

## MEMORANDUM



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**TO:** Jamee Ernst, District of Columbia Department of Transportation

**FROM:** Jami L. Milanovich, P.E.  
Nate Selden, E.I.T.

**COPY:** Ryan Kim, Monument Reality  
Christy Shiker, Holland & Knight

**RE:** 2401 Pennsylvania Avenue NW  
Proposed Modification without Hearing to ZC Case No. 88-2

**DATE:** January 21, 2025

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Wells + Associates has evaluated the traffic impacts associated with the proposed modification to prior approval of a project located at 2401 Pennsylvania Avenue NW, Washington, DC (ZC Order No. 88-2). As shown on Figure 1, the proposed site is located on the northwest corner of the Pennsylvania Avenue/24<sup>th</sup> Street NW intersection on Square 0026, Lot 0011 (the Property), and is zoned MU-6B. In August 1988, the ZC approved a Planned Unit Development (PUD) for the Property, which allowed for an eight-story mixed-used building. Consistent with the approved PUD, the current building includes 28,552 SF of retail space on the lower level and first floor of the building, 58,000 SF of office space on floors 2 through 4, and 40 multi-family residential units on floors 5 through 8.

Under the proposed redevelopment, the office spaces on floors 2 through 4 will be converted to 60 residential units. The below-grade parking garage will be retained, which houses approximately 163 vehicular parking spaces. To accomplish this office-to-residential conversion, the Applicant will modify the current PUD for the site (ZC Case No: 88-2). No other relief is being sought as part of this project. Upon completion, the project will include 100 residential units with 17,057 SF of retail space. The reduction in retail space on the lower level is associated with the conversion of a portion of the space to residential amenity space.

In conjunction with the proposed modification, this memorandum addresses the following transportation related components of the modification request: site access and parking, trip generation, loading management plan, and transportation demand management plan.

### Site Access and Parking

Access to the below-grade parking garage and at-grade loading berth currently is provided via a single 44-foot wide curb cut with a four-foot pedestrian refuge on L Street NW. No change to vehicular access is proposed. The below-grade parking will be retained with a maximum of 163 parking spaces in compliance with the current PUD, which was approved for a maximum of 167 spaces with the ability to reduce the number of spaces to 74. In conjunction with the subject PUD modification, the Applicant proposes to maintain this approved flexibility.

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A queueing analysis was conducted for the garage in accordance with the methodology outlined in *Parking Structures* (Chrest, Anthony P. et. al, 3<sup>rd</sup> Ed., pp. 140-146). Currently, the garage is open for public parking from 7:00 AM to 9:00 PM, Monday through Thursday; 7:00 AM to 10:00 PM, Friday; 10:00 AM to 10:00 PM Saturday; and 10:00 AM to 6:00 PM Sunday. During this time, public parkers enter the garage and drive to the bottom of the entry ramp. Public parkers pay by app once in the garage. An attendant is on duty 7:00 to 10:30 AM weekdays and a manager periodically walks through the garage and checks for compliance during the remainder of the day. Residents of the building have a clicker or fob to enter the garage and the nested area reserved for residential parking. Public parkers do not have access to the designated residential parking area within the garage. No change is proposed to the operation of the garage.

Upon redevelopment of the building, the number of vehicles entering the garage is expected to be 14 vehicles in the AM peak hour (2 residential trips and 12 retail trips) and 30 vehicles in the PM peak hour (5 residential trips and 25 retail trips). The service rate for a fob is 600 vehicles per hour (from Table 4-4 of *Parking Structures*). In order to provide a conservative analysis, retail parkers have been assumed to have a similar processing time as Pay on Entry, which has a processing rate of 200 vehicles per hour. Using these two service rates and the PM peak hour trip generation (since it is the most conservative), a composite service rate of 225 vehicles per hour was calculated based on a weighted average. The resulting 90<sup>th</sup> percentile queue reservoir is zero vehicles, which indicates that there is a 90 percent probability that there would not be a vehicle waiting behind the vehicle being served. The queue calculations are included in Attachment A.

Bicycle parking will be provided in accordance with ZR16, Subtitle C, §802.1. The requirements are summarized in Table 1, along with the proposed short- and long-term bicycle parking.

Table 1  
Summary of Bicycle Parking

Component	Required		Proposed	
	Long-term	Short-term	Long-term	Short-term
Retail (12,320 SF)*	1 sp per 10 kSF 12.320 ksf/10 = 1 space	1 sp per 3.5 kSF =12.320/3.5 = 4 spaces	1 space	4 spaces
Residential (100 DUs)	1 sp per 3 units 100 units/3 = 33 spaces	1 sp per 20 units = 100/20 = 5 spaces	33 spaces	5 spaces
<b>Total</b>	<b>34 spaces</b>	<b>9 spaces</b>	<b>34 spaces</b>	<b>9 spaces</b>
* Although the total square footage of retail space is 17,057 SF, only the retail on the first floor counts toward the GFA; therefore, for purposes of calculating parking requirements, only the first floor retail was included (12,320 SF).				

A bicycle storage room housing 34 long-term bicycle parking spaces will be provided on the lower level of the building. At least two spaces will be designed to accommodate tandem/cargo spaces (10' x 3') and a minimum of three spaces will be equipped with electrical outlets to accommodate electric bikes. Additionally, at least half of the 34 spaces will be horizontal on the ground or on the bottom level of a tiered system.

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Since the non-residential component of the project will not occupy more than 25,000 SF of GFA, no showers or lockers are required.

The site circulation is shown on Figures 2A and 2B.

### Trip Generation

In order to develop trip generation estimates for the proposed project, the Institute of Transportation Engineer's (ITE's) *Trip Generation Manual* was used. Mode splits were derived from Census Transportation Planning Products (CTPP) data. Means of Transportation to Work data was used from the American Commute Survey (2016-2022). The resulting trip generation is shown in Tables 2A through 2C. As shown in Table 2A, the existing building generates an estimated 58 AM peak hour vehicle trips and 77 PM peak hour vehicle trips. As shown on Table 2B, the proposed development is expected to generate 17 AM peak hour vehicle trips and 35 PM peak hour vehicle trips.

Because the residential use would generate fewer vehicle trips than the office use, ***the proposed office to residential conversion would generate an estimated 48 fewer AM peak hour vehicle trips and 54 fewer PM peak hour vehicle trips***, as shown in Table 2C.

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Table 2A  
Existing Trip Generation

User	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Office (58,000 SF)</b>						
Baseline Trips <sup>1</sup>	92	13	105	18	88	106
Person Trips <sup>2</sup>	109	15	124	21	104	125
Auto <sup>3</sup>	49	7	56	9	47	56
Transit <sup>3</sup>	51	7	58	10	49	59
Bike <sup>3</sup>	1	0	1	0	1	1
Pedestrian <sup>3</sup>	8	1	9	2	7	9
Vehicle Trips <sup>4</sup>	42	6	48	8	40	48
<b>Multi-family Residential (40 DUs)</b>						
Baseline Trips <sup>5</sup>	1	5	6	10	6	16
Person Trips <sup>2</sup>	2	5	7	12	7	19
Auto <sup>3</sup>	0	1	1	2	1	3
Transit <sup>3</sup>	1	2	3	5	3	8
Bike <sup>3</sup>	0	0	0	0	0	0
Pedestrian <sup>3</sup>	1	2	3	5	3	8
Vehicle Trips <sup>4</sup>	0	1	1	2	1	3
<b>Retail (28,552 SF)</b>						
Baseline Trips <sup>6</sup>	40	27	67	82	82	164
Person Trips <sup>7</sup>	74	49	123	149	149	298
Auto <sup>3</sup>	14	9	23	28	29	57
Transit <sup>3</sup>	30	20	50	61	61	122
Bike <sup>3</sup>	1	0	1	2	1	3
Pedestrian <sup>3</sup>	29	19	48	58	58	116
Vehicle Trips <sup>8</sup>	8	5	13	16	16	32
<b>Total Existing</b>						
Baseline Trips	133	45	178	110	176	286
Person Trips	185	69	254	182	260	442
Auto	63	17	80	39	77	116
Transit	82	29	111	76	113	189
Bike	2	0	2	2	2	4
Pedestrian	38	22	60	65	68	133
Vehicle Trips	50	12	62	26	57	83

<sup>1</sup> Baseline trips calculated using ITE Trip Generation Manual, 11th Ed., Land Use Code 710 – General Office Building.  
<sup>2</sup> Total Person Trips calculated by multiplying baseline trips by an AVO of 1.18, per DDOT's CTR Guidelines.  
<sup>3</sup> CTPP data were used to determine mode splits.  
<sup>4</sup> Vehicle Trips calculated by dividing Auto Person trips by an AVO of 1.18, per DDOT's CTR Guidelines.  
<sup>5</sup> Baseline trips calculated using ITE Trip Generation Manual, 11th Ed., Land Use Code 221 - Multifamily Housing (Mid-Rise).  
<sup>6</sup> Baseline trips calculated using ITE Trip Generation Manual, 11th Ed., Land Use Code 822 – Strip Retail Plaza (<40 KSF).  
<sup>7</sup> Total Person Trips calculated by multiplying baseline trips by an AVO of 1.82, per DDOT's CTR Guidelines.  
<sup>8</sup> Vehicle Trips calculated by dividing Auto Person trips by an AVO of 1.82, per DDOT's CTR Guidelines.

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Table 2B

Proposed Trip Generation

User	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Multifamily Housing (100 DUs)</b>						
Baseline Trips <sup>1</sup>	7	25	32	24	15	39
Person Trips <sup>2</sup>	9	29	38	28	18	46
Auto <sup>3</sup>	2	6	8	5	4	9
Transit <sup>3</sup>	4	12	16	11	7	18
Bike <sup>3</sup>	0	0	0	0	0	0
Pedestrian <sup>3</sup>	3	11	14	11	7	18
Vehicle Trips <sup>4</sup>	1	5	7	5	3	8
<b>Retail (17,057 SF)</b>						
Baseline Trips <sup>5</sup>	24	16	40	57	57	114
Person Trips <sup>6</sup>	44	29	73	104	103	207
Auto <sup>3</sup>	8	6	14	20	20	40
Transit <sup>3</sup>	18	12	30	42	42	84
Bike <sup>3</sup>	1	0	1	1	1	2
Pedestrian <sup>3</sup>	17	11	28	41	40	81
Vehicle Trips <sup>7</sup>	4	3	7	10	11	21
<b>Total Proposed</b>						
Baseline Trips	31	41	72	81	72	153
Person Trips	53	58	111	132	121	253
Auto	10	12	22	25	24	49
Transit	22	24	46	53	49	102
Bike	1	0	1	2	1	3
Pedestrian	20	22	42	52	47	99
Vehicle Trips	6	8	14	15	14	29

<sup>1</sup> Baseline trips calculated using ITE Trip Generation Manual, 11th Ed., Land Use Code 221 - Multifamily Housing (Mid-Rise).  
<sup>2</sup> Total Person Trips calculated by multiplying baseline trips by an AVO of 1.18, per DDOT's CTR Guidelines.  
<sup>3</sup> CTPP data were used to determine mode splits.  
<sup>4</sup> Vehicle Trips calculated by dividing Auto Person trips by an AVO of 1.18, per DDOT's CTR Guidelines.  
<sup>5</sup> Baseline trips calculated using ITE Trip Generation Manual, 11th Ed., Land Use Code 822 – Strip Retail Plaza (<40 KSF).  
<sup>6</sup> Total Person Trips calculated by multiplying baseline trips by an AVO of 1.82, per DDOT's CTR Guidelines.  
<sup>7</sup> Vehicle Trips calculated by dividing Auto Person trips by an AVO of 1.82, per DDOT's CTR Guidelines.

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Table 2C

Net Trip Generation (Proposed – Existing)

Trip Type	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Baseline Trips	(102)	(4)	(106)	(29)	(104)	(133)
Person Trips	(132)	(11)	(143)	(50)	(139)	(189)
<i>Auto</i>	(53)	(5)	(58)	(14)	(53)	(67)
<i>Transit</i>	(60)	(5)	(65)	(23)	(64)	(87)
<i>Bike</i>	(1)	0	(1)	0	(1)	(1)
<i>Pedestrian</i>	(18)	0	(18)	(13)	(21)	(34)
Vehicle Trips	<b>(44)</b>	<b>(4)</b>	<b>(48)</b>	<b>(11)</b>	<b>(43)</b>	<b>(54)</b>

### Transportation Demand Management Plan

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained conditions in urban environments and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by TDM plans. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group. The Applicant's proposed TDM Plan is included in Attachment B.

### Loading Management Plan

Required loading is prescribed by Subtitle C, Section 901.1 of ZR16. The required loading for the project is summarized in Table 3.

The building currently has one 12' x 30' loading berth on the ground floor. An adjacent berth is occupied by trash receptacles. Under the proposed renovation, the trash receptacles will be moved out of the berth, and it will be used as a service/delivery space. As a result, one 12'x30' berth and one 10'x20' service delivery space will be provided.

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Table 3  
Loading Requirements

Component	Required	Proposed
Residential (100 DUs)	> 50 units 1 loading berth; 1 S/D space	1 12' x 30' loading berth with 100 SF platform  1 10' x 20' S/D space
Retail (12,320 SF)*	5,000 to 20,000 SF of GFA 1 loading berth, no service/delivery spaces	
Total**	1 loading berth; 1 S/D space	
<p>* Although the total square footage of retail space is 17,057 SF, only the retail on the first floor counts toward the GFA; therefore, for purposes of calculating loading requirements, only the first floor retail was included (12,320 SF).</p> <p>**Per Subtitle C §901.8 of ZR16, “Where two (2) or more uses share a building or structure, the uses may share loading as long as internal access is provided from all shared uses requiring loading.”</p>		

Since the loading facilities require back-in maneuvers from L Street, the Applicant will implement a loading management plan, including the following:

1. A loading dock manager shall be designated by the building management who will be on duty during delivery hours. The dock manager shall be responsible for coordinating with vendors and residential and commercial tenants to schedule deliveries. Duties may be part of other duties assigned to the individual.
2. A lease provision will require all tenants to use only the loading area for all deliveries and all move-in/move-out activities, except as allowed for in item #7 below.
3. The dock manager will schedule residential loading activities so as not to conflict with commercial deliveries. All residential loading will need to be scheduled with the dock manager, and it is anticipated that residential loading will take place primarily during afternoons/evenings, when the commercial loading activity is minimal.
4. The dock manager shall monitor inbound and outbound truck maneuvers and shall ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along L Street NW except during those times when a truck is actively entering or exiting a loading berth.
5. Service vehicle/truck traffic interfacing with L Street NW traffic shall be monitored during peak periods and management measures shall be taken, if necessary, to reduce conflicts between truck and vehicular movements.
6. The dock manager shall schedule deliveries using the berth such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver shall be directed to return at a later time when a berth will be available so as to not compromise safety or impede traffic flows on L Street NW. The dock manager will monitor the timing of the residential deliveries to see if any adjustments need to be made to ensure any conflicts between the retail loading and residential loading activities are minimized.

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7. Residents utilizing moving trucks greater than 30 feet in length shall be required to obtain “Emergency, No Parking” signs during the duration of the move. The fees for this service will be paid by the resident.
8. Trucks using the loading dock shall not be allowed to idle and shall follow all District guidelines for heavy vehicle operation, including but not limited to, DCMR 20 – Chapter 9, Section 900 (Engine Idling), the goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map ([godcgo.com/freight](http://godcgo.com/freight)).
9. The dock manager shall be responsible for disseminating suggested truck routing maps to the building’s tenants and to drivers from delivery services that frequently utilize the development’s loading dock. The dock manager shall also distribute flyer materials, such as the MWCOG Turn Your Engine Off brochure, to drivers as needed to encourage compliance with idling laws. The dock manager shall also post these materials and other relevant notices in a prominent location within the loading area.

### Curbside Management

The subject site has approximately 360 feet of frontage on L Street NW, approximately 422 feet of frontage Pennsylvania Avenue, and approximately 284 feet along 24<sup>th</sup> Street. The curbside uses along each of the site’s frontages are summarized below:

- L Street – The frontage on L Street is signed as no standing or parking from 7:00 AM to 6:30 PM Monday through Friday. Other times, parking is unrestricted. A Maryland Transit Administration (MTA) bus stop is located on L Street west of the site. The stop serves inbound Route 630 from La Plata to Washington, DC.
- Pennsylvania Avenue – The frontage on Pennsylvania Avenue is signed as metered parking. West of the site, a metrobus stop is located on Pennsylvania Avenue near its intersection with 25<sup>th</sup> and L Streets. The bus stop serves Metrobus Routes 31, 33, and 38B.
- 24<sup>th</sup> Street – Metered parking is in place along the 24<sup>th</sup> Street frontage. However, no standing or parking is permitted on the west side of 24<sup>th</sup> Street from 7:00 to 9:30 AM and from 4:00 to 6:30 PM.

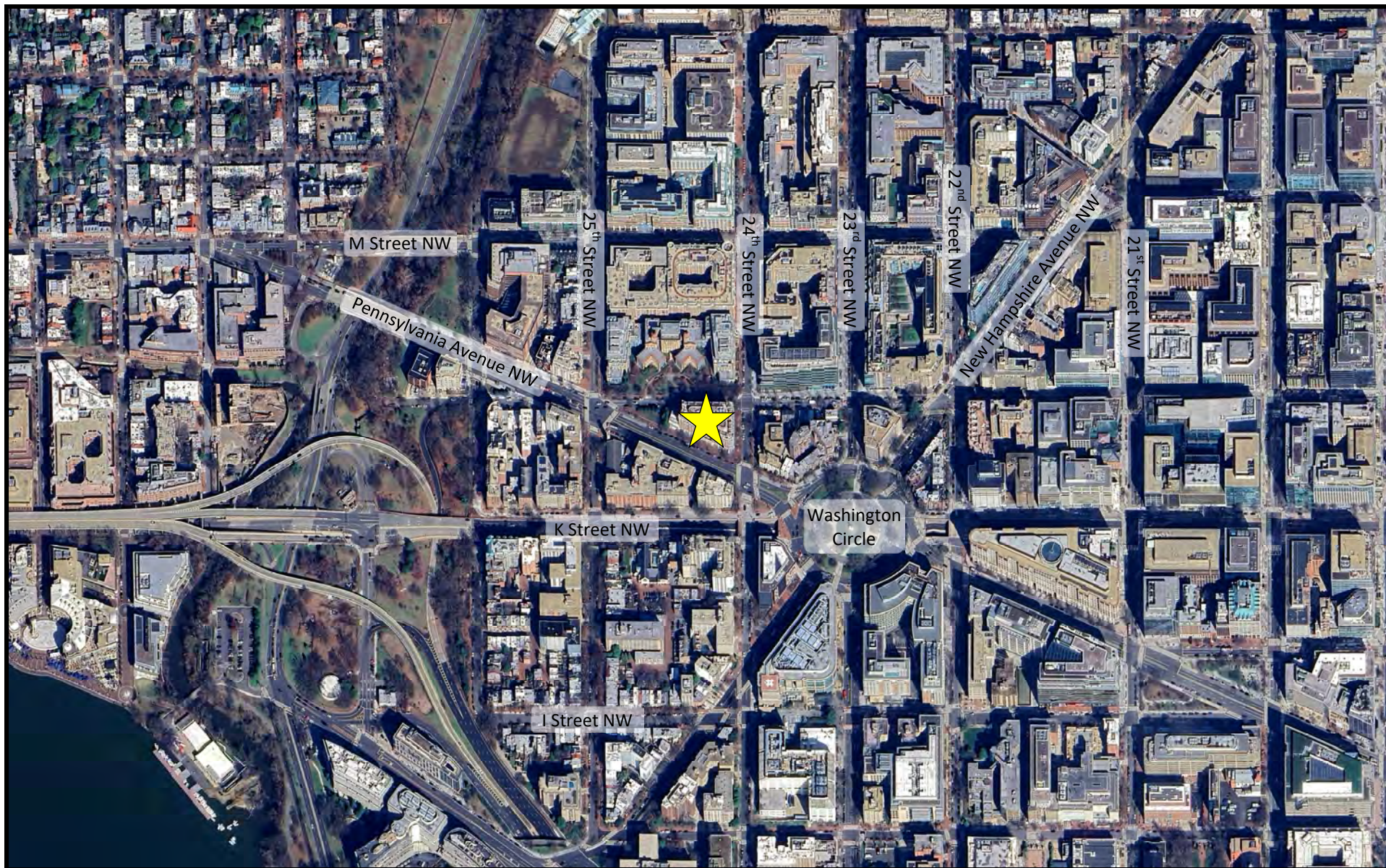
The existing curbside uses are shown on Figure 3. No changes are proposed to the curbside space.

I trust the information provided herein adequately addresses the transportation elements of the project. Please do not hesitate to contact me at [jlmilanovich@wellsandassociates.com](mailto:jlmilanovich@wellsandassociates.com) or (202) 556-1113 with any questions.



## FIGURES





**Figure 1**  
Site Location



Site



NORTH

2401 Pennsylvania Avenue, NW  
Washington, DC







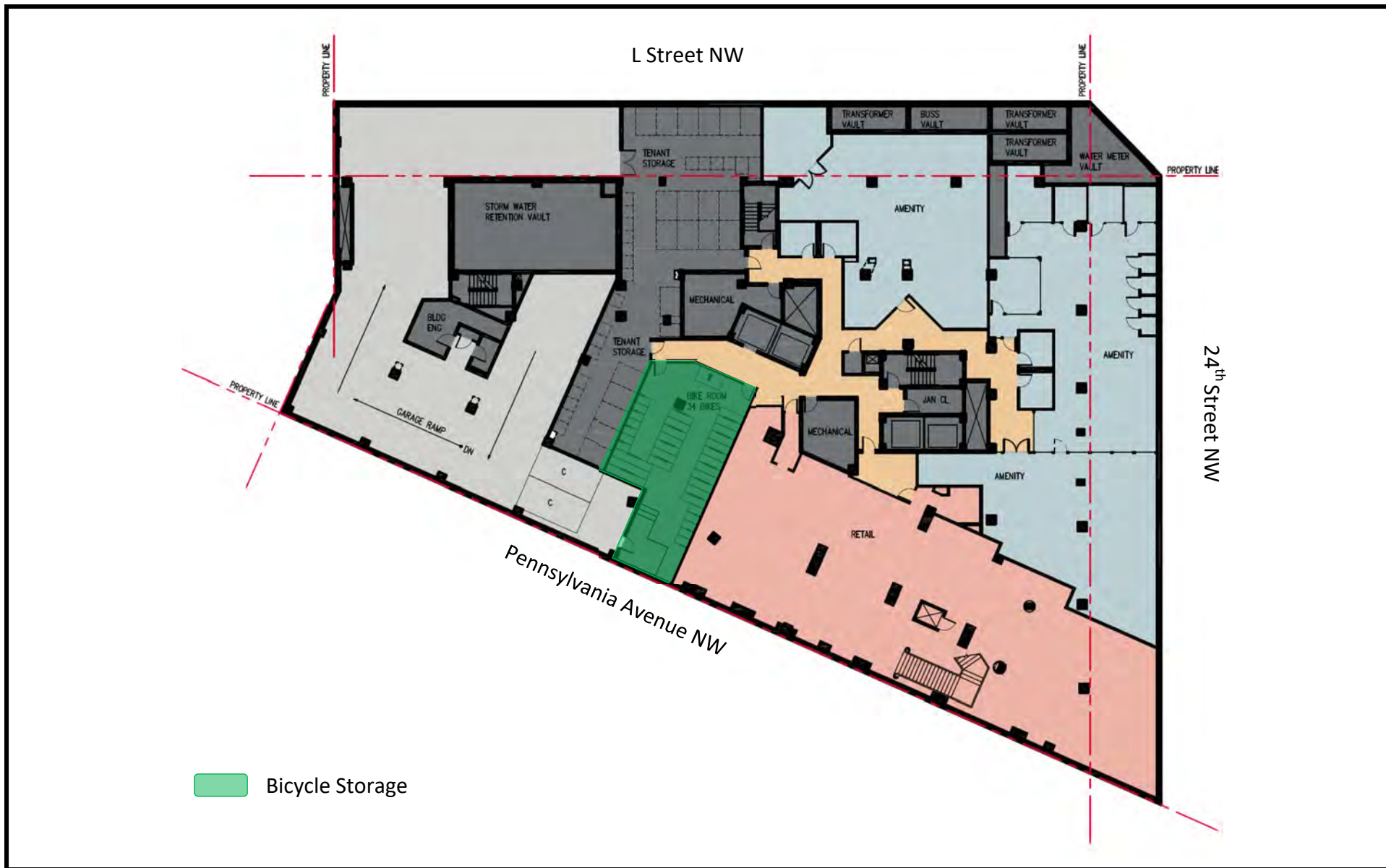
**Figure 2A**  
Site Circulation—First Floor



NORTH

2401 Pennsylvania Avenue, NW  
Washington, DC





**Figure 2B**  
Site Circulation—Lower Level

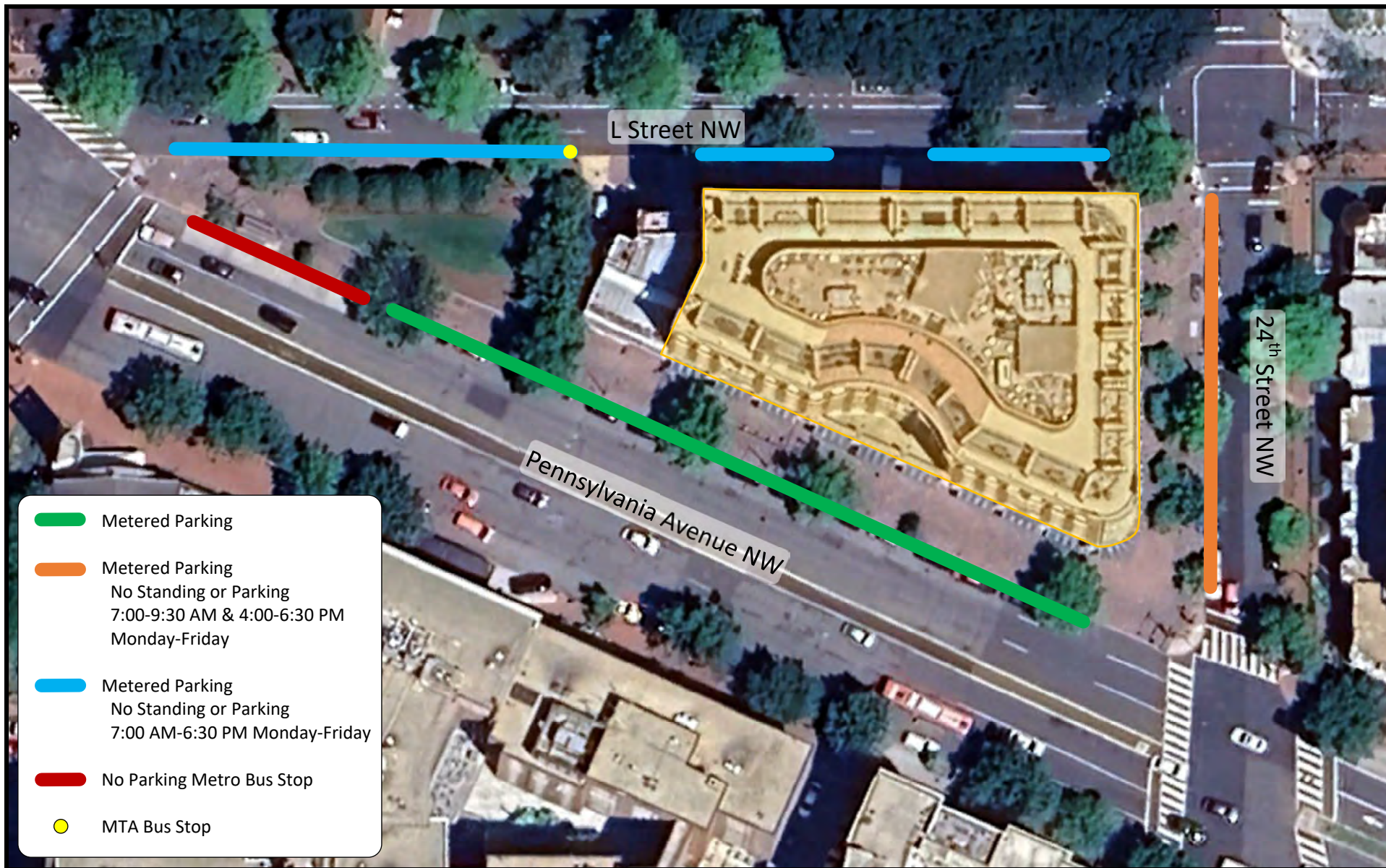


**NORTH**

**2401 Pennsylvania Avenue, NW  
Washington, DC**







**Figure 3**  
Existing Curbside Management Plan



NORTH

2401 Pennsylvania Avenue, NW  
Washington, DC

**ATTACHMENT A**  
**GARAGE QUEUEING CALCULATIONS**

	Inbound Vehicle Trips	
	AM	PM
Residential	2	5
Office	0	0
Retail	12	25
Total	14	30

#### Service Rates

Auto Vehicle ID	800	
Proximity Card	600	
Pay on Entry	200	
Composite Service Rate (using AVID & Pay on Entry)	224	229
Composite Service Rate (using Prox Card & Pay on Entry)	221	225
Traffic Intensity (using AVID & Push Button)	0.063	0.131
Traffic Intensity (using Prox Card & Push Button)	0.063	0.133
90th Percentile queue (behind service position)	0	0

# Design Queues 90% Probability

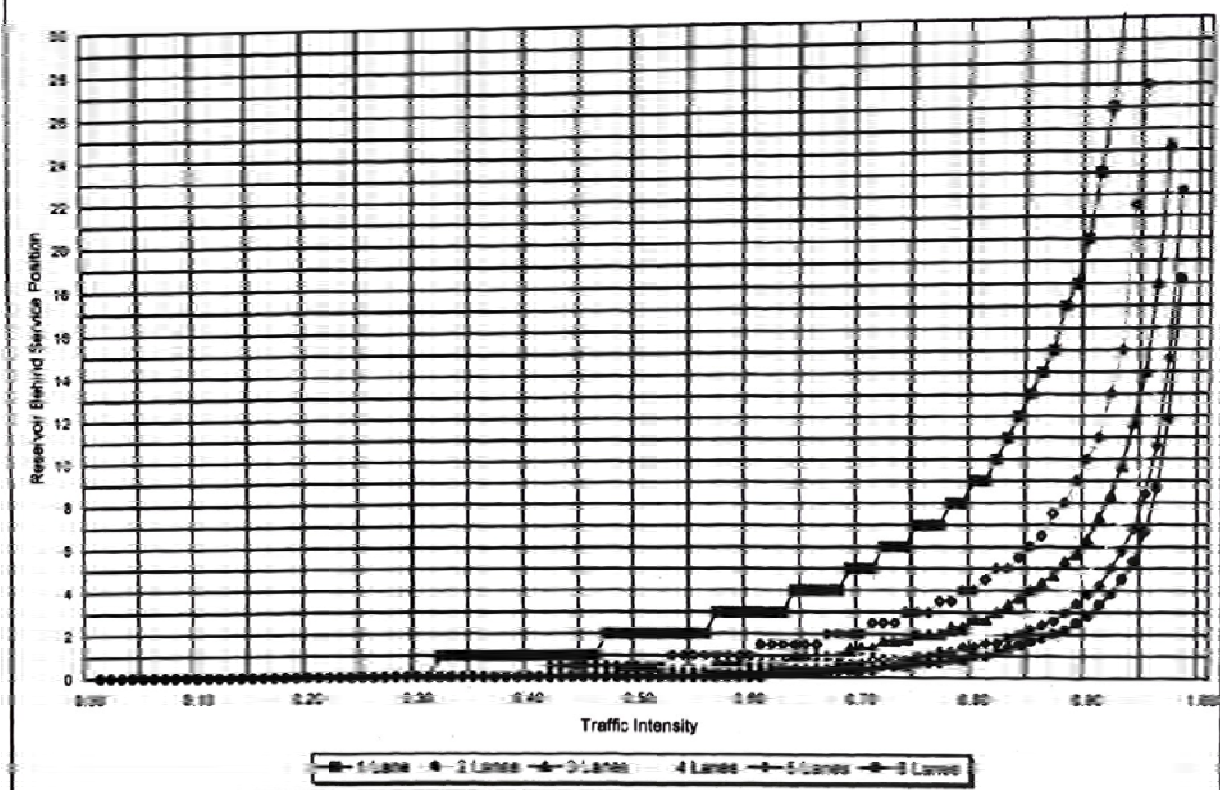


Figure 4-12. Design queue curves



**ATTACHMENT B**  
**PROPOSED TDM PLAN**

## Transportation Demand Management Plan

### Residential Strategies

- The cost of vehicle parking will be unbundled from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within ¼ mile.
- The Applicant will identify a Transportation Coordinator once the building has opened. The Transportation Coordinator will act as a point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- The Transportation Coordinator will conduct an annual commuter survey of building employees and residents on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- The Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- The Transportation Coordinator will subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- The Transportation Coordinator will provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing [info@godcgo.com](mailto:info@godcgo.com).
- The Transportation Coordinator will provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- A copy of the Loading Management Plan (LMP) will be provided to the Transportation Coordinator so they are aware of this commitment.
- All transportation and TDM commitments will be posted on the building website, if such a website exists, to allow the public to see what has been promised.
- A SmarTrip card and one complimentary Capital Bikeshare coupon good for a free ride will be provided to every new resident at the time of initial occupancy.
- Thirty-four long-term and nine short-term bicycle parking spaces are required (including residential and retail components) and will be provided.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum of two of the long-term spaces (total for

residential and retail components) designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of three spaces (total for residential and retail components) designed with electrical outlets for the charging of electric bikes and scooters. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.

- Three electric vehicle charging stations will be provided in the garage.

### Retail Strategies

- The cost of parking will be unbundled from the cost to lease the building or unit and only hourly, daily, or weekly rates will be charged. Free parking, validation, or discounted rates will not be offered. In the event that the retail tenant is a grocer, this provision would not apply.
- The Applicant will identify a Transportation Coordinator once the building renovations are complete. The Transportation Coordinator will act as a point of contact with DDOT, goDCgo, and Zoning Enforcement. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- The Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- The Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to employees and customers, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- The Transportation Coordinator will receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- “Getting here” information will be posed in a visible and prominent location on the building’s website (if one exists) with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for customers discouraging parking on-street in Residential Permit Parking (RPP) zones.
- The Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law to participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law.
- Employees who wish to carpool will be provided with detailed carpooling information including other carpool matching services sponsored by the Metropolitan Washington

Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.

- A copy of the Loading Management Plan will be provided to the Transportation Coordinator so they are aware of the commitment.
- A SmarTrip card and one complimentary Capital Bikeshare coupon good for a free ride will be provided to each new employee at the time of initial leasing.
- Thirty-four long-term and nine short-term bicycle parking spaces are required (including residential and retail components) and will be provided.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum of two of the long-term spaces (total for residential and retail components) designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of three spaces (total for residential and retail components) designed with electrical outlets for the charging of electric bikes and scooters. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- Three electric vehicle charging stations will be provided in the garage.