

## MEMORANDUM

To: Raul Duverge, Senior Project Manager  
Boston Planning & Development Agency

Date: February 20, 2018

Project: 100 Hood Park Drive

From: Mark Rosenshein, Partner  
Trademark Partners LLC, Owner Project Management

**Re: Supplemental Information**

The attached materials are provided as Supplemental Information to the Notice of Project Change document for the 100 Hood Park Drive project at Hood Park in Charlestown.

The original Notice of Project Change documentation was submitted to the Boston Planning & Development Agency (BPDA) on December 1, 2017. The Notice described a project including a primary use component of structured parking with up to 990 parking spaces on four (4) levels. Additionally, secondary components included an approximately 12,000 square foot retail space specifically identified as a potential restaurant use on the ground floor and an approximately 63,000 square foot, 4,000-person capacity performance venue on the ground and mezzanine levels.

Through December and January the development team negotiated with the potential operator of the proposed performance venue to come to agreement on a letter of intent and lease agreements while meeting with representatives of the City of Boston, BPDA, residents of the Charlestown neighborhood and members of the Impact Advisory Group to discuss the proposed project and its potential impacts on the abutters and surrounding neighborhood.

As a result of that negotiation, when considered within the context of the required timing for start of construction, an analysis of the economic factors related to the active retail use and the community input, the project team has elected to revise the proposal to eliminate the performance venue component and replace it with other active retail lease space on the ground floor, additional parking capacity and laboratory space on the second level.

The following materials describe the revised project proposal being submitted for review and approval by the BPDA, community, IAG and the City of Boston.

Thank you for your attention to this exiting project proposed as the next phase of Hood Park's redevelopment.

## Notice of Project Change

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Hood Park is an approximately 20-acre site owned by Hood Park LLC (**the “Proponent”**), located on Rutherford Avenue in Charlestown. Hood Park was formerly used as the Hood Dairy plant and is currently the location of approximately 443,000 square feet of commercial space and a 177-unit residential project currently under construction. Commencing shortly after Hood Dairy ceased operations in Charlestown in the late 1990s, the Proponent has worked to replace the lost industrial jobs with a campus-style office park, receiving approvals for a masterplan for development including approximately 1.2 million square feet of leasable square footage in October 2000. Hood Business Park, as it was originally named, has been successful in attracting office and lab tenants to occupy the available space. Hood Park is now fully leased and development of the next phase of Hood Park is required to accommodate future growth.

The 2000 approvals require the construction of one the structured parking garages to allow the development of the next phase of office. Accordingly, the Proponent seeks approvals to develop an approximately 950-space parking garage with approximately 75,000 SF of ground and second floor active use space including retail, restaurant, laboratory, office and other active uses in the place of a previously-approved 812-space parking garage (**the “Proposed Project”**). The Proposed Project has a slightly different footprint and will require modifications to the previously-approved roadway configuration. The ground and second floor active retail may contain restaurant, laboratory, office and other active uses designed to bring activity and life to Hood Park (the “Commercial Component”). The address for the Proposed Project is 100 Hood Park Drive.

### Project Background and History

On October 19, 2000, the Boston Zoning Commission (“**BZC**”) approved the Master Plan for Planned Development Area No. 51, Hood Business Park, dated October 12, 2000 (**the “PDA Master Plan”**) covering approximately 20 acres on Rutherford Avenue in Charlestown. The PDA Master Plan describes a series of projects to be undertaken within Hood Park, with approximately 1,168,820 square feet of gross floor area to be developed across six buildings and three structured parking garages. The PDA Master Plan has been amended three times, most recently in December 2016 to add residential as an allowed use and re-allocate previously-approved building area from the future 570 Rutherford Avenue project to the 480 Rutherford Avenue project.

As described in the PDA Master Plan, as amended, an 812-space parking garage (shown as “P1” in the PDA Master Plan) is to be developed in conjunction with the 520 Rutherford Avenue project, currently approved as a 218,130 SF office building. The Proposed Project will be constructed on a 98,150 sf portion of Hood Park located to the west of the 480 Rutherford Avenue project (the “**Project Site**”). The Project Site is currently being used as a surface parking lot serving the existing tenants in Hood Park. In order to accommodate construction phasing, construction staging, and parking requirements for the remainder of Hood Park, the Proponent intends to develop the Proposed Project immediately prior to the permitting and development of the 520 Rutherford Avenue Project.

The Proponent is submitting this Notice of Project Change (“**NPC**”) to the Boston Planning and Development Agency (“**BPDA**”) and seeks the BPDA’s determination that the changes described herein do not constitute material changes and that there are no increases, significant or otherwise, in the impacts of the proposed changes that would warrant further review of the Proposed Project by the BPDA under Article 80B of the Boston Zoning Code (the “**Code**”). The total approved building area will remain unchanged at 1,168,820 square feet.

This NPC is being submitted with a Planned Development Area Development Plan for Garage P1, within Planned Development Area No. 51 Hood Business Park (the “**PDA Development Plan**”) and a Fourth Amendment to Master Plan for Planned Development Area No. 51 Hood Business Park (the “**Fourth Amendment**”). The Fourth

Amendment will add uses such as day care, community centers, concert hall, cinema, auditorium, bowling alley, restaurant with live entertainment, hotel, conference center, and neighborhood retail. The Fourth Amendment will also clarify that allowed and conditional uses in the underlying LI zoning are permitted within the PDA Master Plan and Hood Park. The Proposed Project is a Phase 2 project under the PDA Master Plan and the Proponent is therefore required to submit the following studies with the PDA Development Plan:

1. Qualitative wind study for the Proposed Project. This study details the impact of the Proposed Project upon pedestrians and the landscaped plaza in the interior of Hood Park and identifies any areas where wind velocities exceed acceptable levels.
2. Ambient noise assessment with noise analysis for the Proposed Project which analyzes the acoustical impact of the Proposed Project's mechanical, HVAC, and exhaust systems.
3. Plans showing the locations and sizing of all connections to water, sewer, storm drain, electrical, and other infrastructure.
4. Daylight and shadow analysis showing the impact of the Proposed Project's height above 55'.

The Proponent has provided these studies herein and has also prepared and provided an updated transportation study and materials showing compliance with Article 37 of the Code regarding green buildings.

## Existing Conditions

Hood Park is located within an emerging growth and development corridor stretching from Kendall Square and downtown Boston to Assembly Square in Somerville and the Wynn Casino in Everett. This corridor will benefit from over \$325 million in roadway improvements over the next several years including reconstruction of the North Washington Street bridge and reconfiguration of Rutherford Avenue and Sullivan Square. Rutherford Avenue will be redesigned to be less of a regional highway and more of a neighborhood-friendly urban boulevard with fewer lanes and better pedestrian, bicycle, and automobile connections to amenities in the residential neighborhood of Charlestown. The Rutherford Avenue project will also provide an improved streetscape including shared use paths, open spaces, and amenities such as pocket parks, street furniture, improved lighting and connections to a new North Washington Street Bridge. Likewise, Sullivan Square will be transformed by replacing the traffic rotary and tunnel with an urban street grid and providing future opportunities for open space, development, community amenities, and improved access to Sullivan Square station, the Mystic River, and Ryan Playground. The construction of the Wynn Casino in Everett (including the Wynn-funded roadway improvements to D Street, Spice Street, and the Sullivan Square busway) and other nearby projects such as 32 Cambridge Street, Bridgeview, Cambridge Crossing (formerly Northpoint) and Assembly Square are bringing new private investment to the area and changing the nature of development in the corridor.

There are currently three buildings in Hood Park as shown in Figure X:

- 500 Rutherford Avenue: 500 Rutherford Avenue is the most prominent building in Hood Park fronting Rutherford Avenue. Formerly the H.P. Hood & Sons headquarters, this building has been redeveloped into approximately 418,000 square feet of office space. The 500 Rutherford Avenue building is fully-occupied by 13 existing tenants and will remain as part of the Proposed Project.
- 510 Rutherford Avenue, the Power House: The Power House is a 20,000 square foot building located adjacent to 500 Rutherford Avenue. The Power House is currently a fully-occupied office building. This building and the accompanying smoke stack will remain as part of the Proposed Project.
- 570 Rutherford Avenue, the Cooler Building: The Cooler Building is a 55,000 square foot office building located in the northwest corner of the Project Site. The Cooler Building will be demolished as part of the Proposed Project as was also intended in the 2000 PDA Master Plan.

A fourth building, 480 Rutherford Avenue is currently under construction. 480 Rutherford Avenue is a 177-unit residential project with 154 market rate units and 23 affordable units, including approximately 10,000 square feet of retail space.

The parking for the existing buildings is currently located in several surface parking lots within Hood Park. At this time, the surface parking lots are fully utilized by tenants under existing leases and agreements. In order to maintain sufficient parking for the existing tenants, construction of the Proposed Project must occur before any additional surface parking can be replaced with developments approved under the PDA Master Plan. The Proposed Project will replace 241 surface parking spaces resulting in approximately 700 net new spaces.

## Area Context

The western side of Rutherford Avenue, including Hood Park, continues to evolve. Formerly an industrial and operations district, the corridor is currently transitioning to office and residential uses, though still separated from the balance of the residential neighborhood portions of Charlestown by the existing heavily-travelled Rutherford Avenue. The long-established Charlestown residential community immediately east of Hood Park and Rutherford Avenue has a wide variety of housing stock, neighborhood amenities, and businesses.

To the north of Hood Park, directly across D Street is 32 Cambridge Street (now known as The Graphic), a 171-unit conversion of an existing three-story industrial building currently under construction and projected to open in summer of 2018. Across Sullivan Square to the east is the Shraffts Center and to the north is the Assembly Square project in Somerville. The Sullivan Square MBTA station is a major transfer station to the Orange Line from numerous bus lines servicing the northern suburban market. The nearby development of the Wynn Casino project in Everett is underway and will be completed in 2019. As part of that development, Wynn is making several improvements to the area, including:

- Reconstructing Spice Street and D Street directly adjacent to the Project Site;
- Reconfiguring the streets and busways at Sullivan Square to allow northbound traffic from Hood Park to avoid the Sullivan Square rotary;
- Improving signal timing on Cambridge Street,
- and adding an additional right turn lane off the I-93 northbound ramp onto Cambridge Street.

To the south and southwest of Hood Park are low-intensity industrial uses including a self-storage facility, wholesalers, shipping and receiving services, Boston Sand and Gravel, Cassella Waste transfer station, and other industrial uses. Further south, Bridgeview opened in 2016 as a 61-unit residential project with a five-unit adult supportive service program. Further south is the Bunker Hill Community College with educational and community facilities, ball fields, walking trails, and the Community College MBTA stop on the Orange Line.

The Project site is well served by public transportation, with access to two Orange Line MBTA stations, (Sullivan Square and Community College) and a dozen bus routes within a ten-minute walk. Sullivan Square station is located approximately 0.2 miles north of the Project Site and provides access to the Orange Line and 12 MBTA bus routes. Spice Street is a direct connection between the Project Site and the Sullivan Square station and is currently being improved as part of the Wynn Casino mitigation. The reconstructed Spice Street and D Street, along with the completion of the 32 Cambridge Street project, will allow for more pleasant and safer pedestrian and bicycle access to Sullivan Square station.

Community College station is approximately 0.6 miles from the Project Site and is accessible via pedestrian paths on the Bunker Hill Community College campus or via Rutherford Avenue.

The Orange Line provides connections to Somerville and Malden to the north, and downtown Boston, North Station, Back Bay, Roxbury, and Jamaica Plain to the south. Commuters can transfer to MBTA commuter rail trains at North Station for points north of Boston, and Back Bay for points south of Boston. The 12 MBTA bus routes connect the Project site to locations such as Harvard Square, Cleveland Circle, Davis Square, Clarendon Hill, Malden Center, Linden Square, and Ruggles Station, among others.

To the west of the Project Site are the elevated north and southbound lanes of the I-93 highway and Leverett connector which create a visual and physical barrier to east Cambridge and Somerville and the Cambridge Crossing development.

## Proposed Changes

100 Hood Park Drive will be an approximately 905-space, five-level parking garage over approximately 75,000 square feet of ground and second floor active uses space potentially including a restaurant, laboratory, retail or other active uses. The garage is designed as a flat-plate structure with exterior permeability to comply with open-air ventilation type garage requirements. The parking levels of the garage are designed for every other plate to be removed in the future, which in combination with the flat plate system will allow for future conversion to office space or other non-parking uses should demand for parking decline sufficiently in the future. The envelope of the structure is a combination of glazing and masonry or metal panel veneer systems at the active use levels, more solid masonry façade elements at back of house, and a screening system at the upper levels to meet the ventilation requirements for parking areas. The structure height is approximately 75 feet and is therefore a high-rise building according to the building code. The project includes a layer of PV solar panels at the top level of the parking deck providing sustainable solar energy generation and a cover for the parking deck. The garage will include electronic parking controls and management systems to indicate locations and quantities of available parking spaces on each level to facilitate ease of finding spaces and thereby reduce travel and idle times in the garage during peak usage.

Each level of parking will be approximately 60,000 square feet with approximately 165 parking spaces per level in both standard and tandem configurations. Additionally, approximately 65 spaces are located on the ground floor, behind the active use space and therefore concealed from Hood Park Drive. This parking will be designated for the residential users at 480 Rutherford Avenue. The vehicular entrance and exit to the upper level garage will be from Chimney Court at the east end of the building, and pedestrians will access the garage through a lobby located on Hood Park Drive. The entrance and exit lanes will be managed through an electronic control system with remote pay stations, allowing for reversing of the traffic flow as appropriate to accommodate peak exit flows in the evenings and other periods as needed.

To accommodate the potential conversion of the garage to other uses in the future, and to accommodate the potential addition of future residential or commercial levels above the parking, lobby space and provisions for a future elevator core are included in the design.

The Proponent will provide approximately 50 Electric Vehicle (“EV”) charging stations and will install the necessary infrastructure where appropriate to permit additional charging stations as demand warrants. In the event that autonomous vehicle fleets become common, there will need to be significant numbers of charging stations available, central to the urban core, to accommodate remote charging, and the proponent anticipates the garage being a potential hub for this use, based on the central location to Boston, Cambridge and Somerville areas. The solar array on the rooftop is anticipated to generate sufficient electrical power to offset the usage for lighting and parking controls at the garage.

The ground and second floors of the Proposed Project will include lobby space for the garage, an approximately 12,000 square foot lease space proposed principally for a restaurant tenant usage, approximately 12,000 square feet of retail / active use lease space, and approximately 50,000 gross square feet of laboratory space intended for a wide range of lab uses up to and including bio-safety level 2 lab functions.

Pedestrians will access the active use / retail and restaurant spaces directly from sidewalks at grade on Hood Park Drive. The second level laboratory space will be accessed through a lobby on Hood Park Drive and those arriving by car will be able to access the space directly from the garage lobby. A loading area serving the retail and laboratory spaces is located at southern façade of the building, on a drive lane accessed from the southern end of Chimney Court adjacent to the garage entry / exit ramp. The western end of Hood Park Drive between the garage and the future 520 Rutherford Avenue project will be designed to serve as a hardscaped plaza accommodating food trucks, pop-up stores, and markets while providing access to the loading and service docks and emergency egress gathering space for 100 Hood Park Drive and 520 Rutherford Avenue. Additional service areas, including common trash collection and removal for the restaurant use, are located on the south façade of the garage, accessed from Chimney Court.

The total square footages of the approved PDA Master Plan will remain unchanged at 1,168,820 square feet. Under the PDA Master Plan, floor area dedicated for structured parking is not included in the allowed floor area. All of the previously-approved P1 project was dedicated to parking so none of the approved square footage was allocated to P1. Therefore, 75,000 square feet for the ground and second floor active retail uses will be reallocated from the 550 Rutherford Avenue project to the 100 Hood Park Drive project. The future 550 Rutherford Avenue project will be reduced from 102,160 square feet to 27,160 square feet.

The Proposed Project will be further described in the PDA Development Plan and the reallocation of square footage and an update to the roadway configuration will be included in the Fourth Amendment, both filed with the BPDA on December 1, 2017.

## Public Benefits

The Proposed Project will provide many public benefits for Charlestown, the City of Boston, and the surrounding neighborhood.

The Proposed Project will:

- Replace surface parking with an attractive structured parking garage with approximately 75,000 square feet of ground and second floor uses including restaurants, retail, laboratory and / or other active uses. This parking will be available at no charge, to Charlestown residents during snow emergencies.
- Provide new destination restaurant and active uses and / or retail spaces within Hood Park, immediately adjacent to two MBTA stations, highway access, and walking distance from residential Charlestown.
- Increase the City's real estate tax base by adding new development and increasing property values in the surrounding blocks.
- Provide over \$590,000 in Linkage funds to be used for affordable housing and job training in the City of Boston.
- Create an estimated 100 construction jobs over the next 12 months.
- Improve infrastructure systems, thereby reducing the environmental impact of Hood Park and its impact upon water, sewer, stormwater, and electrical systems.

- Raise the elevation of the Project Site above flood levels at Elev. 20.0' BCB, thereby increasing the resiliency of the City and the Proposed Project.
- Provide dedicated laboratory and research facilities for established and emerging firms, which both create additional employment opportunities and attract new, technology-based businesses to the Hood Park campus.

## Sustainability, Resiliency, and Smart Growth

The Proponent has demonstrated a commitment to sustainability and green building as evidenced by the anticipated LEED Platinum certification of the 480 Rutherford Avenue project currently under construction. While the U.S. Green Building Council does not offer a certification for structured parking garages, the Commercial Component will be designed with sustainability as a prime consideration.

The Proposed Project will include a solar array on the rooftop to provide a significant portion of the power required for the garage uses. The parking trays will be constructed with flat floor plates to allow the potential future conversion to non-parking uses. The Proponent will provide Electric Vehicle ("EV") charging stations in five percent of the parking spaces and will install infrastructure to allow additional charging stations to be easily installed as demand requires.

The Proponent's commitment to sustainability will extend beyond the Commercial Component and into the Garage Component of the Proposed Project. The Proponent is evaluating the feasibility of pursuing the Parksmart Gold Certification Level, the highest level awarded. Beyond the minimum requirements of Article 37, the Proposed Project will pursue the equivalent of LEED Silver certifiability for the entire project scope.

The grading of the Project Site supports the design goals of the streetscape and public open spaces and meets design criteria for resilience and flood protection. The grading creates a street network that is generally 2-3 feet above the existing elevation of the site, enabling first floor elevations of all proposed buildings to be set at approximately elevation 20 (BCB), consistent with the City's goals for climate change preparedness.

## General Information

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### Applicant Information

The Proposed Project will be undertaken by Hood Park LLC, a Massachusetts limited liability company.

### Development Team

Hood Park LLC has gathered a team of experts to design, permit, and construct the Proposed Project. This primarily Boston-based team is very qualified to lead the Article 80 process and deliver a successful project.

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Proponent	Hood Park LLC Six Kimball Lane Lynnfield, MA 01940 Christopher P. Kaneb, Manager
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# 100 Hood Park Drive NPC

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TO: Mark Rosenshein, Geoffrey Lewis

DATE: February 21, 2018

FROM: Brian J. Beisel; Melissa Restrepo

SUBJECT: Notice of Project Change

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As part of the Hood Business Park Planned Development Area Master Plan (PDA Project), the building program of the 100 Hood Park Drive parcel is proposed to be changed. In the approved PDA Project this parcel consists of an above ground parking garage. This Notice of Project Change (NPC) modifies the building program to continue to consist of an above ground garage; in addition, the NPC proposes to activate the ground floor of the building via 23,000 square feet (sf) of shopping center and the second floor via 50,000 sf of lab space (NPC Project). This 73,000 square feet of new active uses on this parcel will not increase the square footage of the approved PDA, however, as it is proposed to take the place of the same square footage of office space from other parcels in the approved PDA Project.

The Hood Business Park is located in the Charlestown neighborhood of Boston. The PDA Project parcel (100 Hood Park Drive) is bounded by Hood Park Drive to the north, Chimney Court to the east, and buildings within the existing Bunker Hill Industrial Park to the south and west.

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## Site Circulation

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The site is conveniently located within walking distance to both the Sullivan Square and Community College MBTA stations. In addition to the subway, non-auto alternatives in the area include multiple MBTA bus lines at Sullivan Square Station, Zipcar locations within a half mile, and a Hubway bicycle share station within a half mile.

## VEHICLE ACCESS

On the east side of the parcel, a proposed garage ramp will approach Chimney Court at the southern edge of the building from the south. Chimney Court consists of one lane in each direction to provide vehicle access and egress to the site.

## PEDESTRIAN ACCESS

New sidewalks will be installed adjacent to the Project site. The buildings main entrance will be located on Hood Park Drive. This entrance will provide access to the restaurant/retail spaces.



## LOADING AND SERVICE

The Project includes a loading/trash area off of Chimney Court which will be able to accommodate the loading activity for the lab and restaurant/retail uses.

## Trip Generation Comparison

For the purpose of evaluating the transportation impacts of the NPC Project compared to the previously approved PDA Project, the trip generation estimates for both the previous and proposed building programs were developed. Based on rates derived from the Institute of Transportation Engineer’s (ITE) *Trip Generation* (10th Edition, 2017 Land Use Code (LUC) 710 (General Office Building), LUC 760 (Research & Development Center), and LUC 820 (Shopping Center) were utilized.

The ITE trip generation rates produce vehicle trip estimates, which are then converted to person trips using vehicle occupancy rates (VOR) based on the 2009 National Household Travel Survey data and other local data. Using travel mode split information for this area of Boston provided by BTS, the total person trips are then allocated to vehicle, transit, and walk/bicycle trips.

## VEHICLE TRIP GENERATION COMPARISON

The vehicle mode share for the Charlestown neighborhood of Boston is 67% of the trips for the office/lab land use and 50% for the retail/restaurant land uses. The vehicle trip generation during a typical weekday for the previously approved PDA Project and the currently proposed NPC Project are compared in **Table 1**.

*Table 1. Vehicle Trip Generation Comparison*

Time Period	Direction	Previous	Proposed NPC	Net Impact
Daily	In	244	406	+162
	Out	<u>244</u>	<u>406</u>	<u>+162</u>
	Total	488	812	+324
a.m. Peak Hour	In	50	14	-36
	Out	<u>9</u>	<u>7</u>	<u>-2</u>
	Total	59	21	-38
p.m. Peak Hour	In	9	18	+9
	Out	<u>48</u>	<u>29</u>	<u>-19</u>
	Total	57	47	-10

As shown in **Table 1**, when compared to the previous program, during a typical weekday the NPC Project would result in approximately 324 more daily vehicle trips, 38 fewer vehicle trips during the



typical weekday a.m. peak hour, and 10 fewer vehicle trips during the typical weekday p.m. peak hour.

## TRANSIT TRIP GENERATION COMPARISON

The transit mode share for this area is estimated to be 23% of the trips for the office/lab land use and 15% of the trips for the retail/restaurant land uses. **Table 2** shows a comparison of transit trip generation for the previous program and the proposed NPC Project.

*Table 2. Transit Trip Generation Comparison*

Time Period	Direction	Previous	Proposed NPC	Net Impact
Daily	In	95	189	+94
	Out	<u>95</u>	<u>189</u>	<u>+94</u>
	Total	190	378	+188
a.m. Peak Hour	In	20	10	-10
	Out	<u>3</u>	<u>6</u>	<u>+3</u>
	Total	23	16	-7
p.m. Peak Hour	In	4	22	+18
	Out	<u>19</u>	<u>24</u>	<u>+5</u>
	Total	23	46	+23

As shown in **Table 2**, the proposed NPC Project will typically generate 188 more typical weekday transit trips, 7 fewer transit trips during the typical weekday a.m. peak hour, and 23 more transit trips during the typical weekday p.m. peak hour.

## WALK/BIKE TRIP GENERATION COMPARISON

The walk/bike mode share for this area is estimated to be 10% of trips for the office land/lab use and 35% of the trips for the retail/restaurant land uses. **Table 3** shows the walk/bicycle trip generation for the two building programs.



**Table 3. Walk/Bike Trip Generation Comparison**

Time Period	Direction	Previous	Proposed NPC	Net Impact
Daily	In	41	303	+262
	Out	41	303	+262
	Total	82	606	+524
a.m. Peak Hour	In	9	12	+3
	Out	1	6	+5
	Total	10	18	+8
p.m. Peak Hour	In	2	27	+25
	Out	8	38	+30
	Total	10	65	+55

As shown in **Table 3**, walk/bike trips are expected to increase by 524 pedestrians/bicyclists throughout the course of a typical weekday, increase by 8 pedestrians/bicyclists during the typical weekday a.m. peak hour, and increase by 55 pedestrians/bicyclists during the typical weekday p.m. peak hour.

## Parking Demand

The PDA Master Plan included a parking requirement of 1.5 spaces per 1,000 square feet of office and retail space. Under this requirement, the lab and retail/restaurant space associated with this NPC Project would result in approximately 113 parking spaces.

Since the approval of the PDA Master Plan, the Boston Transportation Department (BTD) has established maximum parking space guidelines throughout the City. The maximum BTD parking ratio in Charlestown for non-residential land uses near an MBTA station is 1.25 parking spaces per 1,000 square feet. Even based on the inflated parking requirements in the PDA Master Plan (113 spaces), parking for the NPC Project lab and retail space can be accommodated in the existing 966 space surface parking lot.

## Summary

During the typical weekday, the proposed NPC Project will have a lower impact on vehicle trips during the peak hours than the portion of the previously approved PDA Project building program that it will be replacing. The parking and loading demand will both be accommodated on site without adversely impacting the existing uses in the area or impeding the further development of the PDA Project.