

Sounder: Added Parking and Pedestrian Bridge at Kent Station

Project Number	S109
Subarea	South King
Primary Mode Impacted	Sounder
Facility Type	Park & Ride
Version Number	1.0
Date Last Modified	4/24/2008

Project Locator Map



Short Project Description

Construct up to 450 parking stalls in a new structure at Kent Station.

Project Purpose:

To provide additional parking at this Sounder station to help meet long-term demand.

Cost

In Millions of 2007\$

	Low	High
Agency Admin	\$1.5	\$1.7
Environmental Clearance and PE	\$2.1	\$2.4
Final Design, Specs, Permitting	\$2.1	\$2.4
ROW Acquisition	\$1.5	\$1.7
Construction	\$17.3	\$19.9
Vehicles	\$0.0	\$0.0
Contingency	\$2.3	\$2.6
Total	\$26.7	\$30.6

Design Basis Conceptual

Environmental Documentation Required

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

Relationships to Other Projects

<i>Relationship</i>	<i>Project</i>
Impacted by	Design and scale of the project could be influenced by whether expansion of parking at adjacent Sounder stations is implemented under ST2 (see Projects S18B, S20, and S21)

Project Partners

City of Kent	
KC Metro	
BNSF	

Sounder: Added Parking and Pedestrian Bridge at Kent Station

Long Description

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

Description:

Construct a new multi-level parking structure and connecting pedestrian bridge at Kent Sounder Station. The garage will have up to 450 parking stalls to provide additional parking at this Sounder station to help meet long-term demand.

Project Elements Included:

- Multi-level parking structure with up to 450 new parking stalls to be built on a site directly east of the existing bus plaza that borders the eastside platforms of the Sounder station.
- New pedestrian bridge over BNSF tracks, existing bus plaza, and Railroad Avenue N.
- To allow construction of the new garage, existing structures located on the site will be demolished
- Signage, lighting, CCTV cameras and customer emergency stations
- One additional ticket vending machine to accommodate additional users
- Existing Sounder platforms will remain open during the construction period and will be protected during construction
- Assume poor soil conditions and hazardous materials remediation
- Construction phasing to maintain operation of the station, including alternate routing of Metro and ST buses at the bus plaza.
- Special traffic control to address confined site and working near active railroad
- 1 percent for art per ST policy

Utilities:

- Utility relocation as needed to complete the project

Right-of-Way and Property Acquisition:

- Purchase of parcel located at south end of block bordered by Railroad Avenue N, E Pioneer Street, Central Avenue N, and E Smith Street.
- Lease of nearby property during construction for possible construction staging and/or storage of materials and equipment.

Mitigation:

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

Exclusions:

- Reconstruction of local streets
- Additional public restrooms
- Additional canopies, shelters, bus bays, bus layover space, or kiss-and-ride spaces
- New traffic signals or modifications
- Non-structural architectural and aesthetic elements in excess of the ST art program
- Retail uses in new structure; transit-oriented development (TOD)
- Bike storage, lockers and racks beyond those already provided by ST

Permits Required: building, electrical, mechanical, utility, land use, and construction-related, BNSF

Agreements: Amendments may be required to the existing three-party station agreement with the City of Kent and King County Metro. BNSF agreement may be needed to facilitate construction.

Sounder: Added Parking and Pedestrian Bridge at Kent Station

Flexible Access to ST Facilities:

The goal of this project is to accommodate the future demand for ridership on transit services available at the station/center, by improving access/egress for this location. The scope of the transit parking components included in this project could be revised to include a range of strategies for providing rider access to the transit facility. Along with, or instead of parking for private vehicles or van pools, a mix of other investments could be accomplished through the budget for this project. These other strategies include:

- Pedestrian improvements within one-quarter mile of the Kent Station,
- Additional bus/transfer facilities at Kent Station,
- Bicycle improvements within one-half mile,
- Transit speed and reliability improvements on routes connecting to the facility,
- Expanded or new kiss-&-ride areas at Kent Station and/or
- Off-site parking along an existing bus route that connects frequently (20-minute or shorter headway) to Kent Station during the peak periods.

This flexible approach would permit ST staff to examine alternatives to expanded parking and could lead to even lower GHG emissions and less land consumed by parking. ST's highest priority for this project budget would remain meeting demand and riders' needs. The budget for flexible access will not exceed the Board-adopted budget for this project. Access and demand studies would be required prior to changing this project's scope. Determination of what level and mixture of investments would be most effective and affordable within the project's budget would be done through a planning effort that includes a more-detailed examination of demand and use, as well as coordination with affected jurisdictions and partner agencies, the community surrounding the station/center, and the users of the transit services available at the location. ST Board action is required to change a project's scope in this manner.

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, 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	\$26.7 - \$30.6	in Millions of 2007\$
Annual Operating Cost	0.4	in Millions of 2007\$
Travel Time & Reliability	High	
Connectivity & Integration	High	# transit routes: 4 ST (including Sounder), 6 KCM
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Medium	

Key Issues and Benefits

Issues:

- The overall station area development agreement with the City of Kent and King County Metro may need to be amended.

Benefits:

- Provides additional parking to meet long-term demand at a transit center currently experiencing high demand.