertical requirements for the establishment of freight rail, should freight service be reactivated in the future. Minimum railroad clearances are defined in WAC 480-60-060 as 22'-6" vertical clearance. Campus Bridge Permit drawings dated 4.29.14 and submitted to King County for review 7.16.14 show the bridge on Sheet A7.1 as providing only 18'-0" of vertical clearance. Even though a future freight service may ultimately have to pay for modifications, we recommend that you consider accommodating this potential at the outset of development to avoid unnecessary disruption to users should freight service be resumed. I would request that your staff and design team make the necessary design modifications and resubmit plans showing the freight rail envelope.

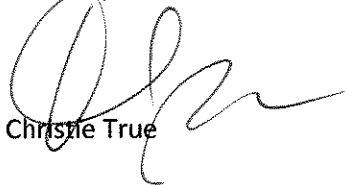
In addition to our responsibility as Interim Trail Sponsor under federal railbanking, King County owns a Public Multipurpose Easement authorizing trail use and implementing railbanking in the Cross Kirkland Corridor. King County's primary intent in obtaining this easement was to provide for a regional trail that would offer the general public an opportunity for safe, non-motorized travel. Kirkland's current plans in the rail corridor between Google buildings call for creation of a trail and an adjacent active recreation area with volleyball and basketball courts, seating areas, children's play zone, and other site amenities.

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Page 2

King County Parks reviewed design of these site improvements for consistency with the county's regional trail guidelines. Comments were forwarded to Kari Page (7.18.14 letter from Linda Sullivan), with suggestions for improving safety and reducing risks related to this confluence of activities. We look forward to receiving Kirkland's response to these comments.

Finally, King County's Wastewater Treatment Division maintains an 84" diameter wastewater line in the corridor at the Google location. King County Code 28.84 stipulates developer and agency requirements for protecting this line. Wastewater Treatment Division comments were forwarded to Kari Page (7.18.14 L. Sullivan e-mail transmitting comments by Mark Lampard). Your staff and consultants have since been in contact with Mark regarding his concerns.

Sincerely,



Christie True

cc: Linda Sullivan, ERC Trail Master Plan Project Manager, Department of Natural Resources and Parks (DNRP)  
David St. John, Government Relations Administrator, DNRP  
Mark Lampard, P.E., Local Public Agency (LPA) Coordinator, Wastewater Treatment Division, DNRP  
Kari Page, Neighborhood Outreach Coordinator, City of Kirkland