

Sounder: Parking Garage and Bus Layover Facility at Everett Station

Project Number	N21
Subarea	Snohomish
Primary Mode Impacted	Sounder
Facility Type	Park & Ride
Version Number	3.0
Date Last Modified	5/17/2006

Project Locator Map



Short Project Description

Construct up to 900 structured parking stalls, displacing 200 existing surface stalls, for a net additional 700 parking stalls, and construct off-street bus layover facilities for up to eight buses.

Project Purpose: to help meet long-term park-and-ride demand along the I-5 corridor and to accommodate bus service staging needs.

Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$3.3	\$3.8
Environmental Clearance and PE	\$3.8	\$4.4
Final Design, Specs, Permitting	\$3.8	\$4.4
ROW Acquisition	\$10.6	\$12.2
Construction	\$31.8	\$36.6
Vehicles	\$0.0	\$0.0
Contingency	\$5.0	\$5.7
Total	\$58.3	\$67.0

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
Impacted by/Substitute for	N15 Express Bus: Parking Garage, Transit Center and Bus Layover Facility at Mariner Park-&-Ride (Snohomish County)
Impacted by/Substitute for	N16 Express Bus: Parking Garage at Ash Way Park-&-Ride (Snohomish County)
Impacted by/Substitute for	N17 Express Bus: Parking Garage at Lynnwood Transit Center
Impacted by/Substitute for	Potential Park and Ride expansion north and east of Everett Station by others

Project Partners

City of Everett

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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 the revenue operations.

Description:

This project would construct up to 900 structured parking stalls, displacing 200 existing surface stalls, for a net additional 700 parking stalls, and construct off-street bus layover facilities for up to eight buses. The proposed parking structure will be constructed over an existing parking lot near Everett Station and will avoid the existing transit center.

Project Elements Included:

- Parking structure for 900 cars with lighting, CCTV, customer emergency stations, elevators and stairs, fire suppression, signage
- 8-bay bus layover facility within walking distance of the transit center
- Illumination modifications to the existing parking lot
- Signal modifications at 2 locations
- Parking mitigation program during construction, as necessary
- 1 percent for art per ST policy

Utilities:

- Drainage modifications to existing lot
- A new drainage system for temporary parking lot, bus layover facility and parking structure

Right-of-Way and Property Acquisition:

- Miscellaneous easements

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
- Expansion of the existing transit center or bus loading area
- Reconstruction of the local streets
- Pedestrian amenities
- Retaining walls
- Additional operator break/public restrooms
- Additional bike storage, lockers, and racks

Permits Required:

- Building, electrical, mechanical, utility, construction-related

Agreements Required:

- City of Everett

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.

Evaluation Measures

Measure	Measurement/ Rating	Notes
Average Weekday Ridership	N/A	
Capital Cost	\$58.3 - \$67.0	in Millions of 2005\$
Annual Operating Cost	\$0.4	in Millions of 2005\$
Travel Time & Reliability	N/A	
Connectivity & Integration	High	# transit routes: 5 ST (including Sounder), 9 CT, 6 ET
Land Use & Development	High	
Customer Experience	Medium	
Risk Avoidance	Medium	

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Key Issues and Benefits

Issues

- The demand that this project would be intended to address may come largely from communities outside the Sound Transit district.
- ROW constraints near railroad tracks may make this garage and bus layover facility hard to site.
- Street connections between the P&R lot and surrounding streets may require modification to make room for a parking garage.
- The project might generate enough additional traffic on adjacent streets to impact level of service, including pedestrian crossings of Smith Ave.
- Building height restrictions and existing drainage vaults may affect the size and footprint of the parking garage.
- Other sites along the I-5 corridor may serve much of the same market, and be more suitable for P&R expansion.

Benefits

- Helps meet forecasted long-term P&R demand along the I-5 corridor, and alleviate short-term parking shortages.
- Higher capital cost of building structured parking on heavily used existing surface lot may be offset by potentially higher long-term, ongoing operating costs of serving added parking capacity at a new location.