

# Express Bus: N. 8th Street Parking Garage (Renton)

Project Number	E25b
Subarea	East King
Primary Mode Impacted	ST Express
Facility Type	Park & Ride
Version Number	2.0
Date Last Modified	12/14/2006

**Project Locator Map**



## Short Project Description

Construct a park-and-ride with up to 700 parking stalls for transit riders.

**Project Purpose:** Increase park-and-ride capacity and provide improved access to transit service operating along the I-405 corridor and into Renton.

## Cost and Schedule

Cost (in Millions of 2006\$)

Schedule

	Low	High
Agency Admin	\$2.0	\$2.3
Environmental Clearance and PE	\$2.4	\$2.8
Final Design, Specs, Permitting	\$2.4	\$2.8
ROW Acquisition	\$5.5	\$6.3
Construction	\$20.5	\$23.6
Vehicles	\$0.0	\$0.0
Contingency	\$3.1	\$3.6
<b>Total</b>	<b>\$36.0</b>	<b>\$41.4</b>

Proposed Schedule Not Yet Developed

Design Basis Conceptual

## Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

## Relationships to Other Projects

Relationship	Project
Dependent on	Reconstruction of I-405 as outlined in the I-405 Corridor Program
Dependent on	E15 - Express Bus: Direct Access Ramps on I-405 at N 8th Street

## Project Partners

WSDOT
KC Metro
City of Renton

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## Long Description

*This capital project scope, and the companion capital cost estimate, are intended to include the entire project development cycle (agency and project administration, environmental clearance, design, all aspects of property acquisition permits, agreements, construction, testing, commissioning and contingencies) from project initiation through the start-up of operations.*

### Description:

Construct a park-and-ride garage with up to 700 parking stalls for transit riders on the south side of N. 8th Street between Park Avenue North and Garden Avenue North. On-street bus zones in both directions would be located on N. 8th Street adjacent to the parking garage.

### Project Elements Included:

- Three-level parking garage with an approximate footprint of 250 ft by 320 ft
- Signage, lighting, CCTV, customer emergency stations, elevators, and stairs within the garage
- Bus loading zones, including lighting, shelters and benches, will be located on N. 8th Street. Eastbound bus loading will occur immediately north of the new parking structure, and westbound bus loading will occur east of Garden Avenue North (where it intersects N. 8th Street from the south).
- Reconstruction of Garden Avenue North including curb, gutter, sidewalk, pavement, and landscaping along the frontage of the new park-and-ride facility. Due to current development activities in the area, it is assumed that Park Avenue North and N. 8th Street will already be reconstructed to city standards
- Bike storage, lockers, and racks
- Assume poor soils and hazardous materials remediation
- 1 percent for art per ST policy

### Utilities:

- Two new/modified traffic signals on N. 8th Street: at intersections with Park Ave. North and Garden Ave. North
- Illumination
- New drainage system including storm water vault (vault may be located partially underneath the sidewalk/bus platform on the south side of N. 8th Street)

### Right-of-Way and Property Acquisition:

- Property acquisition for the park-and-ride site.

### Mitigation:

The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

### Exclusions:

- Non-structural architectural and aesthetic elements in excess of the ST art program
- Public restrooms, pedestrian bridges
- Space for retail (see issues and benefits section for more information)
- Transit Oriented Development (TOD); shared parking with TOD uses
- Mitigation for traffic associated with new park-and-ride facility

### Permits Required:

Land-use, building, electrical, mechanical, utility, and construction related

### Agreements Required:

Partnership agreement with WSDOT, King County Metro and the City of Renton

An interlocal agreement with the City of Renton to effect any street modifications and new traffic signals that may be required for the project.

*ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, implementation schedules, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.*

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## Evaluation Measures

<i>Measure</i>	<i>Measurement/ Rating</i>	<i>Notes</i>
Average Weekday Ridership	N/A	
Capital Cost	\$36.0 - \$41.4	in Millions of 2006\$
Annual Operating Cost	\$0.4	in Millions of 2006\$
Travel Time & Reliability	N/A	
Connectivity & Integration	Medium	# transit routes: 3 ST, 4 KCM
Land Use & Development	High	
Customer Experience	Medium	
Risk Avoidance	Medium	

## Key Issues and Benefits

### Issues:

This project will require property acquisition at the southeast corner of North 8th Street and Park Avenue North for the parking garage. This property is currently a parking lot located in an industrial section of the City of Renton.

Renton has expressed an interest in ground-floor retail along N. 8th Street. Because Sound Transit does not implement retail developments, the City of Renton would be responsible for developing agreements and funding for any retail development. The cost of any change to the design of the parking garage to accommodate retail development would be born by the City of Renton or a third party. If the City has a developer committed to developing retail on the site, this can be considered at the time of project implementation.

Other issues identified are as follows:

- Dependent on I-405 corridor improvements and the construction of the N. 8th Street HOV direct access ramps
- Real estate acquisition required to accommodate the 700 stall three-level parking structure
- Renton identified this site as a replacement for a previously identified site west of Logan Avenue North.
- Proposed parking garage will need to occupy most of the site and there will be minimum set backs from the property lines
- Impacts to traffic entering the Boeing facilities
- Stormwater drainage facilities required for a 700-stall parking structure including stormwater detention and water quality treatment

### Benefits:

- Provides park-and-ride facility for transit riders in the north Renton area
- Provides access to transit services operating along the I-405 corridor and into Renton