

Sounder: Parking Garage at Auburn Station (Alternative)

Project Number	S18B
Subarea	South King
Primary Mode Impacted	Sounder
Facility Type	Park & Ride
Version Number	3.0
Date Last Modified	4/24/2008

Project Locator Map



Short Project Description

Construct up to 600 parking stalls in a new structure at Auburn Sounder Station for a net increase of approximately 500 parking stalls.

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	\$2.2	\$2.5
Final Design, Specs, Permitting	\$2.2	\$2.5
ROW Acquisition	\$1.0	\$1.0
Construction	\$18.5	\$21.3
Vehicles	\$0.0	\$0.0
Contingency	\$2.3	\$2.6
Total	\$27.7	\$31.6

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 S19 and S20)

Project Partners

City of Auburn	
KC Metro	
BNSF	

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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 at Auburn Sounder Station with up to 600 parking stalls to provide additional parking at this Sounder station to help meet long-term demand. This project will result in a net increase of approximately 500 stalls.

Project Elements Included:

- Multi-level parking structure with up to 600 new parking stalls to be built on the site of the existing surface park-and-ride lot located west of the Sounder station
- To allow construction of the new garage, the existing surface park-and-ride lot located west of the existing station platform will be closed and demolished
- Signage, lighting, CCTV cameras and customer emergency stations
- One additional ticket vending machine to accommodate additional users
- Temporary parking spaces will be provided for displaced parking, likely through lease arrangements
- It is assumed that the temporary parking spaces will be within a half-mile of the proposed structure
- Existing Sounder platforms will remain open during the construction period and will be protected during construction
- The pedestrian bridge connecting the existing parking structure with the station platform 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
- 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:

- Costs associated with obtaining waiver(s) of Auburn zoning requirements related to height of the structure and street-level retail.
- Lease of nearby property during construction for: 1) interim parking replacement, and 2) 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:

- Shuttle bus or other connections between the station and temporary/interim parking stalls
- Reconstruction of local streets
- Additional public restrooms
- Additional canopies, shelters, bus bays, bus layover space, or kiss-and-ride spaces
- New traffic signal
- Stormwater requirements for the leased temporary stalls.
- Payments to City of Auburn for use of Auburn-owned parking stalls in the existing parking structure for temporary parking during construction
- 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 Auburn and King County Metro. BNSF agreement may be needed to facilitate construction.

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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 Auburn Station,
- Additional bus/transfer facilities at Auburn 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 Auburn Station and/or
- Off-site parking along an existing bus route that connects frequently (20-minute or shorter headway) to Auburn 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	\$27.7 - \$31.6	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	

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Key Issues and Benefits

Issues:

- The proposed parking structure will exceed the height limit as defined in Auburn City Code. The parking structure cannot be built unless the City's Code is revised or an exemption is provided. Without this change, any garage built at this site will only accommodate up to 400 stalls. The process of obtaining an exemption to or revision of the Code will add costs to the project and present a level of uncertainty as to the project's implementation, including added risks and potential schedule delay.
- The Auburn City Code requires ground-floor retail space for parking garages. If this retail activity is required, the parking garage will further exceed the City height limit, thereby requiring an even more extensive effort at obtaining an exemption from or revision to the City Code. Therefore, this activity has been excluded from the project scope (retail is currently provided at the existing Auburn Sounder parking garage). The process of obtaining an exemption to or revision of the Code will add costs to the project and present a level of uncertainty as to the project's implementation, including added risks and potential schedule delay.
- With an arterial (C Street SW) on the west side, a privately owned site on the north side, the Sounder station platform/tracks on the east side, and an on-ramp on the south side, the construction site is confined. As a result, available room for construction activity will be restricted, including movement of cranes over BNSF tracks. With these restrictions, construction costs could be higher than for a more typical site. Also, these restrictions add risks and potential schedule delay.
- The overall station area development agreement with the City of Auburn 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.