



NOTICE OF PROJECT CHANGE

480 Rutherford Avenue
Hood Park - Charlestown, Massachusetts
Submitted 9/09/2016





September 9, 2016

VIA HAND DELIVERY

Brian P. Golden, Director
Boston Redevelopment Authority
City Hall, 9th Floor
Boston, MA 02201

RE: Notice of Project Change 480 Rutherford Avenue, Charlestown
Planned Development Area No. 51, Hood Business Park

Dear Director Golden:

Please accept this letter as a Notice of Project Change under Article 80, Section 80A-6 and Section 80C-7 of the Boston Zoning Code ("Code") submitted by Hood Business Park, LLC (the "Proponent") in connection with the project located at 480 Rutherford Avenue, Charlestown (the "Project Site"). A Letter of Intent ("LOI") was filed with the Boston Redevelopment Authority (the "Authority") on June 14, 2016 and an Impact Advisory Group ("IAG") was established on July 20, 2016.

The Proponent has continuously improved the former Hood Dairy Plant from an industrial plant to a state of the art office/research park, including the renovation of 500 Rutherford Avenue and 570 Rutherford Avenue. In light of the City of Boston's *Boston 2030 Plan* to create 53,000 housing units by 2030, the desire for vibrant mixed-use neighborhoods, and the goal to locate housing and jobs at major transit nodes, the Proponent seeks approvals to develop the 480 Rutherford Avenue site as an approximately 177-unit residential project instead of the 143,255 square foot office project as previously approved.

BACKGROUND AND PROJECT HISTORY

On October 20, 2000, the Boston Zoning Commission 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 Business Park, with the projected square footages approved for the various project components approved in the PDA Master Plan to total approximately 1,168,820 square feet of gross floor area. The Project Site is currently vacant, a previously existing structure having been removed in 2008, and is located within PDA No. 51.

The project described in the 2000 PDA Master Plan for the Project Site (the "Rosev Building") contemplated the renovation and enlargement of the then-existing warehouse located





Brian P. Golden, Director
September 9, 2016
Page 2

on the Project Site by approximately 79,060 square feet. The originally contemplated Rosev Building project within the PDA Master Plan was modified pursuant to a Notice of Project Change (the "NPC"), as well as an Amended and Restated Development Plan and the First Amendment to Master Plan for Planned Development Area No. 51 (collectively, the "PDA Amendments"), all submitted to the Authority on February 29, 2008. The NPC and the PDA Amendments increased the Gross Floor Area of the previously-approved Rosev Building project by approximately 37,615 square feet to approximately 143,255 square feet. The NPC was approved by the Authority on April 29, 2008. The PDA Amendments became effective on May 29, 2008.

PROPOSED CHANGES

The Proponent intends to continue redeveloping the former Hood Dairy Plant into a vibrant mixed use neighborhood and seeks approvals to develop the Rosev Building project as an approximately 168,000 square foot building containing 177 residential units with amenity spaces, approximately 10,500 square feet of retail space, and approximately 90 parking spaces (the "Proposed Project"), instead of a 143,255 square foot office project as previously approved in 2008. The Proposed Project will also include landscaping and restriping of parking areas on the Project Site. The Proposed Project is further described in the Second Amended and Restated Planned Development Area Development Plan for 480 Rutherford Avenue, filed with the Authority on September 9, 2016, pursuant to the provisions of Article 80C of the Code.

The total square footages of the various components described in the PDA Master Plan will remain at the approved 1,168,820 square feet of gross floor area. The increase in square footages between the Proposed Project and the square footage contemplated for the Project Site in May, 2008 results in approximately 24,800 gross square feet that will be reallocated from the PDA Master Plan project component located at 570 Rutherford Avenue (resulting in a total of 291,780 gross square feet for said project component). This reallocation of square footage and an update to the phasing of the project components included in the PDA Master Plan is further described in the proposed Third Amendment to Master Plan for Planned Development Area No. 51, filed with the Authority on September 2, 2016, pursuant to the provisions of Article 80C of the Code.

The Proposed Project continues the transformation of the former Hood Dairy Plant from an industrial plant to a vibrant mixed use neighborhood. The Proposed Project will animate the Rutherford Avenue streetscape and result in many improvements to the neighborhood such as improved streetscape, additional retail and/or restaurant space, and additional housing opportunities, including affordable housing in compliance with the City of Boston's Inclusionary Development Policy. Furthermore, there are fewer negative impacts of the Proposed Project related to traffic, loading, and parking than under the previously approved project. Please see the attached memorandum from Brian J. Beisel and Adina Alpert at Howard, Stein, Hudson dated August 29, 2016 which details the Proposed Project's traffic, parking, loading, and bicycle parking plans and impacts.





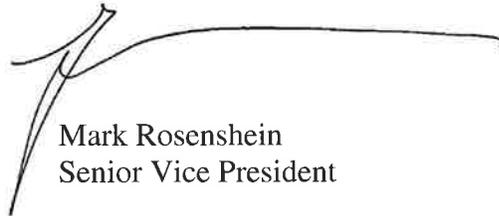
Brian P. Golden, Director
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Page 3

This Notice of Project Change is being filed to seek the Authority's determination that the above described changes 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 Authority under Article 80B of the Code.

As indicated above, the Proponent has filed with the Authority the proposed Third Amendment to Master Plan for Planned Development Area No. 51 and the Second Amended and Restated Planned Development Area Development Plan for 480 Rutherford Avenue incorporating the changes set forth in this letter and also updating the phasing for the various project components for Hood Business Park. The Proponent seeks the Authority's approval of the Third Amendment and the Second Amended and Restated PDA Development Plan under Article 80C of the Code.

We look forward to working with the Authority during its continuing review of the Proposed Project.

Very truly yours,

A handwritten signature in black ink, consisting of a series of fluid, connected strokes that form the name "Mark Rosenshein".

Mark Rosenshein
Senior Vice President

CC:

Edward McGuire, Boston Redevelopment Authority
Mary Beth Pyles, Boston Redevelopment Authority
Paula Devereaux, Rubin and Rudman, LLC





NOTICE OF PROJECT CHANGE

480 Rutherford Avenue
Hood Park - Charlestown, Massachusetts
Submitted 09/09/2016



cbt

SMMA



Level	GROSS SF Area
Level 0	9,203
LOWER MEZZ	5,969
Level 1	34,911
UPPER MEZZ	7,660
Level 2	27,689
Level 3	28,471
Level 4	28,478
Level 5	28,471
Level 6	28,471
	199,323

	unit count	NRSF	avg	% of # of units
0 studio	67	32,165	480	37.9%
1 bed	81	55,251	682	45.8%
2 bed	29	28,739	991	16.4%
	177	116,155		

AMENITY/FRONT OF HOUSE 7,524 NSF

BIKES 1,337 NSF

172 # of bikes ACTUAL
0.97 bike parking ratio ACTUAL

RETAIL 10,721 NRSF

RETAIL LOADING 1,472 NRSF

RETAIL CORRIDOR 1,227 NRSF

TBD 1,465 NSF

PARKING 31,605 NSF

0.51 resi parking ratio ACTUAL
91 # of resi spaces ACTUAL

RESI LOADING 463

RESI TRASH 547

RESI STORAGE 817 NSF

ZONING GROSS FLOOR AREA 162,231

LEED 2009 for New Construction and Major Renovations		Project Checklist		480 Rutherford Avenue, Boston, MA 02129	
18 6 2 Sustainable Sites		Possible Points: 26		Materials and Resources, Continued	
Y	7	H		Y	7
1			Prereq 1	1	1
			Credit 1	1	1
5			Credit 2	1	1
	1		Credit 3	1	1
6			Credit 4.1	1	1
	1		Credit 4.2	1	1
3			Credit 4.3	1	1
2			Credit 4.4	1	1
	1		Credit 5.1	1	1
	1		Credit 5.2	1	1
	1		Credit 6.1	1	1
	1		Credit 6.2	1	1
	1		Credit 7.1	1	1
	1		Credit 7.2	1	1
	1		Credit 8	1	1
4 2 4 Water Efficiency		Possible Points: 10		12 1 2 Indoor Environmental Quality	
Y	7	H		Y	7
2	2		Prereq 1	1	1
	2		Credit 1	1	1
2	2		Credit 2	1	1
	2		Credit 3	1	1
5 14 16 Energy and Atmosphere		Possible Points: 35		1 3 2 Innovation and Design Process	
Y	7	H		Y	7
			Prereq 1	1	1
			Prereq 2	1	1
			Prereq 3	1	1
5	4	10	Credit 1	1	1
	1	6	Credit 2	1	1
	2		Credit 3	1	1
	2		Credit 4	1	1
	3		Credit 5	1	1
	2		Credit 6	1	1
3 3 8 Materials and Resources		Possible Points: 14		2 1 1 Regional Priority Credits	
Y	7	H		Y	7
			Prereq 1	1	1
	3		Credit 1.1	1	1
	1		Credit 1.2	1	1
1	1		Credit 2	1	1
	2		Credit 3	1	1
45 30 35 Total		Possible Points: 110		45 30 35 Total	
				Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110	

Landscape Architect
Symmes Maini McKee Associates Inc.
1000 Massachusetts Ave, Cambridge, MA 02138

Structural Engineer
McNamara / Salvia Inc.
101 Federal Street, Boston, MA 02110

MEP Engineer
R.W. Sullivan Engineering
529 Main Street, Boston, MA 02129

BUILDING ANALYSIS
480 RUTHERFORD AVE BOSTON, MA
8/31/16

cbt 617 262 4354 cbtarchitects.com
110 canal street boston, ma 02114



EXTERIOR RENDERINGS
 480 RUTHERFORD AVE BOSTON, MA
 8/31/16

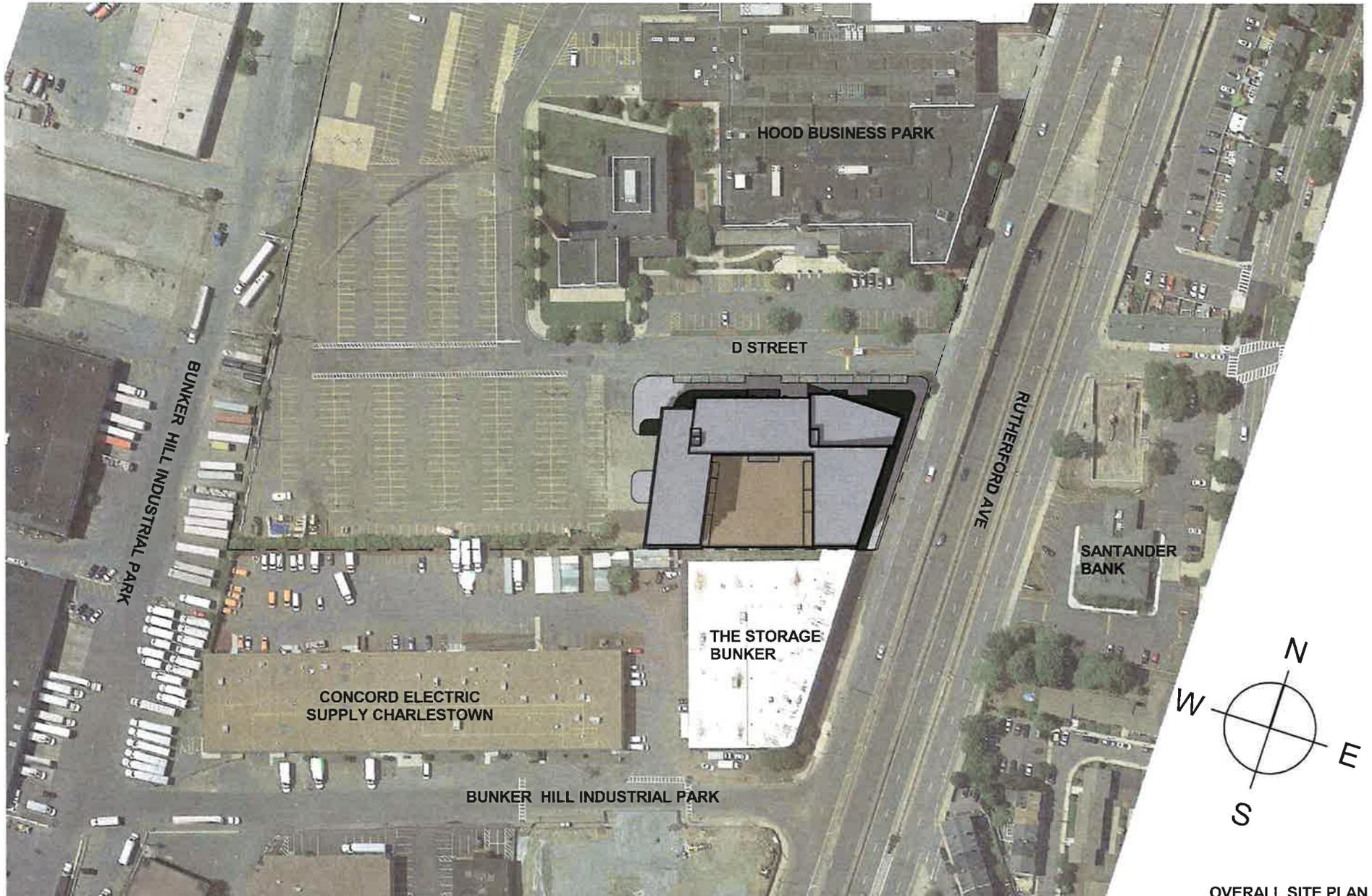
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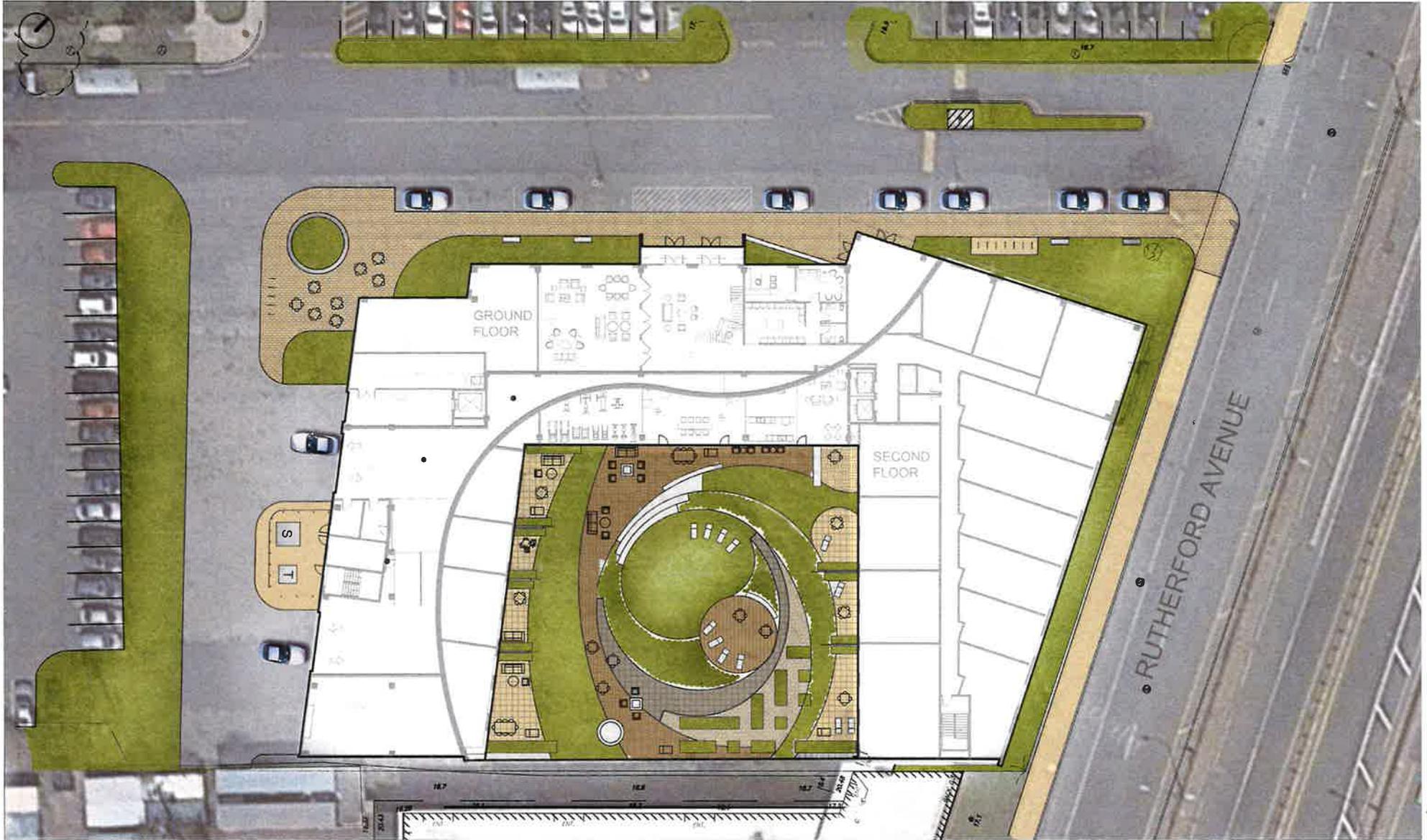
OVERALL SITE PLAN
 480 RUTHERFORD AVE BOSTON, MA
 8/31/16 1" = 100'-0"

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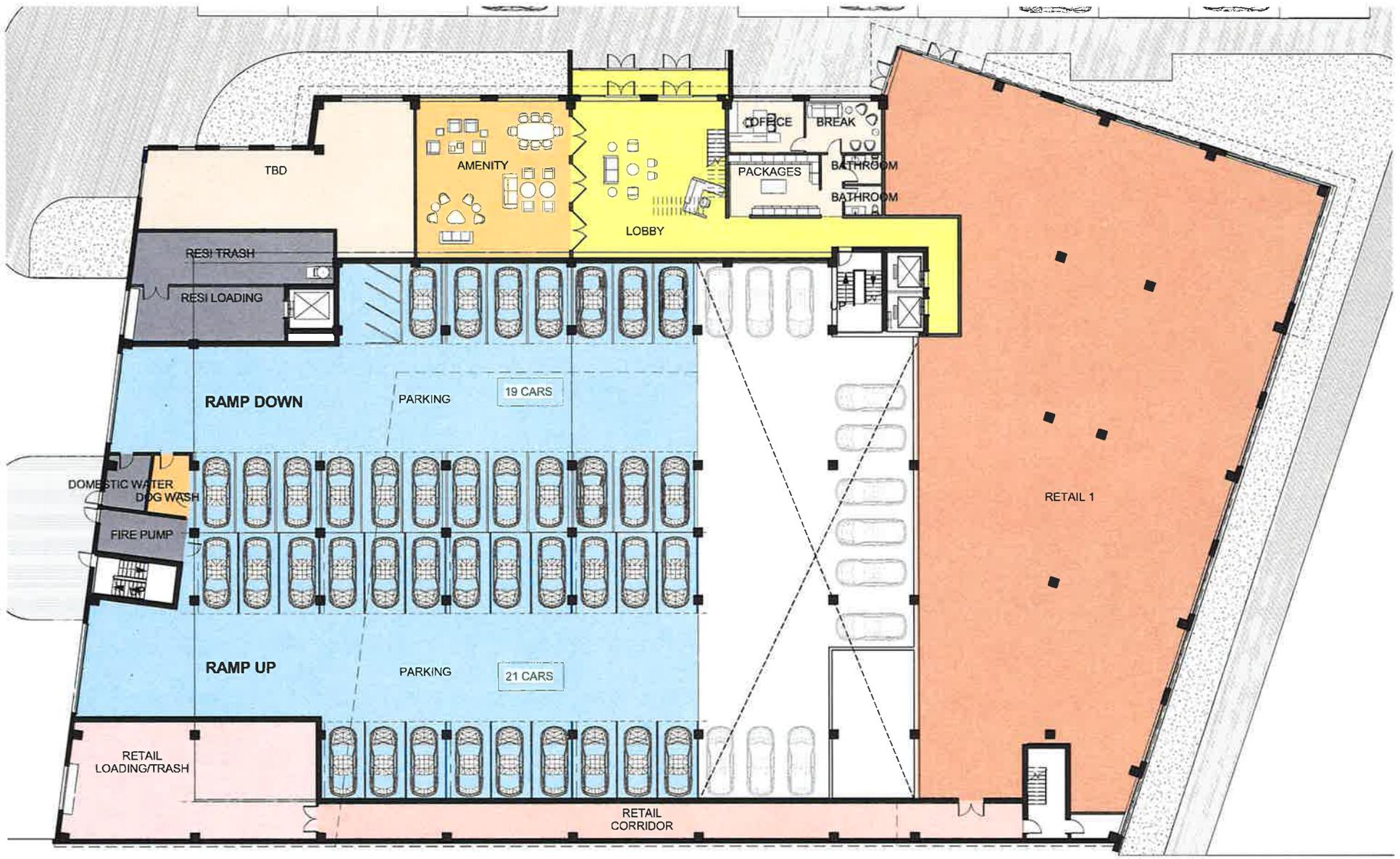
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SITE PLAN

480 RUTHERFORD AVE BOSTON, MA
8/31/16 1"=30'
C-101



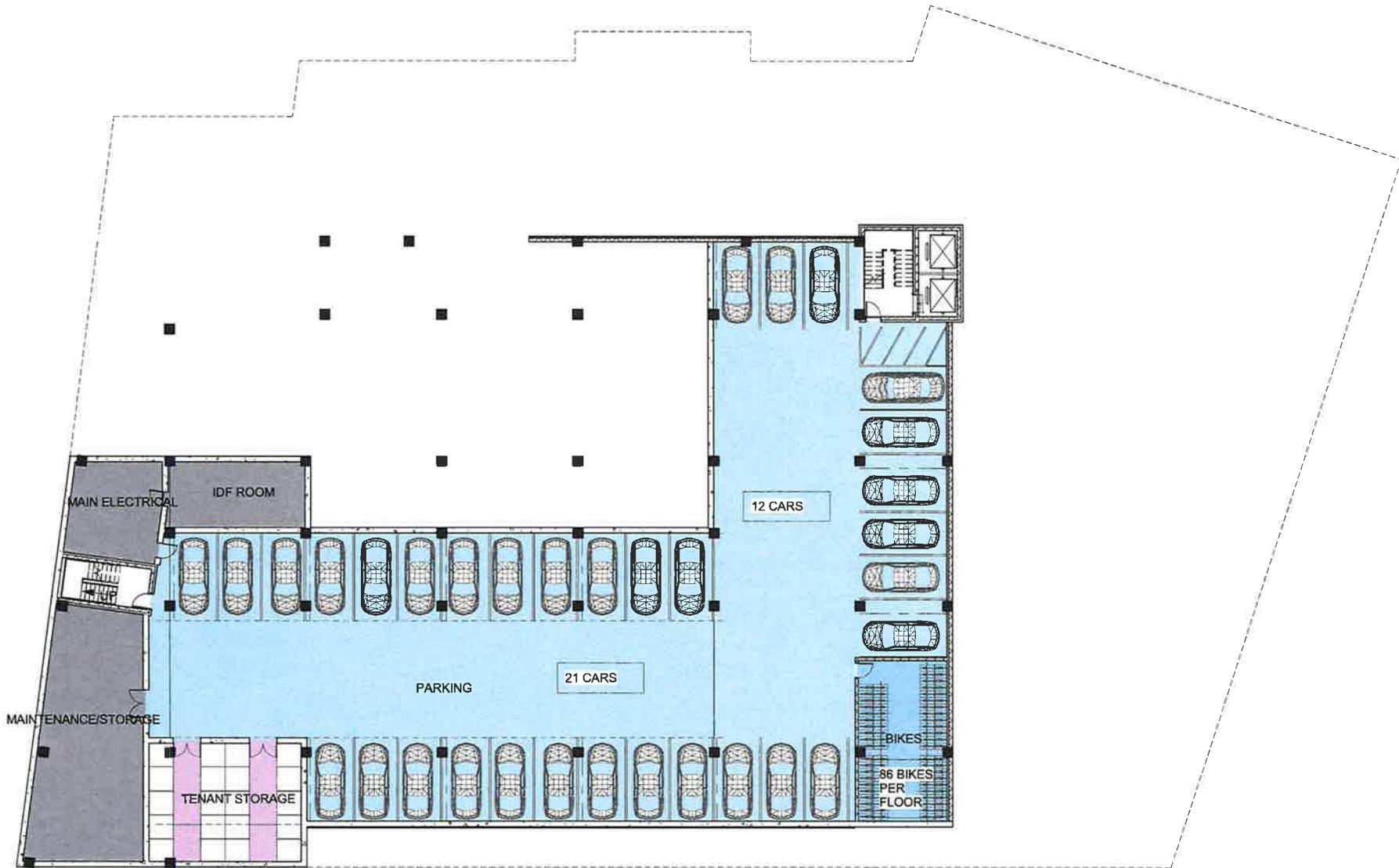
GROUND FLOOR PLAN
 480 RUTHERFORD AVE BOSTON, MA
 8/31/16 1" = 20'-0"

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BASEMENT PLAN
 480 RUTHERFORD AVE BOSTON, MA
 8/31/16 1" = 20'-0"

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MEZZANINE PLAN
 480 RUTHERFORD AVE BOSTON, MA
 8/31/16 1" = 20'-0"

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LEVEL 2 PLAN
 480 RUTHERFORD AVE BOSTON, MA
 8/31/16 1" = 20'-0"

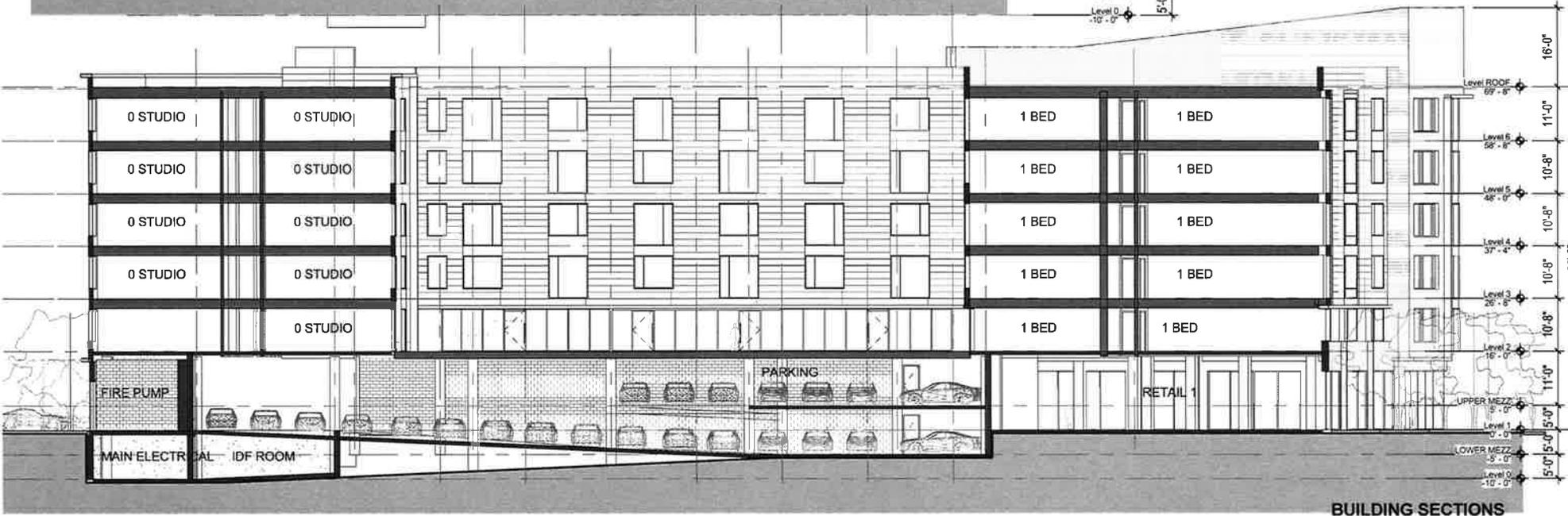
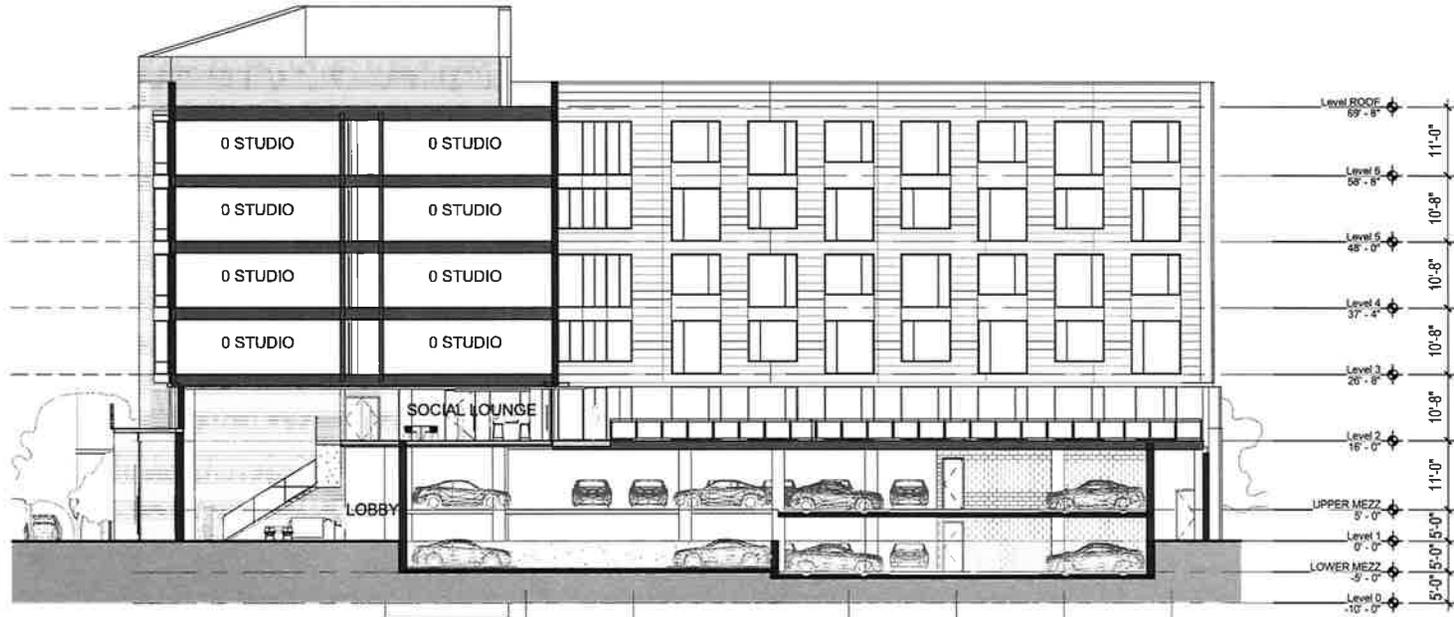


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BUILDING SECTIONS

480 RUTHERFORD AVE BOSTON, MA
8/31/16 1" = 20'-0"

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ELEVATIONS
 480 RUTHERFORD AVE BOSTON, MA
 8/31/16 1" = 40'-0"

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PARKING ACCESS PLAN

480 RUTHERFORD AVE BOSTON, MA
8/31/16 1"=30'
C-102



C-103



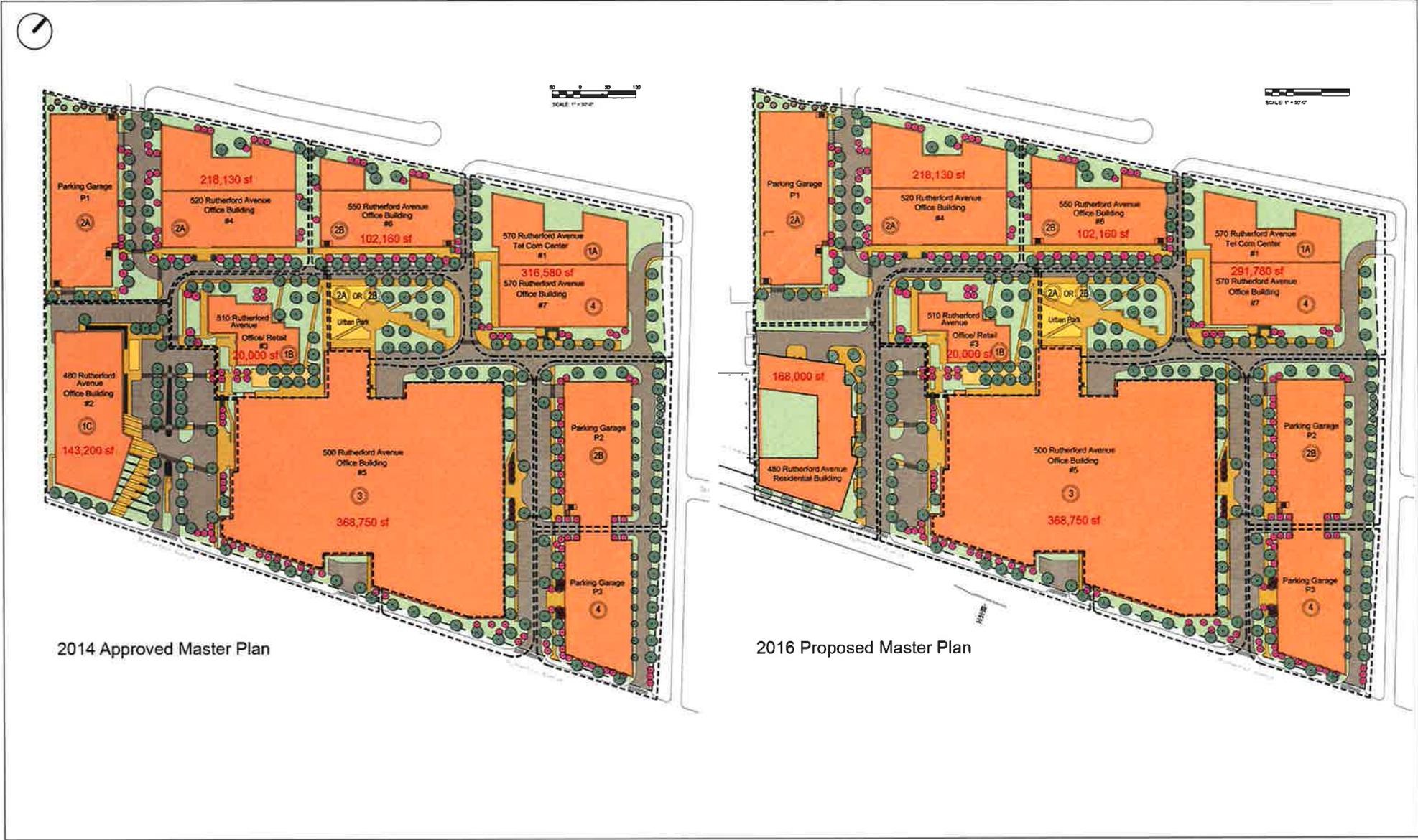
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LANDSCAPE PLAN
480 RUTHERFORD AVE BOSTON, MA
8/31/16 1"=30'
C-103



2014 Approved Master Plan

2016 Proposed Master Plan

COMPARATIVE MASTER PLAN
 480 RUTHERFORD AVE BOSTON, MA
 8/31/16 NTS
C-104

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Comparative Building Area Analysis
Hood Park PDA Master Plan
September 9, 2016

Building No. / Building Name	2014 Master Plan (currently approved) GFA (ex. Parking)	2016 Master Plan (as proposed) GFA (ex. Parking)
(1) 570 Rutherford Avenue Cooler Building Renovation	55,000	55,000
(2) 480 Rutherford Avenue	143,200	168,000
(3) 510 Rutherford Avenue Power Building Renovation	20,000	20,000
(4) 520 Rutherford Avenue	218,130	218,130
(5) 500 Rutherford Avenue Renovation	368,750	368,750
(6) 550 Rutherford Avenue	102,160	102,160
(7) 570 Rutherford Avenue	316,580	291,780
Demolition of Cooler Building 570 Rutherford Avenue	(55,000)	(55,000)
Total GFA (excluding parking)	1,168,820	1,168,820

Full Build Parking Analysis
Hood Park PDA Master Plan
September 9, 2016

Building No. / Building Name	2016 Master Plan (as proposed)		Required Parking @1.5/1000
	GFA (ex. Parking)	Office/Retail/R&D GFA	
(1) 570 Rutherford Avenue Cooler Building Renovat	55,000	55,000	83
(2) 480 Rutherford Avenue	168,000	10,500	16
(3) 510 Rutherford Avenue Power Building Renovat	20,000	20,000	30
(4) 520 Rutherford Avenue	218,130	218,130	327
(5) 500 Rutherford Avenue Renovation	368,750	368,750	553
(6) 550 Rutherford Avenue	102,160	102,160	153
(7) 570 Rutherford Avenue	291,780	293,780	441
Demolition of Cooler Building 570 Rutherford Aven	(55,000)	(55,000)	(83)
Total GFA (excluding parking)	1,168,820	1,013,320	1,520

Planned Parking	Parking Spaces
(P1) Garage	812
(P2) Garage	418
(P3) Garage	408
On Grade Parking	127
	1,765

Required spaces @1.5/1000 at full build out	1,520
Total office/retail/R&D spaces at full build out	1,765
Surplus	245

Residential spaces	90
Total spaces	1,855

Residential units	177
Ratio	0.51

Existing Parking Analysis
Hood Park PDA Master Plan
September 9, 2016

Building No. / Building Name	2016 Master Plan (as proposed) GFA (ex. Parking)	Existing office/retail/R&D	Required parking @1.5/1000
(1) 570 Rutherford Avenue Cooler Building Renovat	55,000	55,000	83
(2) 480 Rutherford Avenue	168,000	10,500	16
(3) 510 Rutherford Avenue Power Building Renovat	20,000	9,450	14
(4) 520 Rutherford Avenue	218,130	-	-
(5) 500 Rutherford Avenue Renovation	368,750	368,750	553
(6) 550 Rutherford Avenue	102,160	-	-
(7) 570 Rutherford Avenue	291,780	-	-
Demolition of Cooler Building 570 Rutherford Aven	(55,000)	-	-
Total GFA (excluding parking)	1,168,820	443,700	666

Required Spaces @ 1.5/1000 upon 480 Rutherford completion	666
Existing parking spaces (ex 90 spaces within 480 Rutherford)	966
Surplus office/retail/R&D spaces	300
Residential spaces	90
Residential units	177
Ratio	0.51



480 Rutherford Avenue Redevelopment

TO: Mark Rosenshein, Geoffrey Lewis

DATE: August 31, 2016

FROM: Brian J. Beisel; Adina Alpert

SUBJECT: Notice of Project Change

The 480 Rutherford Avenue redevelopment project (the “Project”) is a subset of the Hood Business Park Planned Development Area Master Plan (PDA Master Plan), located in the Charlestown neighborhood of Boston. The Project site is bounded by Rutherford Avenue to the east, D Street to the north, an existing surface parking lot to the west, and a building housing The Storage Bunker to the south. The PDA Master Plan was previously approved with the proposed building program for this parcel consisting of 143,000 square feet of office space. This Notice of Project Change (NPC) modifies to the building program for this site to consist of 177 apartment units and 10,500 square feet of ground-floor retail space (NPC Project).

Site Circulation

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 the Route 92 and 93 MBTA bus lines, Zipcar locations within a half mile, and a Hubway bicycle share station within a half mile.

VEHICLE ACCESS

On the west side of the site, a proposed driveway will approach D Street from the south. The proposed driveway will provide vehicular access to and egress from the residential parking garage ramps.

PEDESTRIAN ACCESS

New sidewalks will be installed adjacent to the Project site. The residential lobby entrance will be located on D Street. The retail spaces will have doorways located along the site frontage, activating both Rutherford Avenue and D Street.

LOADING AND SERVICE

The Project includes two loading/trash areas. The northern loading/trash area will serve the residential tenants, while the southern loading/trash area will serve the retail tenants. All trash and recycling activity can be handled through these two loading/trash areas. Vehicular access to the loading/trash areas will be from the driveway on the west side of the site, by way of D Street.



Trip Generation Comparison

For the purpose of evaluating the transportation impacts of the NPC Project compared to the previously approved building program, 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* (9th Edition, 2012) rates for land use code (LUC) 220 – Apartment, LUC 710 – General Office Building, and LUC 820 – Shopping Center.

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, the total person trips are then allocated to vehicle, transit, and walk/bicycle trips.

The vehicle mode share for the Charlestown neighborhood of Boston is 67% of trips for office land uses, 46% of trips for residential land uses, and 50% of trips for retail land uses. The resulting vehicle trip generation for the previously approved 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	529	383	-146
	Out	<u>529</u>	<u>383</u>	<u>-146</u>
	Total	1,058	766	-292
a.m. Peak Hour	In	131	11	-120
	Out	<u>19</u>	<u>36</u>	<u>+17</u>
	Total	150	47	-103
p.m. Peak Hour	In	25	43	+18
	Out	<u>119</u>	<u>28</u>	<u>-91</u>
	Total	144	71	-73

As shown in **Table 1**, when compared to the previous program, the proposed NPC Project would result in 292 fewer daily vehicle trips, 103 fewer vehicle trips during the weekday a.m. peak hour, and 73 fewer vehicle trips during the weekday p.m. peak hour. The proposed NPC Project will result in less than one vehicle trip per minute during the weekday a.m. peak hour and approximately one vehicle trip per minute during the weekday p.m. peak hour.



The transit mode share for this area is estimated to be 23% of trips for office land uses, 19% of trips for residential land uses, and 15% of trips for retail land uses. **Table 2** shows a similar 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	205	187	-18
	Out	<u>205</u>	<u>187</u>	<u>-18</u>
	Total	410	374	-36
a.m. Peak Hour	In	51	6	-45
	Out	<u>7</u>	<u>16</u>	<u>+9</u>
	Total	58	22	-36
p.m. Peak Hour	In	9	20	+11
	Out	<u>46</u>	<u>13</u>	<u>-33</u>
	Total	55	33	-22

As shown in **Table 2**, the proposed NPC Project will generate 36 fewer daily transit trips, 36 fewer transit trips during the weekday a.m. peak hour, and 22 fewer transit trips during the weekday p.m. peak hour. As with the vehicle trips, the total associated transit trips will be less under the proposed Project than under the previous program.

The walk/bike mode share for this area is estimated to be 10% of trips for office land uses and 35% of trips for residential and retail land uses. **Table 3** similarly 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	89	373	+284
	Out	<u>89</u>	<u>373</u>	<u>+284</u>
	Total	178	746	+568
a.m. Peak Hour	In	22	11	-11
	Out	<u>3</u>	<u>30</u>	<u>+27</u>
	Total	25	41	+16
p.m. Peak Hour	In	4	40	+36
	Out	<u>20</u>	<u>28</u>	<u>+8</u>
	Total	24	66	+44

As shown in **Table 3**, walk/bike trips are expected to increase by 568 pedestrians/bicyclists daily, 16 pedestrians/bicyclists during the weekday a.m. peak hour, and 44 pedestrians/bicyclists during the weekday p.m. peak hour. The NPC Project pedestrian/bicyclist trips will increase compared to the previously approved program.

Parking Demand

COMMERCIAL

The PDA Master Plan included a parking requirement of 1.5 spaces per 1,000 square feet of commercial space. Under this requirement, the existing commercial uses and the retail space associated with this NPC Project would result in approximately 665 spaces required for the commercial uses.

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 (665 spaces), parking for the NPC Project retail space can be accommodated in the existing 966 space surface parking lot.

RESIDENTIAL

For this area of Charlestown, the BTD parking ratio maximum is 1.25 parking spaces per residential unit. The NPC Project proposes to construct 90 garage parking spaces for the 177 residential apartments (0.51 spaces per dwelling unit). Should the parking demand of the residential portion of the NPC Project exceed the residential garage capacity, there is more than adequate existing surface



parking to accommodate any overflow residential parking. In addition to vehicular parking spaces, the Project proposes to provide 172 covered and secured bicycle parking spaces.

MASTER PLAN

Should the development of the approved PDA Master Plan proceed without further modifications, based on the 1.5 space per 1,000 square feet, the reduced commercial space (due to the change to residential at 480 Rutherford Avenue and the square footage reduction of 570 Rutherford Avenue as part of this NPC) would require approximately 1,520 commercial parking spaces. However, applying the current BTM maximum parking ratios to this modified master plan would result in approximately 1,265 commercial parking spaces. The PDA Master Plan includes 1,765 parking spaces for all uses. Therefore, this NPC will not cause the PDA Master Plan parking supply to be exceeded and potential overflow residential parking could continue to be accommodated on site.

Summary

The proposed NPC Project consisting of 177 residential apartments and 10,500 square feet of retail space is not materially different in terms of transportation impacts than the previously approved PDA Master Plan building program consisting of 143,000 square feet of office space. In fact, the transportation impacts of the NPC Project will be less intensive than the previously approved land use. 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 Master Plan.