



MEMORANDUM

To: Marcel Acosta
Executive Director, National Capital Planning Commission (NCPC)

From: Andrew Trueblood 
Director, Office of Planning

Jeff Marootian 
Director, Department of Transportation

Date: June 3, 2020

Subject: Report to NCPC re: Appropriate Parking Numbers for the Washington Union Station Expansion Project

National Capital Planning Commission Request

At its January 9, 2020 National Capital Planning Commission (NCPC) meeting, the Commission discussed concept plans presented by the Federal Railroad Administration (FRA) for the proposed Washington Union Station (WUS) Expansion Project.

It is the District's understanding that NCPC's January review was conducted by the Commission both in its role as a Cooperating Agency for the project's environmental impact review process pursuant to the National Environmental Policy Act (NEPA), and in NCPC's capacity as the Federal Zoning Approval Authority. It is also the District's understanding that for the NEPA process, FRA is serving as the designated Lead Agency, and that the Project Proponents are the National Railroad Passenger Corporation (Amtrak) and the Union Station Redevelopment Corporation (USRC).

During the January meeting, NCPC supported the project's overall goals to improve and expand rail service; however, NCPC questioned the amount of parking proposed for the project and issued an action (see Attachment 1) that requested that the applicant (FRA):

...substantially reduce the number of parking spaces, and that the applicant, private development partner, and staff work with the District Office of Planning and the District Department of Transportation to evaluate and confirm the appropriate amount of parking given the mix of uses, traffic and urban design impacts, and transit-oriented nature of the project prior to the next stage of review.

The District submits this memorandum in response to NCPC's request. It includes the District's overall parking recommendation for the Union Station Expansion Project of 295 spaces, along with policies and analyses supporting the recommendations. Unfortunately, multiple convenings among the identified entities were unsuccessful in arriving at a consensus with the applicant on the need to reduce parking numbers, therefore this memorandum includes only the District's recommendations for reduced parking.

WUS Expansion Project Parking Working Group

Following NCPC's request, the District's Office of Planning (OP), Department of Transportation (DDOT), the USRC, and FRA met on February 7, 2020 to kick off a series of working group meetings focused on reevaluating the parking needs generated by each use case from a land use perspective. The Office of Planning advised the group that it would start with assumption of zero parking for all use cases and parking types (long-term, short-term, rental, etc.), and would analyze each parking type to develop a proposed parking maximum for the overall project.

Representatives from OP, DDOT, USRC, NCPC, Amtrak, FRA and FRA's consultants met on February 14, February 28 and March 6 to discuss parking needs for the Preferred Alternative that FRA presented to NCPC.

As part of the Parking Working Group meetings, participants jointly produced a Parking Matrix that identified all potential parking uses cases, as well as the District and FRA/USRC positions and policies related to the amount of parking needed to support Union Station in the year 2040 (the Build Year for the project). Attachment 2 is a Parking Matrix containing the District's parking numbers and justifications for each of the use cases, which include the following:

- Parking to serve land uses (Retail and Office)
- Parking to serve intercity travel: Amtrak and Intercity Bus (short- and long-term parking)
- Accessible Parking (consistent with the Americans with Disabilities Act (ADA))
- Special facilities for rental cars and pick-up/drop-off (PUDO) activity

The parties had valuable dialogue and exchange of information and jointly developed the matrix. However, the project sponsor's parking calculations and numbers for use cases were not finalized and Attachment 2 therefore provides only the District's parking numbers. In spite of extensive technical and policy discussion among the parties during Parking Working Group Meetings, the project sponsor was ultimately unwilling to reduce their proposed number of parking spaces as part of this process from the number presented to NCPC on January 9th of 1,575 spaces¹.

The District recognizes that parking is a driver of current revenue for USRC, and while revenue considerations are beyond the scope of this analysis, the District believes that parking revenue

¹ It is the District's understanding that there may be parking requirements in a long-term lease agreement between USRC and commercial tenants that requires the provision of parking. However, this is beyond the scope of the current analysis.

lost through a reduced parking program would be offset by the opportunity to develop the space that would be dedicated to above-ground parking as more productive uses including, but not limited to, office, residential, retail, and/or hotel.

District Policies Supporting Reduced Parking for Union Station

One of the District's top transportation priorities is a robust multimodal transportation system that transitions from private vehicle use to higher-capacity, more sustainable modes of travel. One key approach for achieving this is to reduce the availability and ease of parking for private vehicles. The District has conducted a multi-year amendment process for the District Elements of the Comprehensive Plan. This process has included multiple stages of public review; its latest stage included publication of a proposed Comprehensive Plan Draft in October of 2019 followed by public review, including by Advisory Neighborhood Commissions (ANCs), which submitted related resolutions during the Winter of 2019/2020. These comments were integrated into the most recent version of the Comprehensive Plan, submitted to Council of the District of Columbia on April 23, 2020 for review and consideration. We include specific policies from this latest version of the Comprehensive Plan relating to parking reduction in Attachment 3, which include the following:

Policy T-1.1.8: Minimize Off-Street Parking

An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged.

Additionally, moveDC, the District's long-range transportation plan, has the goal of achieving 75 percent non-auto commute trips, which would be supported by a reduction in private vehicle parking. The Comprehensive Plan also contains a policy that specifically addresses mobility goals applicable to the WUS Expansion Project:

Policy T-2.2.4: Union Station Expansion

Ensure that expansion and modernization of Union Station supports its role as a major, intermodal, transit-focused transportation center. Changes to Union Station should improve intermodal connections and amenities; facilitate connections with local transportation infrastructure with an emphasis on transit, pedestrian and bicycle mobility; enhance integration with adjacent neighborhoods; minimize private and for-hire vehicle trips; reduce on-site parking; and provide a continued high quality of life for District residents and visitors.

District Parking Recommendations

The District's proposed parking numbers by use case are discussed below and shown in the Parking Matrix (Attachment 2) along with supporting justifications.

Land Use

Two distinct land uses proposed in the 2040 WUS Expansion Project are expected to generate trips: 1) office uses (to be retained) and the new office uses associated with the FRA-owned Federal Air Rights development, 2) an expanded retail program.

The uniqueness of Union Station’s location and multimodal accessibility were important considerations in the District’s development of parking numbers for retail and office. Aside from its intercity mobility role, Union Station is accessible by Metrorail, DC Streetcar, MARC, VRE, DC Circulator, and WMATA bus routes, and is located adjacent to the District’s highly walkable and bikeable downtown. This accessibility highlights the diminished role private vehicle access should have in sustaining the future land use components of Union Station.

Retail Uses

The expansion of Union Station will include approximately 280,000 square feet of retail uses², which is 72,000 net new square feet from today’s program. OP and DDOT reviewed Zoning Regulations governing retail parking as well as relevant sections of the District’s Guidance for Comprehensive Transportation Review (“CTR Guidelines”)³. The CTR Guidelines strongly encourage projects located less than one-quarter of a mile from a Metrorail station to provide zero on-site vehicle parking, where allowable by zoning. The District is often supportive of zoning relief when a project is in close proximity to transit in order to provide less parking than Zoning Regulations would normally require. In this instance, for 280,000 square feet of retail, the normal zoning requirement would be a minimum of 184.2 spaces⁴; however, the Regulations provide for instances where other modes of travel are proximate and allow for reductions to zero parking. Additionally, NCPC holds federal in-lieu-of-zoning authority over the subject property and can therefore establish parking standards different from local zoning requirements.

The District strongly recommends a maximum of zero retail parking spaces for the subject project. Numbers provided by FRA in January 2020 show that the station currently sees a combined total of approximately 48,600 passengers per day attributable to Amtrak, MARC, VRE, and Intercity Bus operations; and that in the year 2040, that number is expected to more than double to approximately 116,300 passengers per day. This is due to the anticipated increases in passengers that the proposed project seeks to accommodate. The District believes that the future retail operations will be fully supported by this significant increase in foot traffic, generated by transportation modes that do not require private vehicle parking. Additionally, this increase in foot traffic does not account for additional increase in Metrorail ridership or increases in tourist and local neighborhood foot traffic due to population growth. The District believes the tens of thousands of additional persons walking through Union Station who do not require on-site private vehicle parking will be more than adequately

² FRA’s preferred Alternative A-C contains 280,000 square feet of retail; however, there is a possibility of up to 380,000 square feet of retail depending up on how existing flex space at Union Station is used.

³ District Department of Transportation, Guidance for Comprehensive Transportation Review, Version 1.0, June 2019

⁴ The District of Columbia Municipal Regulations require a zoning minimum of 0.665 spaces per 1,000 sf applicable to square footage in excess of 3,000 sf for the PDR-3 zone. Applying these parameters to a retail program of 280,000 sf, the minimum number of parking spaces required would be 184.2.

support the future retail program; moreover, the District does not view WUS's retail program as one for which people will drive to as a destination and park, either today or in the future. Therefore, the District's position is that no parking is needed at Union Station to support the future retail program.

Office Uses

Union Station currently has approximately 136,000 square feet of office space. The proposed project includes up to 380,000 square feet of additional office space for a total of approximately 516,000 square feet of office space in 2040.

The CTR Guidelines recommend a maximum of 0.4 spaces per 1,000 square feet of office space, which would yield 206 parking spaces for the proposed 516,000 square feet of office uses. As with retail, the CTR Guidelines strongly encourage projects located less than one-quarter of a mile from a Metrorail station to provide zero on-site vehicle parking, where allowable by zoning. Applying relevant Zoning Regulations to the proposed office program would normally require a minimum of 128.25 spaces⁵.

While office uses at Union Station have a similarly high multimodal accessibility as retail, office uses have a different trip generation profile than retail. Work trips associated with office uses occur at regular intervals during workdays and often originate farther away. OP and DDOT understand that office leases often require a specific amount of parking and also recognize the need to ensure that office uses at Union Station remain competitive with those elsewhere in the city. This is a different approach than that applied to the retail uses (provided in the preceding section).

Accounting for the above factors, the District finds it appropriate to recommend a total of 206 parking spaces (the maximum recommended by the CTR Guidelines) to serve future office uses at Union Station.

Intercity Travel Supportive Parking

This section covers two use cases related to intercity travel: long-term parking for travelers and short-term parking for individuals assisting travelers. Intercity travel at Union Station refers to travel by intercity bus or by Amtrak to locations outside the Washington Metropolitan Region. Commuter rail traffic is excluded as it is highly unlikely to generate parking at Union Station, as it is primarily used as people's means of accessing their jobs in the District from farther away suburbs.

Long-Term Parking

The District does not believe that long-term parking should be provided on site for Amtrak or intercity bus riders for the following reasons:

⁵ The District of Columbia Municipal Regulations require a zoning minimum of 0.25 spaces per 1,000 sf applicable to square footage in excess of 3,000 sf for the PDR-3 zone. Applying these parameters to an office program of 516,000 sf, the minimum number of parking spaces required would be 128.25 spaces.

1. Amtrak indicated in a January 7, 2020 letter to FRA that parking is not necessary to support their operation (see Attachment 4):

Therefore, Amtrak believes the current parking program targeted for Amtrak passengers in the Station Expansion Project is over planned and Amtrak supports refinement of the parking estimate in the future. Amtrak does not support any entity building a parking garage specifically to support Amtrak passengers.

2. OP conducted background research (see Attachment 5) on urban train stations similar to WUS that do not provide long-term parking at all, including New York's Penn Station and Chicago's Union Station. Additionally, Philadelphia's 30th Street Station is drastically reducing its parking supply and providing an intermodal bus facility as part of its redevelopment.
3. Within the Washington Metropolitan Region, there are significant parking options for travelers at appropriate locations that are more auto-oriented. These include Prince George's County's New Carrollton Garage, which provides over 1,000 parking spaces including long term parking and is regionally accessible via I-495, as well as the BWI Airport Rail Station Garage, which provides over 3,000 parking spaces. Also, there are many existing, underutilized parking garages within walking distance in the area surrounding WUS that, given market demand, could adapt to provide private overnight parking.
4. Recent rider surveys conducted by Amtrak for their passengers indicate a continued decline in utilization of long-term parking by Amtrak riders (see Attachment 6). At the start of the EIS process, approximately eight percent of Amtrak riders self-reported that they parked at the station. The most recent Amtrak survey of riders, from January to March 2020, indicated that only three percent of riders drove to Union Station and parked as their means of access to the Station. This significant decrease in parking demand is also being observed at our regional airports, which have seen parking demand drop by up to 44 percent in the last two years⁶. Union Station is colloquially referred to as the region's fourth airport, as it handles 37 million visitors (including passengers) annually – a number substantially higher than the number of passengers served by any one of the region's three airports, which each serve between 20 and 22 million passengers annually⁷.

⁶ <https://www.mwcog.org/newsroom/2020/04/07/how-did-people-get-to-the-airport-in-2019-and-how-much-were-they-willing-to-spend/>

⁷ https://plandc.dc.gov/sites/default/files/dc/sites/op/page_content/attachments/Chapter%204_Public_Review_Draft_Transportation_Oct2019.pdf

Short-Term

OP and DDOT recognize that some intercity passengers may need help getting to or from the train hall or intercity bus facility, or that family and friends may want to greet or say goodbye at the gate. Incorporating short-term parking, where the driver leaves their private vehicle for a short time, is an important use to include at Union Station. The current peak hour of travel at Union Station, 5-6 pm, will see approximately 4,000 total Amtrak passengers when combining boardings and alightings in the 2040 buildout. The District recommends that short-term parking to accommodate these needs range from a minimum of one percent of all travelers to a maximum of three percent of all travelers, which is equivalent to a recommended range of a minimum of 40 to a maximum of 120 short-term parking spaces.

Accessible Parking

According to FRA, Union Station currently provides 49 ADA-designated spaces out of a total of 2,250 parking spaces. For the year 2040, FRA's Preferred Alternative A-C proposes a maximum of 1,575 total parking spaces. Federal ADA regulations⁸ establish minimum requirements for the provision of ADA-designated parking spaces. These requirements are calculated based on a given project's total parking spaces. Applying these regulations to FRA's proposed 1,575 parking spaces yield a requirement for a minimum of 26 ADA parking spaces in the year 2040.

While the District has not been provided with data regarding utilization of the existing 49 ADA spaces, the District recommends this number be maintained at Union Station if it can be shown they are well utilized and needed. This number is seven times the minimum of seven (7) ADA spaces that would be required by ADA regulations when applied to the District's recommendation of 295 total parking spaces (discussed below) for the project.

District Recommended Parking Program for Union Station

Considering the parking use cases and needs detailed above, the District of Columbia recommends a total of 295 parking spaces are needed to support the WUS Expansion Project. This overall number, the District's Recommended Parking Program, is derived from consideration of individual parking use cases and adding together recommendations for each.

The District does not see a viable path to success of the project if it contains 1,575 spaces and believes that a NEPA Record of Decision that includes this number will require additional process to create a viable project. The District recommends that to achieve a viable EIS and project that is buildable, FRA modify the existing Preferred Alternative (or develop a new Preferred Alternative) that includes a substantially reduced parking program, substitutes the difference in parking with additional land use programming, and integrates pick-up and drop-off (PUDO) facilities and related details for capacity, location, and design. The District recognizes that reducing the parking would impact PUDO and stands ready to collaborate with

⁸ <https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/guide-to-the-ada-standards/chapter-5-parking>

FRA and surrounding communities and developments to ensure an appropriate facility or facilities are dedicated to facilitating PUDO activity.

The District acknowledges and understands the importance of ensuring the long-term financial viability of Washington Union Station and believes that a recalibrated approach to parking can support and achieve multiple project benefits for its stakeholders. The District believes that developing uses such as hotel, office, and retail instead of parking could provide robust funding for operations as part of the future project. While the District believes that the retail at Union Station serves patrons of the station and is not destination retail which customers drive to and park for, the District understands that parking presents a challenge in terms of an existing lease agreement between USRC and commercial tenants at the station. The District would be happy to work with FRA and USRC on questions relating to the lease and to identify the land uses that we strongly believe can provide long-term financial viability for USRC in its role as steward of Washington Union Station, and affirm the District's principles and policies for this important civic and transportation asset.

Additionally, as part of the Parking Working Group process, the District developed a range (maximums and minimums) for the appropriate amount of parking that could be considered for project analysis. The minimum total parking program the District believes is appropriate for the DEIS is 47 spaces, which would accommodate short-term parkers and include seven ADA spaces. The maximum total parking program the District believes is appropriate for the DEIS is 375 spaces, which differs from the District's Recommended Parking Program as it includes enough short-term parking spaces to accommodate three percent of intercity Amtrak travelers during the evening peak hour.

The breakdown of parking by use case can be found in Table 1 below and more detailed breakdown can be seen in Attachment 2.

Table 1: District Proposed Parking for Union Station

Program	Case	District Rec. Parking #	Min	Max
Land Use	Retail	0	0	0
	Office	206	0	206
Long-Term Parking	Amtrak	0	0	0
	Bus	0	0	0
Short-Term Parking	Driver leaves car temporarily	40	40	120
ADA Parking		49	7	49
Total Parking		295	47	375

District Position on For Hire Vehicle Uses

Pick Up Drop Off (PUDO)

The Parking Working Group meetings did not address for-hire vehicles and private PUDO activity in depth. However, DDOT has worked closely with FRA on traffic circulation, trip distribution, and potential traffic impacts over the past few years. The District offers these principles in guiding future policies and infrastructure for PUDO:

1. With a decrease in the number of parking spaces, DDOT would expect a higher number of pick-up and drop-off trips. This number would be split between private vehicles (family and friends) and for-hire vehicles.
 - The private vehicle drop-off and pick-up would result in approximately double the number of vehicle trips as a parking trip. For example, a private vehicle would enter the station to drop off a passenger, then exit the station to return to the driver's origin. If the passenger were to drive themselves to park, they would have only one trip to enter the station.
 - The District and USRC can and should take actions to increase the internal capture rate⁹ for for-hire vehicles; with the goal that every for-hire drop-off trip becomes a for-hire pick-up trip.
2. The number of for-hire vehicle trips assumed in the DEIS for 2040 is already high in all of the build alternatives and will likely contribute to significant congestion on the roadway network. For context, the number of for-hire trips is expected to be 10 to 13 times greater than the number of trips generated by parking in the Preferred Project Alternative A-C¹⁰. To decrease this impact, the District and the project proponents can do several things:
 - Enact policies and management strategies to increase the internal capture rate for for-hire vehicles;
 - Provide distributed loading for for-hire and pick-up and drop-off vehicles around the Union Station site to minimize impacts at any one location and on adjacent neighborhoods; and
 - Include in the preferred alternative a dedicated high capacity facility for for-hire vehicles to increase efficiency and concentrate many of the for-hire trips.

DDOT and OP are not making recommendations as to the capacity, design, or location of a PUDO facility at this time.

⁹ An internal capture rate of 100% means that every vehicle that enters Union Station to drop off a passenger picks up a new for-hire passenger before exiting the station. An internal capture rate of 0% means every vehicle that enters Union Station to drop off a passenger exits the station *without* picking up a new passenger.

¹⁰Numbers are based on trip generation figures provided by FRA to DDOT earlier in transportation analysis process.

Rental Car Facility

The District does not have enough data to show that the inclusion of a traditional rental car facility is appropriate for Union Station to support the needs intercity travelers in the year 2040. Without such data, it may be more appropriate for a rental car facility to locate in the surrounding area if needed to serve residents.

Acknowledgements/Next Steps

- The District supports the expansion of Union Station as a major multimodal transportation hub for the District.
- The District supports continuation of the NEPA process, and OP recommends that to achieve a buildable and successful EIS, the applicant develop a modified Preferred Alternative that includes a substantially reduced parking program; substitutes the difference in parking with additional land use programming; and integrates a PUDO facility and details for its capacity, location, and design. OP and DDOT will continue to work closely with FRA, project proponents, and all coordinating agencies through the remainder of the NEPA, zoning, planning, and construction processes.
- Per the NCPC request, the Parking Working Group focused on substantially reducing the number of parking spaces at Union Station. Because the parties did not come to an agreement on that number, the District did not further pursue discussion on location of parking or details of circulation.
- DDOT will continue to work with FRA as a Cooperating Agency in the NEPA process, as it has been doing through monthly meetings over the past three years. As such, DDOT will continue to provide comments on traffic and circulation analysis and impacts upon the District's multimodal transportation system.

Conclusion

In an email dated May 27, 2020 from FRA to OP, FRA highlighted its intent to use the formal DEIS public comment period to receive and consider further public agency input regarding the parking program and stated that it intends to further coordinate with OP, DDOT, and NCPC after conclusion of the comment period. However, the District still has concerns about the long-term feasibility of the latter approach, and encourages FRA to revise its parking numbers prior to release of the DEIS.

The District appreciates the opportunity to share our parking recommendation for Union Station with NCPC. We strongly feel that the number we have arrived at, 295 spaces, is appropriate to meet the needs of travelers and workers in the future buildout of Washington Union Station, the second busiest Amtrak Station in the nation.

We look forward to continued collaboration on the Union Station EIS with FRA and USRC and hope to see our parking recommendations addressed through the NEPA process or subsequent applicable District review processes during project design and implementation stages of the work.

ATTACHMENTS

Attachment 1: NCPC Action from January 9, 2020 meeting

Attachment 2: Parking Matrix (District Numbers)

Attachment 3: District Policies on Reduction of Parking

Attachment 4: Amtrak Letter to FRA

Attachment 5: Comparative Research on Stations

Attachment 6: Amtrak Rider Survey

PROJECT Washington Union Station Expansion Project Union Station 50 Massachusetts Avenue, NE Washington, DC	NCPC FILE NUMBER 7746
SUBMITTED BY United States Department of Transportation Federal Railroad Administration	NCPC MAP FILE NUMBER 1.11(38.00)45049
REVIEW AUTHORITY Federal Projects in the District per 40 U.S.C. § 8722(b)(1) and (d)	APPLICANT'S REQUEST Approval of comments on concept plans
	ACTION TAKEN Approved comments on concept plans

The Commission:

Finds the primary goal of the project is to support current and future growth in rail service and multimodal connectivity for Washington, DC and the National Capital Region well into the 21st Century.

Finds it is the federal interest to support multimodal connections and transportation alternatives in the regional system.

Supports the overall project purpose, including accommodating future growth in rail service; improving accessibility and egress; enhancing the user experience; enhancing integration with surrounding uses; sustaining the station's economic viability; and preserving the historic train station.

Finds that Union Station is an important historic resource and is a gateway into the National Capital, and therefore the function, design and experience of the facility impacts the first impression of visitors. At the same time, the station is a critical transportation hub for residents and workers.

Notes Union Station Redevelopment Corporation (USRC) oversees the station operations and maintenance, and USRC funding supports preservation of the station, maintains the station as a multimodal transportation center, and enhances the retail and amenities within the station.

Notes the major project components include reconfiguration of the station tracks, a new train hall, bus facilities, and replacement parking facilities.

Finds the realignment and placement of the station tracks form the foundation of the design and configuration of other project elements. Changes in grade, limited points of access, constrained

site boundaries, and varying jurisdictions also create constraints that influence the placement of the proposed facilities.

Notes the applicant has developed six alternatives (A, B, C-East and West, D, E, and “A-C”) that share the same project components, but differ primarily in the placement of the train hall, parking and bus facilities.

Notes the applicant has indicated that Alternative “A-C” is their preferred alternative because it minimizes the duration, depth, complexity, and cost of construction as there would be no extensive construction below the concourses; keeps intermodal uses close to each other and close to the main station like today; and minimizes operational traffic impacts on the H Street Bridge and public street network by optimizing deck-level vehicular circulation and re-using the existing east and west ramps.

Regarding the transportation facilities:

Supports the reconfiguration of the train platforms to create greater efficiency, improve accessibility, and enhance the user experience.

Finds the addition of a new concourse level with pedestrian entrances at 1st Street and 2nd Street will greatly improve pedestrian access from the adjacent neighborhoods.

Supports the addition of a new east-west train hall that helps create a large, gracious entry to the track platforms, creates a setback from the historic train station and brings natural light into the facility.

Finds that the rail station, bus facility and Metrorail Station should be located in close proximity to each other to facilitate intermodal connections for travelers.

Supports the creation of new pedestrian entrances at the level of the H Street bridge and new train hall to improve accessibility to the station, and to relieve demand for drop-offs at the front of the station.

Notes the traffic impacts of the proposed alternatives were not part of the concept submission, but will be included as part of the impacts analysis within the Draft Environmental Impact Statement.

Requests the applicant coordinate with the District Department of Transportation to evaluate the proposed circulation system and any impacts to the transportation network, including Columbus Circle, the H Street Bridge, and adjacent streets.

Regarding the parking facilities:

Notes the site currently has about 2,200 striped parking spaces with an average utilization rate over 80 percent. Rental car areas and the mezzanine accommodate about 250 additional vehicles.

Presently, a majority of the spaces (1390) appear to be used by monthly pass holders whereas the use of the garage for daily retail or rail users appears substantially less.

Notes the preferred alternative reduces the proposed number of spaces by approximately one-third to 1,575 spaces, with approximately 600 spaces for retail, 900 flexible spaces for general use, and 75 spaces for rental cars.

Notes the federal Transportation Element provides specific guidance for federal employee parking, but in this case, much of the parking is for non-federal commercial use and other station users.

Notes the proposed 2019 federal Transportation Element of the Comprehensive Plan states agencies should consult the parking policies of local jurisdictions to determine appropriate parking standards for non-workplace federal uses, including residential, commercial, and institutional uses.

Requests the applicant substantially reduce the number of parking spaces, and that the applicant, private development partner, and staff work with the District Office of Planning and the District Department of Transportation to evaluate and confirm the appropriate amount of parking given the mix of uses, traffic and urban design impacts, and transit-oriented nature of the project prior to the next stage of review.

Notes the applicant has evaluated off-site locations for parking, including other federal properties and private sites, but has determined they all face significant challenges regarding acquisition or implementation.

Regarding historic preservation and urban design:

Finds the applicant seeks to enhance the functionality of the Union Station, and the proposed alternatives generally do not directly alter the historic station building itself.

Notes that proposed development behind the station should consider the setting of the historic building and the critical views from the National Mall, U.S. Capitol, and other viewsheds.

Supports the use of the east-west train hall to create a wider setback between the historic train station and new development to the north, as a way to help mitigate the visual impacts of the new development.

Supports the provision of a pedestrian access corridor between the top of the H Street Bridge and the station / train hall to create a new way to access the station from the H Street-Benning Streetcar Station. The “access zone” will require coordination with adjacent private development.

Finds the placement of parking beneath the station tracks and lower concourses may be challenging due to constructability and cost and therefore, the smaller the massing of the above grade garage, the better.

Finds that bus and parking facilities can be designed in a manner that can support compatibility with other adjacent uses, including the integration of retail and other active uses, the architectural treatment of buildings and facades, and the incorporation of other public amenities.

Requests for the next review the applicant further develop plans and renderings that show how active uses, amenities and architectural features can enhance the public realm and create a design that is compatible with adjacent development.

Requests the applicant prepare elevations and renderings to show how the height and mass of the alternatives will look from key viewsheds, including from the U.S. Capitol building, the National Mall, Delaware Avenue, and 1st Street, NE. The renderings should also include the massing of any private development permitted in the USN zone.

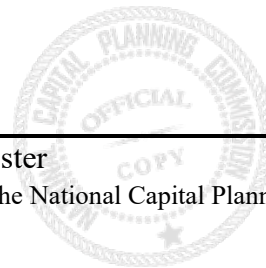
Regarding further coordination:

Requests the applicant coordinate with the Washington Metropolitan Area Transit Authority regarding the proposed improvements and new entry to the Metrorail station along 1st Street, NE.

Requests the applicant coordinate with District Department of Energy and Environment regarding stormwater management and other environmental issues related to the site.

Requests the applicant provide a phasing plan that describes the timing and implementation of each project component, where applicable, as part of the next review.

Julia A. Koster
Secretary to the National Capital Planning Commission



Attachment 2: Parking Matrix (District Numbers)

District of Columbia Report-Back to NCPC re: Appropriate Parking Numbers for the Washington Union Station Expansion Project, June 3, 2020

Washington Union Station Expansion Project - 2040 Program				DISTRICT Recommendation						DISTRICT NOTES
				Calculated Parking			Parking Range			
				Factor	Factor Unit	DC Rec	Min	Medium	Max	
Land Use	Retail	380,000	SF	0.00	Spaces/ 1000sf	0	0	0	0	The expansion of Union Station will include approximately 280,000 square feet of retail uses*, which is 72,000 net new square feet from today's program. OP and DDOT reviewed Zoning Regulations governing retail parking as well as relevant sections of the District's Guidance for Comprehensive Transportation Review ("CTR Guidelines")**. The CTR Guidelines strongly encourage projects located less than one-quarter of a mile from a Metrorail station to provide zero on-site vehicle parking, where allowable by zoning. The District is often supportive of zoning relief when a project is in close proximity to transit in order to provide less parking than Zoning Regulations would normally require. In this instance, for 280,000 square feet of retail, the normal zoning requirement would be a minimum of 184.2 spaces***; however, the Regulations provide for instances where other modes of travel are proximate and allow for reductions to zero parking. Additionally, NCPC holds federal in-lieu-of-zoning authority over the subject property and can therefore establish parking standards different from local zoning requirements. The District strongly recommends a maximum of zero retail parking spaces for the subject project. Numbers provided by FRA in January 2020 show that the station currently sees a combined total of approximately 48,600 passengers per day attributable to Amtrak, MARC, VRE, and Intercity Bus operations; and that in the year 2040, that number is expected to more than double to approximately 116,300 passengers per day. This is due to the anticipated increases in passengers that the proposed project seeks to accommodate. The District believes that the future retail operations will be fully supported by this significant increase in foot traffic, generated by transportation modes that do not require private vehicle parking. Additionally, this increase in foot traffic does not account for additional increase in Metrorail ridership or increases in tourist and local neighborhood foot traffic due to population growth. The District believes the tens of thousands of additional persons walking through Union Station who do not require onsite private vehicle parking will more than adequately support the future retail program; moreover, the District does not view WUS's retail program as one for which people will drive to as a destination and park, either today or in the future. Therefore, the District's position is that no parking is needed at Union Station to support the future retail program. *FRA's preferred Alternative A-C contains 280,000 square feet of retail; however, there is a possibility of up to 380,000 square feet of retail depending up on how existing flex space at Union Station is used. **District Department of Transportation, Guidance for Comprehensive Transportation Review, Version 1.0, June 2019. ***The District of Columbia Municipal Regulations require a zoning minimum of 0.665 spaces per 1,000 sf applicable to square footage in excess of 3,000 sf for the PDR-3 zone. Applying these parameters to a retail program of 280,000 sf, the minimum number of parking spaces required would be 184.2.
	Office (In-Station)	136,000	SF	0.4	Spaces/ 1000sf	54	0	27	54	Union Station currently has approximately 136,000 square feet of office space. The proposed project includes up to 380,000 square feet of additional office space for a total of approximately 516,000 square feet of office space in 2040. The CTR Guidelines recommend a maximum of 0.4 spaces per 1,000 square feet of office space, which would yield 206 parking spaces for the proposed 516,000 square feet of office uses. As with retail, the CTR Guidelines strongly encourage projects located less than one-quarter of a mile from a Metrorail station to provide zero on-site vehicle parking, where allowable by zoning. Applying relevant Zoning Regulations to the proposed office program would normally require a minimum of 128.25 spaces*. While office uses at Union Station have a similarly high multimodal accessibility as retail, office uses have a different trip generation profile than retail. Work trips associated with office uses occur at regular intervals during workdays and often originate farther away. OP and DDOT understand that office leases often require a specific amount of parking and also recognize the need to ensure that office uses at Union Station remain competitive with those elsewhere in the city. This is a different approach than that applied to the retail uses (provided in the preceding section). Accounting for the above factors, the District finds it appropriate to recommend a total of 206 parking spaces (the maximum recommended by the CTR Guidelines) to serve future office uses at Union Station.
	Office (Federal Air Rights)	380,000	SF	0.4	Spaces/ 1000sf	152	0	76	152	*The District of Columbia Municipal Regulations require a zoning minimum of 0.25 spaces per 1,000 sf applicable to square footage in excess of 3,000 sf for the PDR-3 zone. Applying these parameters to an office program of 516,000 sf, the minimum number of parking spaces required would be 128.25 spaces.
	Total Land Use						206	0	103	206
Amtrak & Bus	2040 Amtrak Passenger Volume	31,968	Daily Passengers	0.0	Spaces / Daily Passenger	0	0	0	0	1. Amtrak indicated in a January 7, 2020 letter to FRA that parking is not necessary to support their operation: "...Amtrak believes the current parking program targeted for Amtrak passengers in the Station Expansion Project is over planned and Amtrak supports refinement of the parking estimate in the future. Amtrak does not support any entity building a parking garage specifically to support Amtrak passengers." 2. OP conducted background research (see Attachment 5) on urban train stations similar to WUS that do not provide long-term parking at all, including New York's Penn Station and Chicago's Union Station. Additionally, Philadelphia's 30th Street Station is drastically reducing its parking supply and providing an intermodal bus facility as part of its redevelopment. 3. Within the Washington Metropolitan Region, there are significant parking options for travelers at appropriate locations that are more auto-oriented. These include Prince George's County's New Carrollton Garage, which provides over 1,000 parking spaces including long term parking and is regionally accessible via I-495, as well as the BWI Airport Rail Station Garage, which provides over 3,000 parking spaces. Also, there are many existing, underutilized parking garages within walking distance in the area surrounding WUS that, given market demand, could adapt to provide private overnight parking.
	2040 Bus Passenger Volume	11,900	Daily Passengers	0.0	Spaces / Daily Passenger	0	0	0	0	4. Recent rider surveys conducted by Amtrak for their passengers indicate a continued decline in utilization of long-term parking by Amtrak riders (see Attachment 6). At the start of the EIS process, approximately eight percent of Amtrak riders self-reported that they parked at the station. The most recent Amtrak survey of riders, from January to March 2020, indicated that only three percent of riders drove to Union Station and parked as their means of access to the Station. This significant decrease in parking demand is also being observed at our regional airports, which have seen parking demand drop by up to 44 percent in the last two years*. Union Station is colloquially referred to as the region's fourth airport, as it handles 37 million visitors (including passengers) annually – a number substantially higher than the number of passengers served by any one of the region's three airports, which each serve between 20 and 22 million passengers annually**. *https://www.mwcog.org/newsroom/2020/04/07/how-did-people-get-to-the-airport-in-2019-and-how-muchwere-they-willing-to-spend/ **https://plandc.dc.gov/sites/default/files/dc/sites/op/page_content/attachments/Chapter%204_Public_Review_Draft_Transportation_Oct2019.pdf
	Total Amtrak & Bus						0	0	0	0
Short-Term Parking (related to intercity travel)		4,000	Peak Hour Passengers	0.01	Spaces / Peak Hour Passenger	40	40	80	120	The current peak hour of travel at Union Station, 5-6 pm, will see approximately 4,000 total Amtrak passengers when combining boardings and alightings in the 2040 buildout. The District recommends that short-term parking to accommodate these needs range from a minimum of one percent of all travelers to a maximum of three percent of all travelers, which is equivalent to a recommended range of a minimum of 40 to a maximum of 120 short-term parking spaces.
	Total for Intercity Short-Term					40	40	80	120	
Total Parking						246	40	183	326	
ADA Parking						49	7	28	49	According to FRA, Union Station currently provides 49 ADA-designated spaces out of a total of 2,250 parking spaces. For the year 2040, FRA's Preferred Alternative A-C proposes a maximum of 1,575 total parking spaces. Federal ADA regulations* establish minimum requirements for the provision of ADA-designated parking spaces. These requirements are calculated based on a given project's total parking spaces. Applying these regulations to FRA's proposed 1,575 parking spaces yield a requirement for a minimum of 26 ADA parking spaces in the year 2040. While the District has not been provided with data regarding utilization of the existing 49 ADA spaces, the District recommends this number be maintained at Union Station if it can be shown they are well utilized and needed. This number is seven times the minimum of seven (7) ADA spaces that would be required by ADA regulations when applied to the District's recommendation of 295 total parking spaces (discussed below) for the project. The District therefore recommends the following: Minimum of 7 spaces (minimum ADA requirement for a project with 295 parking spaces); provide 28 spaces as the midpoint between the minimum and maximum if evidence demonstrates that the existing 49 spaces are not well utilized by intercity travelers; and for the maximum, provide 49 spaces, maintaining the existing number of ADA spaces, if evidence demonstrates these existing spaces are well utilized by intercity travelers. *https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/guide-to-the-ada-standards/chapter-5-parking
	Total Station Parking					295	47	211	375	
FHV Facility	PUDO (driver does not leave vehicle)									The number of for-hire vehicle trips assumed in the DEIS is already high in all of the build alternatives and will likely contribute to significant congestion on the roadway network. To decrease this impact, the District and the project proponents can do several things: - Enact policies and management strategies to increase the internal capture rate for for-hire vehicles; - Provide distributed loading for for-hire and pick-up and drop-off vehicles around the Union Station site to minimize impacts at any one location; and - Include in the preferred alternative a dedicated high capacity facility for-hire vehicle to increase efficiency and concentrate many of the for-hire trips.
	Rental Cars (which operate very differently than parking)									The District does not feel the inclusion of a traditional rental car facility is appropriate for Union Station, unless there is data to support that the facility is needed to intercity travelers. Without such data, it would be more appropriate for a rental car facility to locate in the surrounding area to serve residents.

Attachment 3: District Policies on Reduction of Parking

District of Columbia Report-Back to NCPC re: Appropriate Parking Numbers for the Washington Union Station Expansion Project, June 3, 2020

I. District of Columbia Comprehensive Plan Parking Policies

Specific policies in the Mayor's Comprehensive Plan Update (submitted to Council) that reinforce the desire for reduce parking in the District include:

Policy T-1.1.8: Minimize Off-Street Parking

An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged.

Policy T-1.2.3: Discouraging Auto-Oriented Uses

Discourage certain uses, like drive-through businesses or stores with large surface parking lots and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas.

Policy T-3.2.1: Parking Duration in Commercial Areas

Using pricing, time limits, and curbside regulations, encourage motorists to use public curbside parking for short-term needs, and promote curbside turnover and use while pushing longer-term parking needs to private, off-street parking facilities.

Action T-3.2.A: Short-Term Parking

Continue to work with existing private parking facilities to encourage and provide incentives to convert a portion of the spaces now designated for all-day commuter parking to shorter-term parking to meet the demand for retail, entertainment, and mid-day parking.

Action T-3.2.C: Curbside Management Techniques

Revise curbside management and on-street parking policies to:

- Adjust parking pricing to reflect the demand for, and value of, curb space;
- Adjust the boundaries for residential parking zones;
- Establish parking policies that respond to the different parking needs of different types of areas;
- Expand the times and days for meter parking enforcement in commercial areas;
- Promote management of parking facilities that serve multiple uses (e.g., commuters, shoppers, recreation, entertainment, churches, special events);
- Improve the flexibility and management of parking through mid-block meters, provided that such meters are reasonably spaced and located to accommodate persons with disabilities;
- Preserve, manage, and increase alley space or similar off-street loading space;
- Increase enforcement of parking limits, double-parking, bike lane obstruction, and other curbside violations, including graduated fines for repeat offenses and towing for violations on key designated arterials; and
- Explore increasing curbside access for EV supply equipment.

Action T-3.2.D: Unbundle Parking Cost

Find ways to unbundle the cost of parking. For residential units, this means allowing those purchasing or renting property to opt out of buying or renting parking spaces. Unbundling should be required for District-owned or subsidized development and encouraged for other developments. Employers should provide a parking cash-out option, allowing employees who are offered subsidized

Attachment 3: District Policies on Reduction of Parking

District of Columbia Report-Back to NCPC re: Appropriate Parking Numbers for the Washington Union Station Expansion Project, June 3, 2020

parking the choice of taking the cash equivalent if they use other travel modes. Further measures to reduce housing costs associated with off-street parking requirements, including waived or reduced parking requirements in the vicinity of Metrorail stations and along major transit corridors, should be pursued. These efforts should be coupled with programs to better manage residential street parking in neighborhoods of high parking demand, including adjustments to the costs of residential parking permits.

Action T-3.2.E: Manage Off-Street Parking Supply

Continue to waive or reduce parking requirements in the vicinity of Metrorail stations and along major transit corridors, as implemented during the recent revision of the zoning regulations. Explore further reductions in requirements as the demand for parking is reduced through changes in market preferences, technological innovation, and the provision of alternatives to car ownership. Update the Mayor's Parking Taskforce Report with more recent parking data, and monitor parking supply on an ongoing basis.

Action T-3.2.F: Encourage Shared-Use Parking

Collaborate with private, off-street parking facilities to encourage shared-use parking arrangements with nearby adjacent uses to maximize the use of off-street parking facilities.

II. District Department of Transportation: Consolidated Transportation Review (CTR) Guidelines

1.3.2 Appropriate Level of Vehicle Parking

Since on-site vehicle parking is a permanent feature of a development that affects the trip generation characteristics of the site, it is critical that the Applicant not over-build parking. Availability of extra spaces has the potential to induce unanticipated vehicle trips on the transportation network. Additionally, overbuilding parking significantly increases the cost to construct a building, which is then passed onto the future tenants and is counter to the District's effort to make housing more affordable. If the Applicant provides more parking than calculated using the rates in Table 2 below, DDOT will require the parking supply be reduced or additional substantive TDM measures and non-auto network improvements be provided to offset future induced traffic. DDOT's Preferred Vehicle Parking Rates will be enforced during zoning review and at public space permitting for the site's curb cut.

These DDOT-preferred parking rates are set at levels that advance the MoveDC goal to increase the amount of District-wide home-work trips made by non-auto modes to 75%. Providing lower parking supplies, particularly in office and residential buildings, is an important strategy for supporting transit ridership and disincentivizing the use of a personal vehicle for home-work trips. In conjunction with a reduced supply of parking and a robust TDM program, vehicle parking will be unbundled from the cost to lease or purchase space in a building and priced appropriately (usually the average rate charged within ¼ mile of the site). Additional guidance on parking pricing is included within the standardized TDM Plans (Appendix C).

If a CTR or TIA is required, DDOT will require the assumed auto mode-share be adjusted upward to reflect the presence of a high on-site parking supply. Conversely, if a low parking ratio is provided, DDOT may permit the Applicant to reduce the expected automobile mode-share since the low

Attachment 3: District Policies on Reduction of Parking

District of Columbia Report-Back to NCPD re: Appropriate Parking Numbers for the Washington Union Station Expansion Project, June 3, 2020

parking provision acts as a natural constraint on the amount of vehicle trips that could be generated by the site. When determining the number of spaces to be provided on-site, the Applicant should also consider the complimentary nature of parking demand between uses, sharing parking facilities among land uses within the building, arrival and departure rates, and programs to minimize parking demand.

Table 2 | DDOT-Preferred Vehicle Parking Rates

Land Use		Less than ¼ Mile from Metrorail	¼ to ½ Mile from Metrorail OR Less than ¼ Mile from Priority Transit**	½ to 1 Mile from Metrorail	More than 1 Mile from Metrorail
Residential <i>(spaces/unit)</i>	DDOT: ZR16 Min-Max:	0.30 or less 0.17* - 0.67	0.40 or less 0.17* - 0.67	0.50 or less 0.33 - 0.67	0.60 or less 0.33 - 0.67
Office <i>(spaces/1,000 GSF)</i>	DDOT: ZR16 Min-Max:	0.40 or less 0.25* - 1.00	0.50 or less 0.25* - 1.00	0.65 or less 0.50 - 1.00	0.85 or less 0.50 - 1.00
Hotel <i>(spaces/1,000 GSF)</i>	DDOT: ZR16 Min-Max:	0.40 or less 0.25* - 1.00	0.45 or less 0.25* - 1.00	0.60 or less 0.50 - 1.00	0.75 or less 0.50 - 1.00
Retail *** <i>(spaces/1,000 GSF)</i>	DDOT: ZR16 Min-Max:	1.00 or less 0.67* - 2.66	1.25 or less 0.67* - 2.66	1.60 or less 1.33 - 2.66	2.00 or less 1.33 - 2.66
Other Uses	DDOT: ZR16 Min-Max:	75% of \$ 701.5 or less 50% - 200% of \$ 701.5*	90% of \$ 701.5 or less 50% - 200% of \$ 701.5*	120% of \$ 701.5 or less 100% - 200% of \$ 701.5	150% of \$ 701.5 or less 100% - 200% of \$ 701.5
Notes: * There is no vehicle parking requirement in Downtown "D" and several other zones. DDOT strongly encourages Applicants to provide no on-site vehicle parking where allowable by zoning. ** Priority transit includes the H Street Streetcar, Streetcar Benning Road Extension, DC Circulator, and Priority Corridor Network Metrobus Routes defined by zoning in DCMR 11, Subtitle C § 702.1(c). *** Retail rates can be used for either standalone buildings or first floor users of mixed-use projects. The Retail category also includes a wide range of related uses such as fast casual restaurant, bank, drinking establishment, pet grooming, coffee shop, grocery, etc.					

DDOT developed and began using these parking rates in 2017 to evaluate the appropriateness of a project's parking supply. They are now included in this edition so that an Applicant can right-size the amount of parking on-site prior to the initial scoping meeting with DDOT and prior to filing a land development application with the reviewing body.

DDOT's preferred residential parking rates originated from the Park Right DC webtool which is based on parking demand data collected from 115 multi-family residential buildings around the District. The lowest and "best case" sites for each context of the District were selected to establish the residential parking rates. Office rates are based on 400 GSF per employee and non-auto mode-shares of 85%, 80%, 75%, and 65%, respectively, based on distance to transit. Hotel rates are based on 450 GSF per room and an assumption that the amount of parking per hotel room be roughly half of the per residential unit rate since visitors to hotels in the District typically do not arrive by personal vehicle (e.g., airplane, train, taxi, ridehailing). This equates to approximately 1 space per 6 hotel rooms within ¼ mile of Metrorail and 1 space per 3 hotel rooms more than 1 mile from a Metrorail station. Rates for retail and all other uses are set proportionally to the ZR16 minimums based on the residential, office, and hotel rates. For atypical land uses, the Applicant should consult the DDOT Case Manager and, as appropriate, refer to other industry resources, published research, market research, and similar land uses in comparable geographies within and outside of the District.



Memorandum

To: David Valenstein; Beverley Swaim-Staley
CC: David Handera; Daniel Sporik; Kevin Forma; Bradley Decker
From: Gretchen Kostura
Date: January 7, 2020
Re: Amtrak Parking for the Washington Union Station Expansion Project

Passenger parking is not essential to Amtrak's operation of intercity passenger rail at Washington Union Station and is regarded as an ancillary passenger amenity. Although existing conditions provide for rail passenger parking, a majority of Amtrak and commuter rail passengers access the Station via alternate transportation modes. Amtrak strongly encourages passengers to travel to the Station through modes other than private vehicle to park. This advocacy coupled with major planned rail infrastructure investments north and south of the Station and a shifting culture away from private automobile use leads Amtrak to anticipate passenger parking demand to continually decrease in the future.

Currently, based on our ridership and survey responses from passengers, Amtrak estimates 600-700 passengers are parking at the Station¹. We do not assume that parking will increase proportionally as rail ridership increases. Additionally, there will likely be a considerable period where there is no parking available at the Station during construction and passengers will need to figure out an alternative means of accessing the Station. Therefore, Amtrak believes the current parking program targeted for Amtrak passengers in the Station Expansion Project is over planned and Amtrak supports refinement of the parking estimate in the future. Amtrak does not support any entity building a parking garage specifically to support Amtrak passengers.

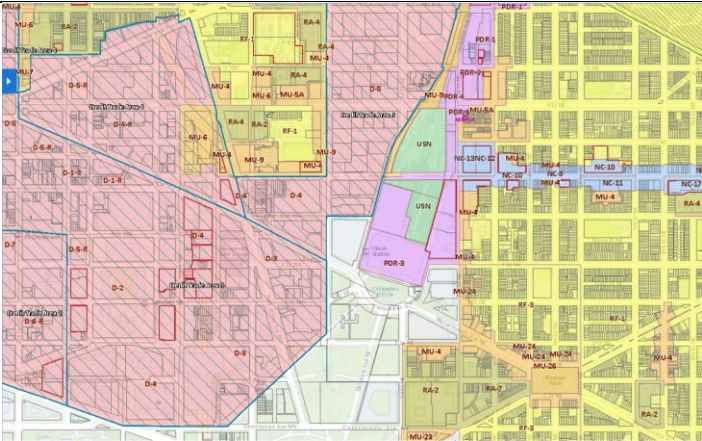
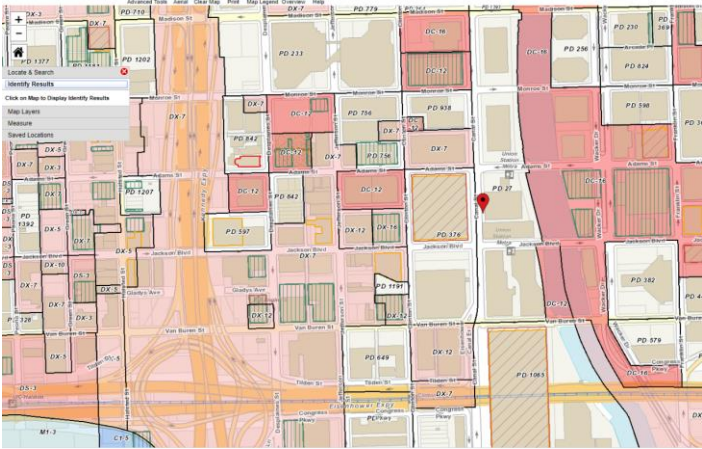
In a public setting, Amtrak will continue to support Alternative A-C and will offer testimony to the elements directly related to the core business of operating intercity passenger rail. However, given the parking garage is located on federal property and overseen by Union Station Redevelopment Corporation, Amtrak will defer to the property owner and operator to determine the appropriate use for their property given market demand, land use analysis and transportation mode shifts as the planning progresses into design. The City should also be involved with determining the overall appropriate amount of parking for the Station as they are responsible for setting parking requirements for development projects in DC. Amtrak, FRA, USRC, and the City should commence a working group to refine the parking program.

We do not believe the EIS process needs to be stalled or postponed as this refinement work can move in parallel to the current process with the current numbers serving as a stress test for the Project.

Finally, in the event the property owner and operator, in coordination with local and regional transportation officials and Amtrak, determines the parking program should be downsized, Amtrak encourages the reevaluation of locating the parking facility below the tracks and platforms.

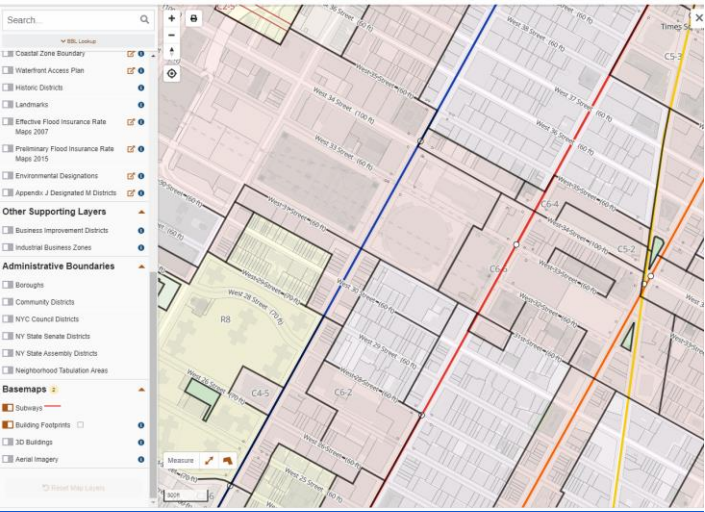
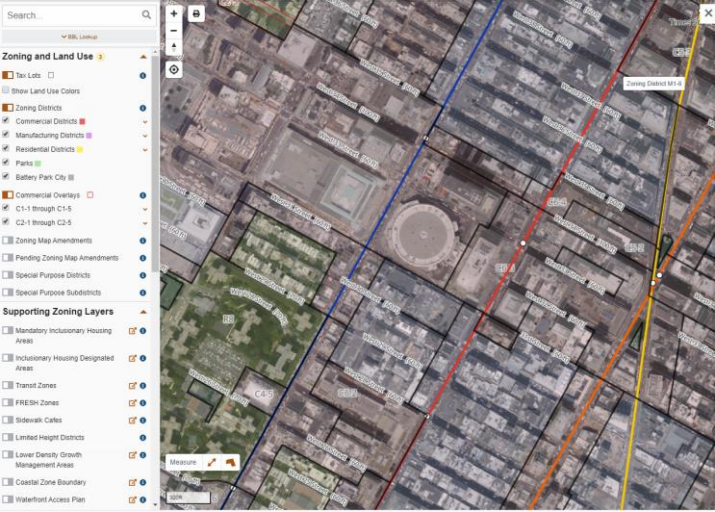
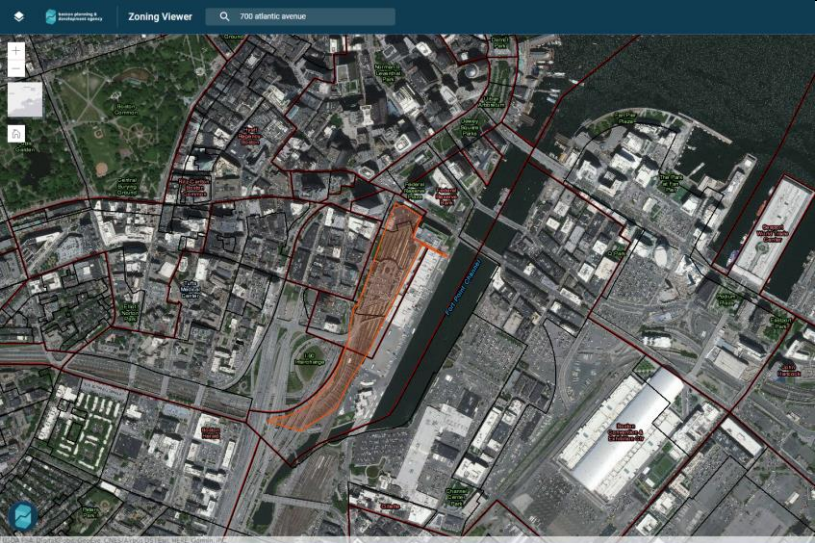
¹ Daily Amtrak ridership is approximately 16,000. It can be assumed that Union Station is the origin station for half those riders and 8% of those riders are parking at the Station given our survey results from 2017. Note that the most recent survey of passengers in December 2019, only 4% of riders from Union Station drove and parked.

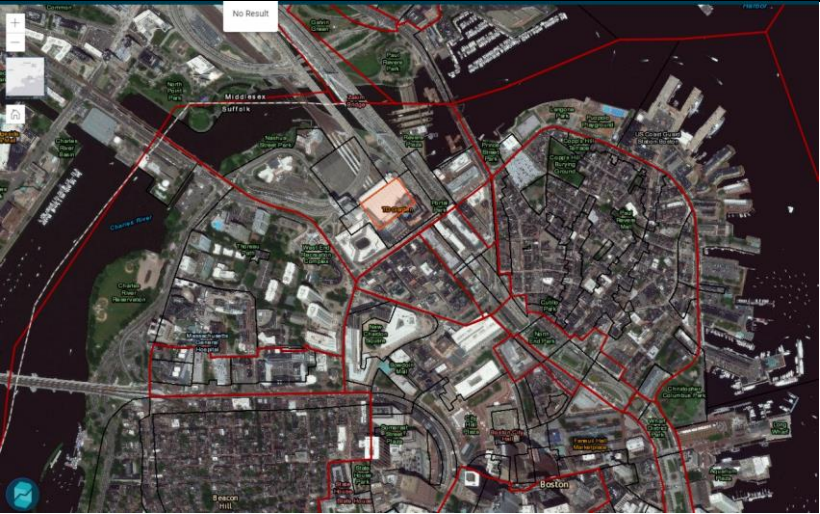
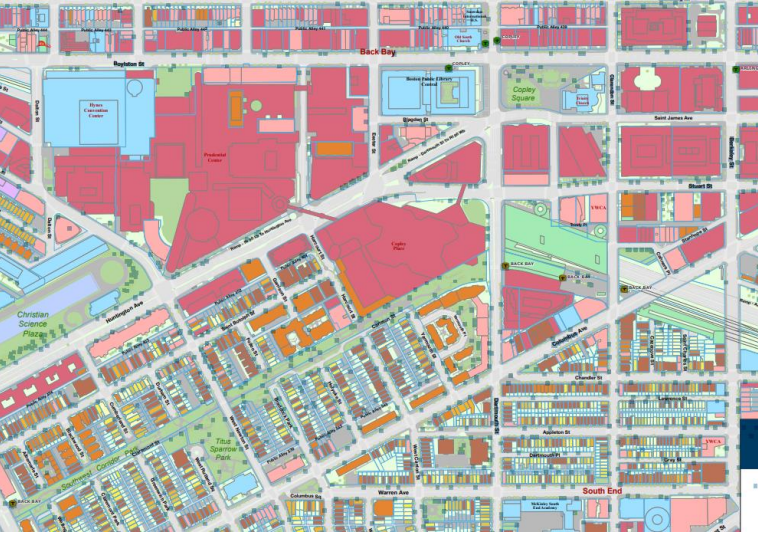
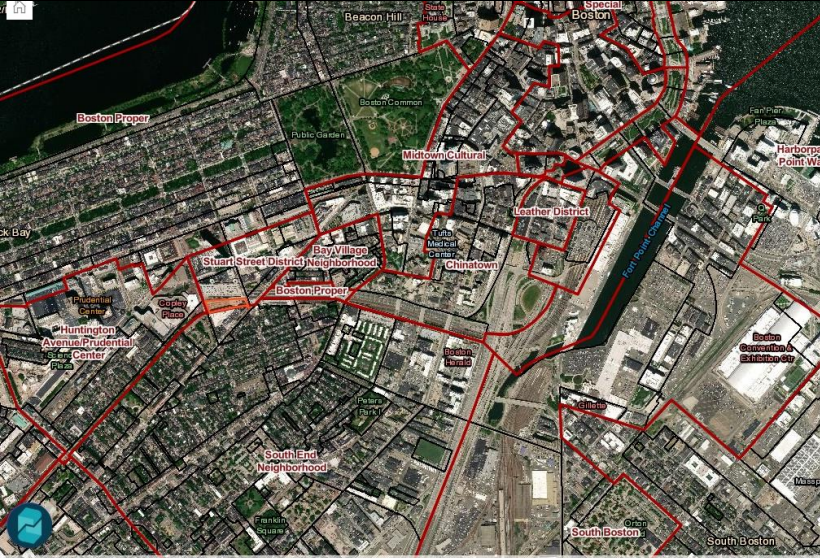
Attachment 5: Research on Comparative Stations (Working Document)
 District of Columbia Report-Back to NCPC re: Appropriate Parking Numbers for the Washington Union Station Expansion Project, June 3, 2020

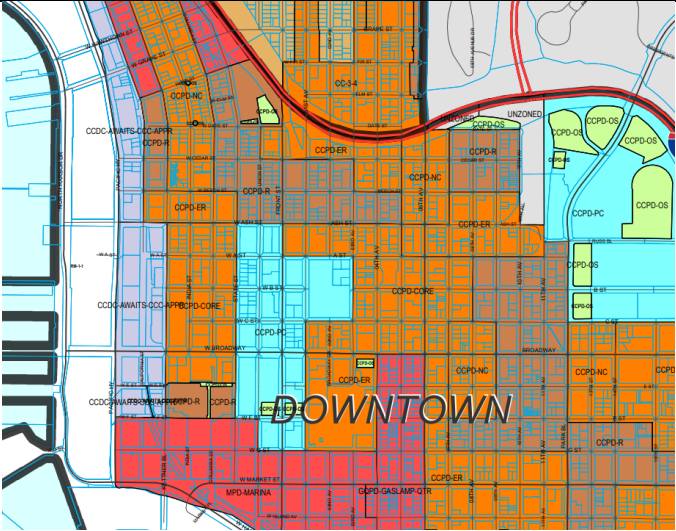
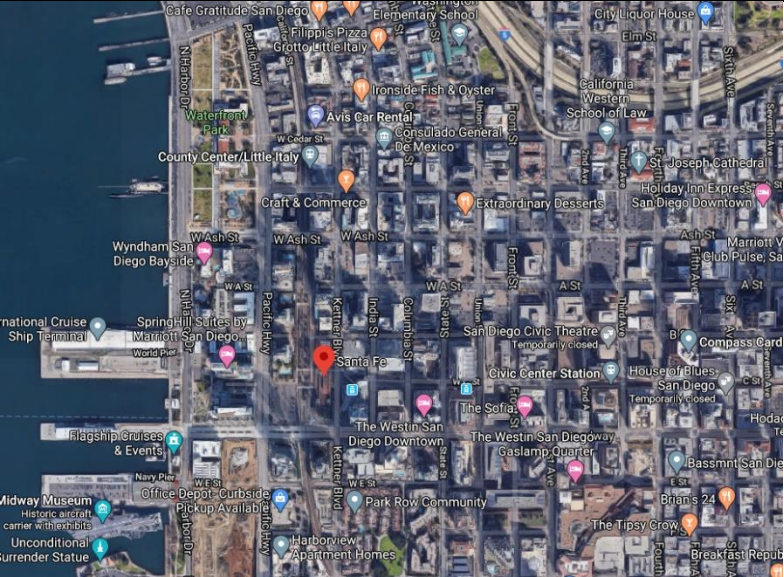
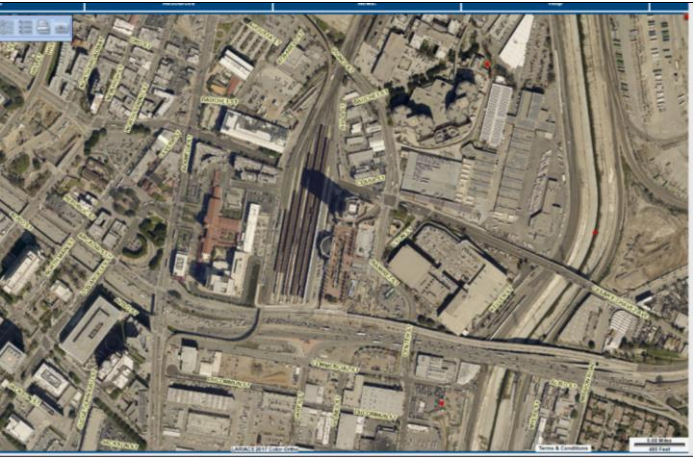
Location	Existing Station Associated Parking ¹	Development plans and associated parking	Relationship to the city	Amtrak Riders (Yearly FY18) ²	Station’s Zoning Context	Station’s Built Form Context
Washington Union Station	2,275 Parking	Proposed: 1,575	Served by Amtrak, WMATA rail and bus, VRE, MARC, intercity bus, Streetcar, and Circulator. Urban, relatively easy access to I-395.	5,197,237	 http://maps.dcoz.dc.gov/zr	 http://maps.dcoz.dc.gov/zr
Chicago Union Station	700 spot parking; closed on Sept 30, 2019 https://chicago.curbed.com/2019/9/23/20879942/union-station-bmo-tower-parking-garage-closed-construction	Chicago Union Station Master Plan (2012): New development apts. would have 400 parking spaces; does not appear that those would be accessible to Amtrak users. https://chicago.curbed.com/2018/9/12/17845744/union-station-development-hotel-apartments-office-tower	Served by Amtrak, Metra commuter rail service, Chicago Transit Authority, Greyhound. Urban, easy access to I-90, I-290.	3,388,307	 https://gisapps.chicago.gov/ZoningMapWeb/?liab=1&config=zoning	 https://gisapps.chicago.gov/ZoningMapWeb/?liab=1&config=zoning

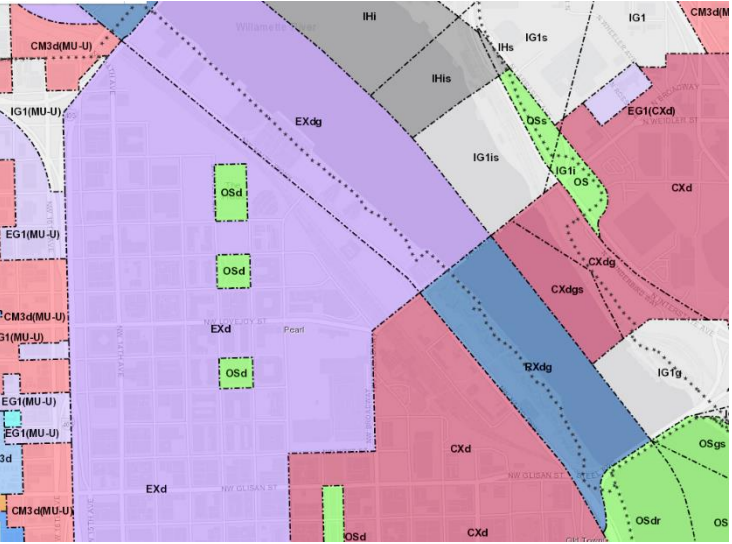
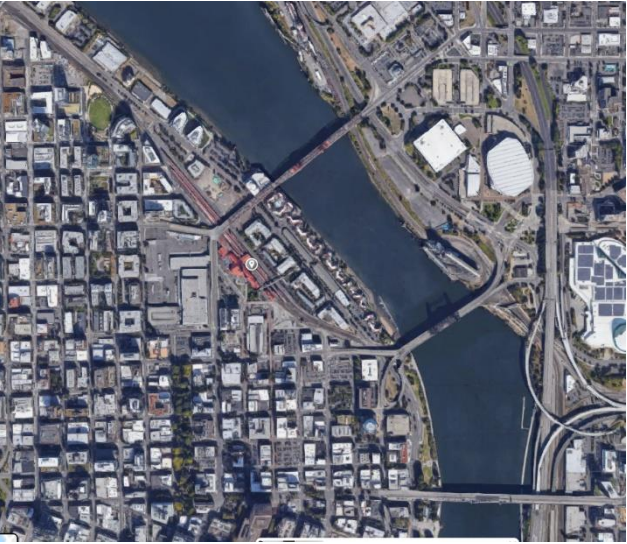
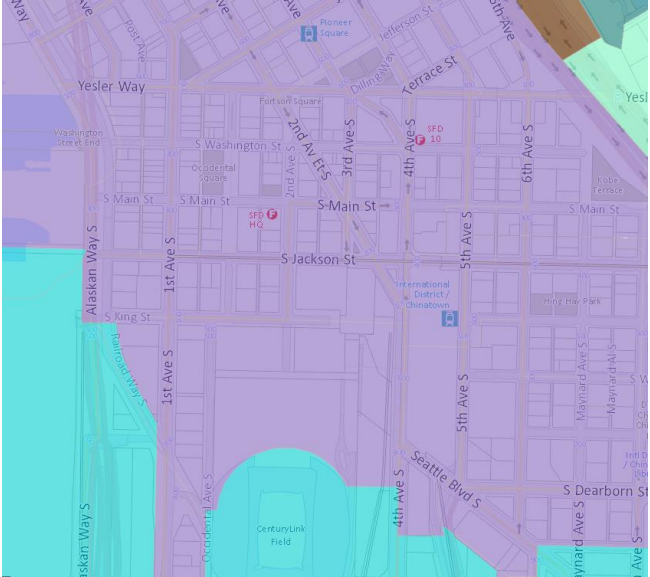
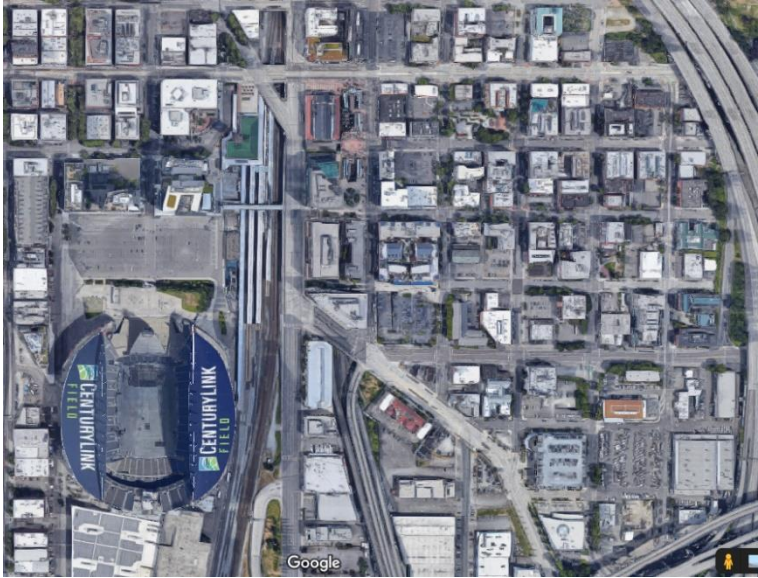
¹ Not all parking at and associated with these stations is dedicated to intercity travelers. Parking data was gathered between February and April of 2020.

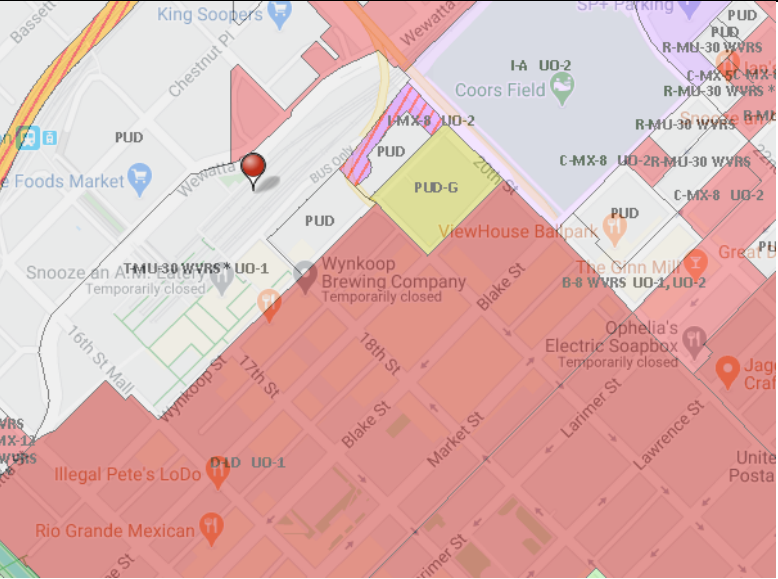
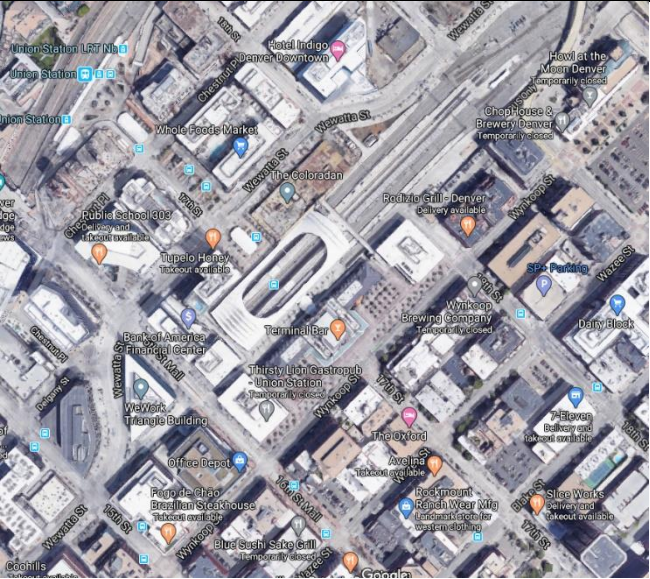
² <https://www.amtrak.com/state-fact-sheets>

Location	Existing Station Associated Parking ¹	Development plans and associated parking	Relationship to the city	Amtrak Riders (Yearly FY18) ²	Station's Zoning Context	Station's Built Form Context
New York Penn Station	Amtrak Website indicates: overnight parking is available for a fee at many private garages in the area.	New Train Hall: https://www.nytimes.com/2016/09/28/nyregion/penn-station-new-york-andrew-cuomo.html	Served by Amtrak, MTA rail, NJ Path, Long Island RR, Very Urban, no easy access to highways.	10,132,025	 https://zola.planning.nyc.gov/about#9.72/40.7125/-73.733	 https://zola.planning.nyc.gov/about#9.72/40.7125/-73.733
Boston – South Station	943 parking spaces http://www.bostonplans.org/getattachment/4a72af83-aa8d-4be1-a9ce-dbad321a65c5 Lots of additional parking available around the station: here	Boston South Station Expansion 895 total spaces. http://www.bostonplans.org/getattachment/147f7f58-dd54-4702-8659-ce81707bfc35	Served by Amtrak, MBTA rapid transit, and MBTA commuter rail; intercity bus. Urban, quick access to I-93.	1,553,953	 http://www.bostonplans.org/3d-data-maps/gis-maps/neighborhood-maps	 http://maps.bostonredevelopmentauthority.org/zoningviewer/

Location	Existing Station Associated Parking ¹	Development plans and associated parking	Relationship to the city	Amtrak Riders (Yearly FY18) ²	Station's Zoning Context	Station's Built Form Context
Boston – North Station	1275 spaces; 38 accessible spaces https://www.mbta.com/stops/place-north Limited additional parking available around the station: here	North Station/ Boston Garden Development 800 parking spaces http://www.bostonplans.org/getattachment/e5eb598c-bb01-49f6-9190-4d07641d7c6f	Served by Amtrak and MBTA Commuter Rail. Urban, quick access to I-93.	464,988	 http://www.bostonplans.org/3d-data-maps/gis-maps/neighborhood-maps	 http://maps.bostonredevelopmentauthority.org/zoningviewer/
Boston – Back Bay Station	No MBTA parking; adjacent <u>private garage</u> with 2000 spaces https://en.wikipedia.org/wiki/Back_Bay_station	Back Bay/ South End Gateway http://www.bldup.com/projects/back-bay-station-redevelopment No net new parking is expected: http://www.bostonplans.org/getattachment/ab73db76-3746-4e68-b57e-4a800abf1694	Served by Amtrak; MBTA rapid transit; and MBTA commuter rail; intercity bus. Urban, transitions to residential neighborhoods.	683,016	 http://www.bostonplans.org/3d-data-maps/gis-maps/neighborhood-maps	 http://maps.bostonredevelopmentauthority.org/zoningviewer/

Location	Existing Station Associated Parking ¹	Development plans and associated parking	Relationship to the city	Amtrak Riders (Yearly FY18) ²	Station's Zoning Context	Station's Built Form Context
San Diego -- Santé Fe Depot	Station parking not available: https://www.amtrak.com/stations/san Parking is provided by ACE Public Parking, located a few blocks north of the station: https://www.pacificsurfliner.com/destinations/san-diego-santa-fe-depot/	Station was sold to a private developer in 2017; development around the station https://www.sandiegouniontribune.com/business/growth-development/sd-fi-santafesold-20171011-story.html	Served by Amtrak, Coaster commuter rail, light rail, and San Diego Metropolitan Transit System bus lines. More urban; no Interstate access, minimal surface parking.	699,430	 https://www.sandiego.gov/development-services/zoning-maps	 Maps.google.com
Los Angeles -- Union Station	3,000 spaces https://en.wikipedia.org/wiki/Union_Station_(Los_Angeles)	Transforming Los Angeles Union Station (2015): no new parking will be added https://media.metro.net/projects_studies/union_station/images/LAUS_Design_Report-Final_10-9-15.pdf	Served by Amtrak, airport transfer buses, Intercity Bus, Metro regional bus and light rail, Metrolink rail service, car rentals. Significant surface parking in the area, easy access to 101. Neighboring area appears industrial (to the south)	1,717,405	 http://zimas.lacity.org/	 http://zimas.lacity.org/

Location	Existing Station Associated Parking ¹	Development plans and associated parking	Relationship to the city	Amtrak Riders (Yearly FY18) ²	Station's Zoning Context	Station's Built Form Context
Portland -- Union Station	400 spaces https://www.parkme.com/lot/52473/station-place-garage-portland-or	Prosper Portland (2019): remove annex parking lot at Union Station https://prosperportland.us/portfolio-items/portland-union-station/	Served by Amtrak. Portland Transit Mall is one block away and serves bus lines and light rail for the city and region. Downtown, parking lots are proximate to the station. No Interstate access.	576,339	 https://www.portlandmaps.com/bps/zoning/#/map/	 Maps.google.com
Seattle - King Street Station	no parking: https://www.amtrak.com/content/amtrak/en-us/stations/sea.html Nearby private parking: https://spothero.com/seattle/amtrak-king-street-station-parking	No plans to add parking; plan to develop as a cultural center: https://www.seattle.gov/arts/programs/arts-at-king-street-station	Served by Amtrak, Sounder commuter rail trains, Amtrak bus services. Nearby bus lines and light rail. Proximate to downtown, near sports complex. Easy access to I-5.	686,426	 http://seattlecitygis.maps.arcgis.com/apps/webappviewer/index.html?id=f822b2c6498c4163b0cf908e2241e9c2	 Maps.google.com

Location	Existing Station Associated Parking ¹	Development plans and associated parking	Relationship to the city	Amtrak Riders (Yearly FY18) ²	Station's Zoning Context	Station's Built Form Context
Denver -- Union Station	no parking: https://www.amtrak.com/stations/den	No upcoming plans	Served by Amtrak, RTD Free Metroride and Mallride, and RTD Light Rail. Urban, surface parking exists a few blocks away, proximate to I-25.	143,986	 https://denvergov.org/maps/map/zoning	 Maps.google.com