

MEMORANDUM

BOARD APPROVED

MARCH 15, 2018

TO: **BOSTON REDEVELOPMENT AUTHORITY**
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY (BPDA)**
AND BRIAN P. GOLDEN, DIRECTOR

FROM: JONATHAN GREELEY, DIRECTOR OF DEVELOPMENT REVIEW
MICHAEL CHRISTOPHER, DEPUTY DIRECTOR FOR DEVELOPMENT
REVIEW/GOVERNMENT AFFAIRS
RAUL DUVERGE, SENIOR PROJECT MANAGER
COREY ZENGHEBOT, SENIOR ARCHITECT/URBAN DESIGNER
CECILIA NARDI, PLANNER

SUBJECT: PUBLIC HEARING TO CONSIDER THE FOURTH AMENDMENT TO
MASTER PLAN FOR PLANNED DEVELOPMENT AREA NO. 51, HOOD
PARK AND THE DEVELOPMENT PLAN FOR 100 HOOD PARK DRIVE
WITHIN PLANNED DEVELOPMENT AREA NO. 51, HOOD PARK,
CHARLESTOWN

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency ("BPDA"): (1) approve the Fourth Amendment to Master Plan for Planned Development Area No. 51, Hood Park (the "Fourth Master Plan Amendment") and the Development Plan for 100 Hood Park Drive within Planned Development Area No. 51, Hood Park (the "Development Plan"), pursuant to Section 80C of the Boston Zoning Code (the "Code"); (2) authorize the Director to petition the Boston Zoning Commission for approval of the Fourth Master Plan Amendment and the Development Plan, pursuant to Sections 3-1A.a and 80C of the Code; (3) authorize the Director to issue a Determination waiving further review pursuant to Section 80A-6 of the Code in connection with a Notice of Project Change ("NPC") filed by Hood Park, LLC (the "Proponent") on December 8, 2017 for the 100 Hood Park Drive project located in Charlestown (the "Proposed Project" defined below); (4) authorize the Director to issue one or more

* Effective October 20, 2016, the BRA commenced doing business as BPDA.

Certifications of Compliance or Partial Certifications of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code, upon successful completion of the Article 80 Large Project Review process; (5) authorize the Director to issue one or more Certifications of Consistency or Partial Certifications of Consistency for the Proposed Project pursuant to Section 80C-8 of the Code, upon successful completion of the Article 80C Planned Development Area review process; and (6) authorize the Director to execute and deliver a Cooperation Agreement, a Boston Residents Construction Employment Plan, an Amended and Restated Development Impact Project Agreement, and any and all documents that the Director deems appropriate and necessary in connection with the Proposed Project, the Fourth Master Plan Amendment and the Development Plan.

PROJECT SITE

The Proposed Project is located on an approximately 98,150 square-foot portion of the approximately twenty (20) acre site known as Hood Park in the Charlestown neighborhood of Boston (the "Project Site"). The Project Site was formerly used as a surface parking area for approximately two hundred forty one (241) vehicles and is currently being used as a construction staging area for the 480 Rutherford Avenue project.

The Project Site is located within an eight (8) minute walk (0.4 miles) from MBTA bus and Orange Line subway service (Sullivan Square Station), providing access throughout the City of Boston and the Greater Boston area.

DEVELOPMENT TEAM

The development team includes:

Proponent: Hood Park LLC
 Christopher Kaneb

Architect: SMMA
 Brian Lawlor, Mark Spaulding

Owner's Trademark Partners, LLC
Representative: Mark Rosenshein

Legal Counsel: Rubin and Rudman LLP
 Paula Devereaux, Esq.

Transportation Howard/Stein- Hudson Associates
Consultant: Guy Busa, Brian Beisel

BACKGROUND INFORMATION

On October 12, 2000, the BRA Board approved the Planned Development Area Master Plan for Planned Development Area No. 51, Hood Park (the "PDA Master Plan"). The PDA Master Plan was subsequently approved and adopted by the Boston Zoning Commission (the "BZC") on October 20, 2000. At full build out, Hood Park is anticipated to include a total of (9) structures that will include 1,168,820 square feet of office, residential, retail, laboratory, research and development, and other active uses. Off-street parking will be provided for approximately 1,765 vehicles in a combination of structured and surface parking arrangements.

The project described and approved as part of the PDA Master Plan for the Project Site, then known as 520 Rutherford Avenue, Garage P1, consisted of an approximately 218,130 gross square foot parking garage with up to approximately eight hundred twelve (812) vehicle parking spaces (the "Originally Approved Project").

NOTICE OF PROJECT CHANGE

On December 8, 2017, the Proponent filed an NPC with the BPDA in connection with the Originally Approved Project. As described in the NPC, the Proposed Project, now known as 100 Hood Park Drive, consists of the construction of a seven (7) story, up to ninety five (95) foot, mixed-use building that will include a five (5) level parking garage for up to nine hundred ninety (990) vehicles, approximately forty (40) bicycle storage spaces, and approximately 75,000 square feet of ground and second floor restaurant, retail, laboratory and lobby space fronting on Hood Park Drive, a private roadway to be constructed off of Rutherford Avenue. The ground floor will also contain lobby and circulation spaces for the garage use. Including the parking garage area, the Proposed Project will be approximately 448,000 gross square feet.

The estimated total development cost for the Proposed Project is \$78,000,000.

ARTICLE 80 REVIEW PROCESS

On November 13, 2017, the Proponent filed a Letter of Intent (“LOI”) in accordance with the BPDA’s policy regarding Provision of Mitigation by Development Projects in Boston. On November 17, 2017, letters soliciting nominations for the Impact Advisory Group (“IAG”) were delivered to local and state elected officials. On December 12, 2017, the IAG was finalized with eleven (11) members.

The Proponent filed the NPC, the Fourth Master Plan Amendment, and the Development Plan associated with the Proposed Project on December 8, 2017, which initiated a forty five-day (45) public comment period, which was ultimately extended through mutual consent between the Proponent and BPDA and concluded on March 1, 2018. Notice of the receipt of the NPC, the Fourth Master Plan Amendment, and the Development Plan by the BPDA was published in the *Boston Herald* on December 13, 2017. The notice, NPC, Fourth Master Plan Amendment, and Development Plan were sent to the City’s public agencies/departments and elected officials. Additionally, copies of the documents were sent to all IAG members.

Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on January, 10 2018 with the City’s public agencies/departments and elected officials to review and discuss the Proposed Project.

On February 6, 2018, the Proposed Project was approved by the Boston Civic Design Commission (“BCDC”).

The Proposed Project filings noted above triggered a series of BPDA-sponsored meetings with both the general public and the IAG in which the Proposed Project and its related components were discussed and reviewed. The public meetings were advertised in the *Charlestown Patriot Bridge* and were all held at Cambridge College located at 500 Rutherford Avenue within Hood Park in Charlestown. Below is a list of the BPDA-sponsored meetings that were held during the Article 80 review process on the Proposed Project:

- Public Meeting: January 10, 2018
- IAG Meeting: January 17, 2018
- IAG Meeting: January 30, 2018

- IAG Meeting: February 13, 2018
- Public Meeting: March 8, 2018
- IAG Meeting: March 8, 2018

In addition to the above-mentioned meetings, the Proponent also undertook community outreach efforts and participated in a series of meetings before and during the Article 80 Review process with neighborhood residents, local elected officials, and the Charlestown Neighborhood Council to discuss the Proposed Project and solicit feedback.

On February 23, 2018, the Proponent submitted a Supplemental Information document to the BPDA to reflect a revised design and program for the Proposed Project.

ZONING

The Project Site is located in the Charlestown Neighborhood Zoning District established by Article 62 of the Code and more specifically within a Local Industrial (“LI”) Subdistrict in which Planned Development Areas (“PDAs”) are permitted. The Proposed Project is located within the PDA Master Plan associated with Hood Park.

In order to undertake the Proposed Project, the Proponent submitted a Development Plan to the BPDA on December 8, 2017. In accordance with Sections 3-1A, 62-20 through 62-23 and 80C of the Code, the Development Plan sets forth information on the Proposed Project including the proposed location and appearance of structures, open space and landscaping, proposed uses, density, height, proposed traffic circulation, parking and loading facilities, access to public transportation and the proposed dimension of the structure.

MITIGATION & COMMUNITY BENEFITS

MITIGATION

The Proposed Project will provide mitigation and community benefits for the Charlestown neighborhood and the City of Boston as a whole, including:

- **Smart Growth/Transit-Oriented Development**

-The Proposed Project is consistent with smart-growth and transit-oriented development principles. The Project Site is within an approximately ten (10) minute walk of MBTA Orange Line subway (Community College and Sullivan Square Station) and bus service, and supports the objectives of smart growth; specifically, new developments at existing nodes of excellent transit routes.

- **Improved Street and Pedestrian Environment**

-The Proposed Project will activate an underutilized site, which has been long utilized as surface parking. New sidewalks, street lighting, and landscaping will be installed in and around the Project Site.

- **Sustainable Design/Green Building**

-Energy conservation and other sustainable design measures are an integral component of the Proposed Project. The Proposed Project will comply with ParkSMART Gold certification standards for energy efficient and sustainable design for new parking facilities, including typical bicycle parking requirements, preferred parking for fuel efficient vehicles and including a minimum of 5% EV recharge stations with infrastructure capacity for expansion to 20% capacity as electric vehicle usage increases over time. Additionally, the facility is replacing 100% impervious asphalt surface parking area with groundwater recharge systems addressing up to 1" of storm management for the entire development site. The project is installing a PV Solar array that will generate up to 500 kW of on-site electricity with capacity to feed back into the existing grid while also burying approximately 500 feet of pole mounted electric and telephone/data lines to ensure resiliency of those network connections for the immediate neighborhood area. Finally, as part of the overall Hood Park resiliency strategy, the entire campus area is being raised above flood elevation 20 to ensure critical systems, roadways, building access and life safety systems are all above flood elevation in this critically low-lying former tideland area of Charlestown. The raising of Hood Park will assist in flood resistance efforts for all downstream properties as well as the Hood campus.

- **Increased Employment**

-The Proposed Project will create approximately one hundred sixty-five (165) construction jobs and the equivalent of approximately forty (40) full time permanent jobs once it is constructed and occupied.

- **Additional Property Taxes**

- The Proposed Project will generate additional property tax revenues for the City of Boston.

- **Urban Design**

- The Proposed Project will transform an under-utilized portion of Hood Park in Charlestown into a pedestrian friendly, mixed-use development with approximately 10,277 square feet of new public open space

COMMUNITY BENEFITS

In addition to the aforementioned mitigation, the Proposed Project includes the following community benefits:

- The Proponent will provide free vehicle parking in the garage to Charlestown residents during local snow emergencies.
- The Proponent has committed to a Forty Eight Thousand Dollar (\$48,000.00) contribution to support public realm improvements in Charlestown or other neighborhood based initiatives. Said amount shall be made payable to the BRA upon execution of a lease(s) for at least fifty percent (50%) of the retail space within the Proposed Project. The BRA shall hold the funds in escrow and the expenditure or distribution of the funds will be managed through a process that is compliant with BPDA procedures.
- The Proponent has committed to a Twenty Five Thousand Dollar (\$25,000.00) financial contribution for a new Hubway Station or other bicycle sharing system on or around Hood Campus, as part of the Proposed Project.
 - Additional funding for the Hubway Station or other bicycle sharing system shall be provided by the next project within Hood Park, tentatively known as 200 Hood Park Drive.
 - The Hubway Station or other bicycle sharing system shall be operational or fully funded prior to or upon issuance of a Certificate of Occupancy for the next project within Hood Park, tentatively known as 200 Hood Park Drive.
- The Proponent has committed to an allocation of 3,000-4,000 gross square feet of ground floor space within the 480 Rutherford Avenue building currently under construction within Hood Park, at no cost to the City of

-
- Boston or the non-profit community in Charlestown, for a term of seven (7) years, for community programming in conjunction with Bunker Hill Community College, Cambridge College and the business employers on Hood Campus. The fit-out and program endowment dollars required to operate the space, including FF&E and staff engagement will be allocated as part of the mitigation contribution for the future 200 Hood Park Drive office building project, proposed for permitting and construction immediately following completion of 100 Hood Park Drive. The specific dollar values and level of required commitment for meaningful programming and engagement will be determined through the 200 Hood Park Drive permitting and community engagement process.

RECOMMENDATION

Based on the foregoing, staff recommends that the Board: (1) approve the Fourth Master Plan Amendment and the Development Plan pursuant to Section 80C of the Code; (2) authorize the Director to petition the BZC for approval of the Fourth Master Plan Amendment and the Development Plan, pursuant to Sections 3-1A.a and 80C of the Code; (3) authorize the Director to issue a Determination waiving further review pursuant to Section 80A-6.2 of the Code in connection with the NPC filed by the Proponent on December 8, 2017, finding that the NPC does not significantly increase the impacts of the Proposed Project; (4) authorize the Director to issue one or more Certifications of Compliance or Partial Certifications of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code, upon successful completion of the Article 80 process; (5) authorize the Director to issue one or more Certifications of Consistency or Partial Certifications of Consistency for the Proposed Project pursuant to Section 80C-8 of the Code, upon successful completion of the Article 80C Planned Development Area Review process; and (6) authorize the Director to execute and deliver a Cooperation Agreement, a Boston Residents Construction Employment Plan, an Amended and Restated Development Impact Project Agreement and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project, the Fourth Master Plan Amendment and the Development Plan, all upon terms and conditions determined to be in the best interests of the BPDA.

Appropriate votes follow:

VOTED: That, in connection with the Fourth Amendment to Master Plan for Planned Development Area No. 51, Hood Park (the “Fourth Master Plan Amendment”) and the Development Plan for 100 Hood Park Drive within Planned Development Area No. 51, Hood Park (the “Development Plan”) describing the 100 Hood Park Drive project (the “Proposed Project”) and presented at a public hearing, duly held at the offices of the Boston Redevelopment Authority (the “BRA”) on March 15, 2018, and after consideration of the evidence presented at, and in connection with, the hearing on the Fourth Master Plan Amendment, the Development Plan, and the Proposed Project, the BRA finds, in accordance with Section 80C of the Boston Zoning Code (the “Code”), that: (a) such Fourth Master Plan Amendment and Development Plan are not for a location or Proposed Project for which Planned Development Areas are forbidden by the underlying zoning; (b) the Proposed Project in such Fourth Master Plan Amendment and Development Plan complies with any provisions of the underlying zoning that establish use, dimensional, design, or other requirements for Proposed Projects in Planned Development Areas; (c) such Fourth Master Plan Amendment and Development Plan comply with any provisions of underlying zoning that establish planning and development criteria, including public benefits, for Planned Development Areas; (d) such Fourth Master Plan Amendment and Development Plan conform to the plan for the district, subdistrict or similar geographic area in which the Planned Development Area is located, and to the general plan for the City as a whole; and (e) on balance, nothing in such Fourth Master Plan Amendment and Development Plan will be injurious to the neighborhood or otherwise detrimental to the public welfare, weighing all the benefits and burdens; and

FURTHER

VOTED: That the BRA hereby approves, pursuant to Section 3-1A.a and Section 80C of the Code, the Fourth Master Plan Amendment and the Development Plan, in substantial accord with the Fourth Master Plan Amendment and the Development Plan presented to the BRA Board at its public hearing on March 15, 2018; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to petition the Boston Zoning Commission for approval of the Fourth Master Plan Amendment and the Development Plan, pursuant to Section 3-1A.a and Section 80C of the Code, in substantial accord with the same as presented to the BRA Board at its public hearing March 15, 2018; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to issue a Determination (the "Determination") under Section 80A-6 of the Code which finds that the Notice of Project Change ("NPC) submitted to the BRA by Hood Park, LLC (the "Proponent") on December 8, 2017, does not significantly increase the impacts of the Proposed Project and waives further review of the Proposed Project, subject to on-going design review by the BRA; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to issue one or more Certifications of Compliance or Partial Certifications of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code upon successful completion of the Article 80B Large Project Review; and

FURTHER

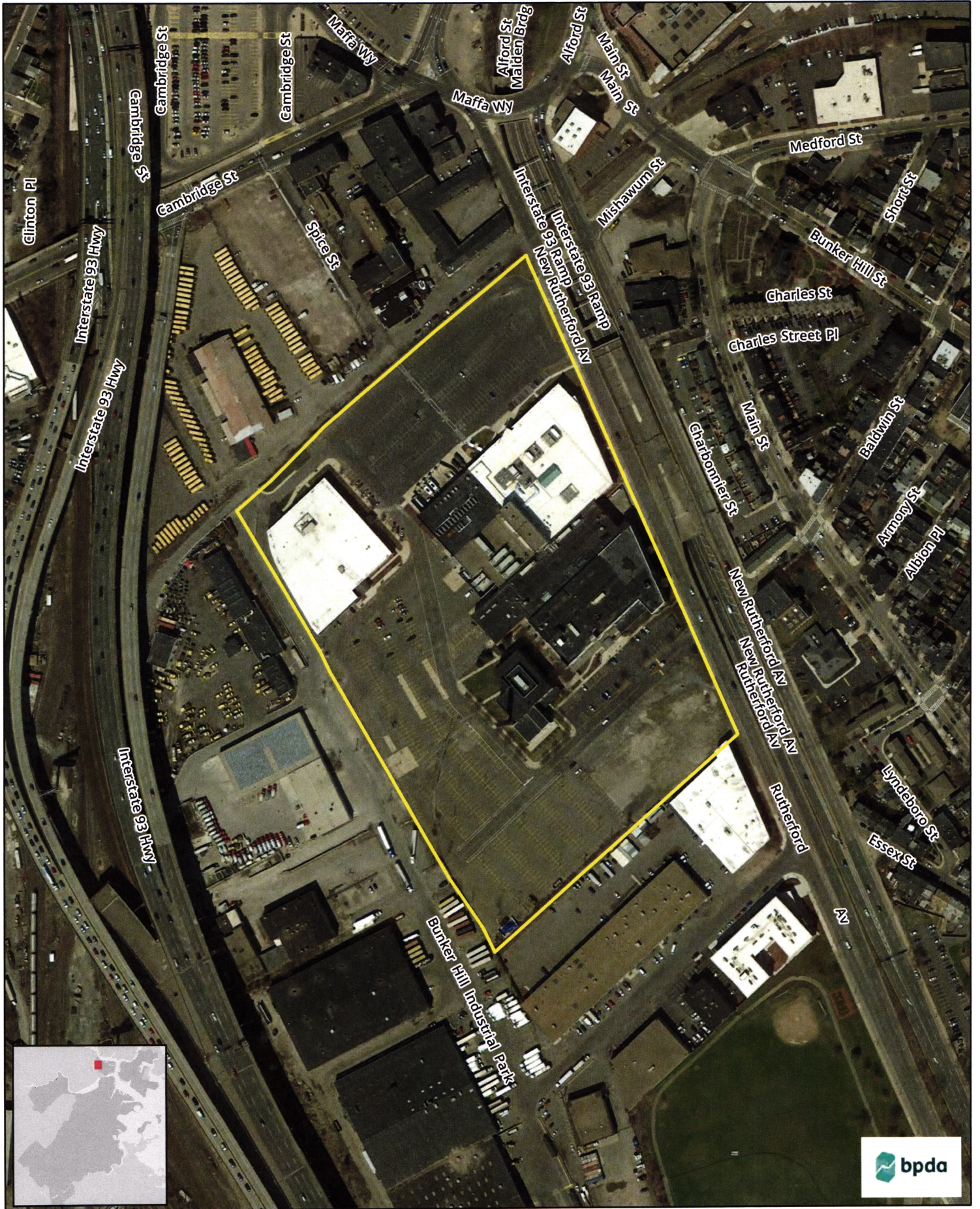
VOTED: That the Director be, and hereby is, authorized to issue one or more Certifications of Consistency or Partial Certifications of Consistency for the Proposed Project pursuant to Section 80C-8 of the Code, when appropriate; and

FURTHER

VOTED: That the Director be, and hereby is, authorized to execute and deliver a Cooperation Agreement, a Boston Residents Construction Employment Plan, an Amended and Restated Development Impact Project Agreement, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project, the Fourth Master Plan Amendment, and the Development Plan, all upon terms and conditions determined to be in the best interests of the BRA.

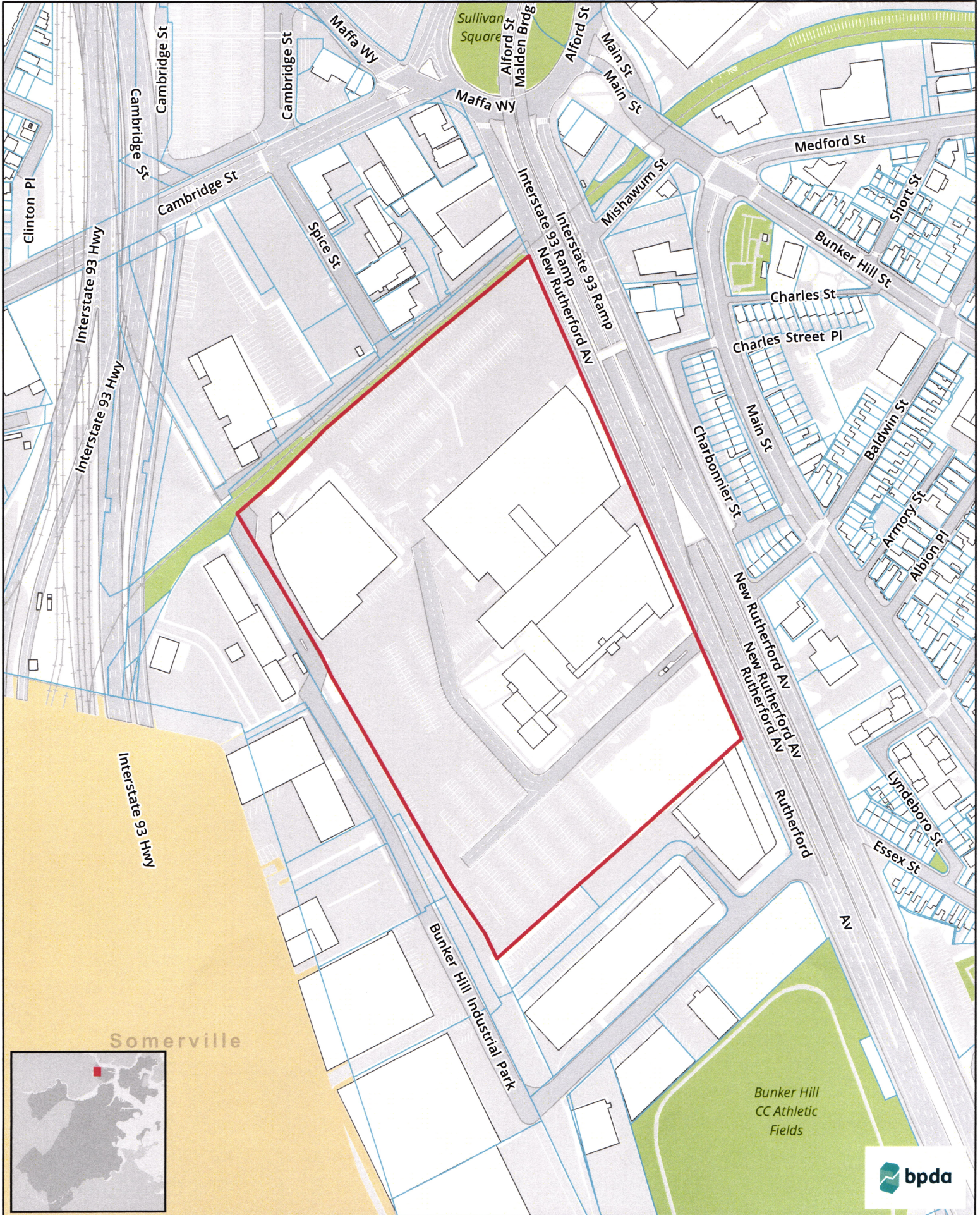
100 Hood Park Drive, Hood Park, Charlestown

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1:3,200





Massachusetts Port Authority
One Harborside Drive, Suite 200S
East Boston, MA 02128-2090
Telephone (617) 568-5950
www.massport.com

March 1, 2018

Brian Golden, Director
Boston Planning & Development Agency
Attn: Raul Duverge, Project Manager
One City Hall Square
Boston, MA 02201

Subject: 100 Hood Park Drive Notice of Project Change

Dear Mr. Golden:

On behalf of the Massachusetts Port Authority (Massport), we welcome the opportunity to submit comments on the Notice of Project Change (NPC) filing under Article 80B for the 100 Hood Park Drive development in Charlestown. The project was originally reviewed and approved in 2000 as part of a phased Plan for Planned Development Area (PDA) #51. The PDA allowed up to an 812 space parking garage in this location.

The NPC describes a revised project of up to 990 spaces in a parking garage above approximately 75,000 square feet of new active ground floor double-height retail space which could include restaurant, bar, entertainment, or other active uses. The NPC describes that the Project proposes to add more than 1,966 net new average daily trips (adt) to the area compared to existing conditions.

Massport's primary interest is in understanding how the project potentially impacts the truck traffic entering and departing the Boston Autoport and impacts on Massport's ownership of the Mystic Wharf Branch Right-of-Way, including so-called "D Street." As this development project has advanced and the project area evolved, Massport needs to understand how the trips generated by the proposed 100 Hood Park Drive project will impact access/egress to, and overall, operations along Massport's Mystic Wharf Branch Right-of-Way, as the project changes the use of the Hood Park Site from industrial/manufacturing use to commercial/office/retail and residential uses.

We believe an updated traffic analysis is needed for us to understand how trips from this parcel are expected to enter/exit the site and how many vehicle trips are assumed to use Massport's Mystic Wharf Branch Right of Way. Trips accessing the site will impact this Right-of-Way since one entrance to the Hood site will provide access for vehicles connecting to/from Spice Street and Rutherford Avenue as one comes from the Sullivan Square Rotary, which will require crossing Massport's Right of Way. Massport requests that the Proponent study and quantify these impacts and to discuss any impacts that might overburden Massport's Right of Way in

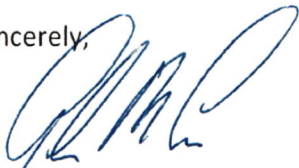
either this first phase of development, or in the broader 20-acre Hood Park DPA Master Plan development project which will include more than 1.2 million square feet of new development and associated impacts from both traffic and general wear and tear on the physical infrastructure. The updated traffic analysis should also clearly describe how the traffic from this individual project relates to the overall transportation plan for the full Hood Park Drive redevelopment program.

In addition to a detailed analysis of current and future traffic and transportation issues, airspace limitations should also be considered. To facilitate communication and awareness around air space constraints, and to protect the flight corridors in and out of the Airport, Massport has prepared and widely circulated the Logan Airspace Map (see attached) that defines the critical airspace around Boston Logan International Airport. Created with input from airlines, pilots, city officials, and the FAA, it helps guide developers and regulatory authorities to safely build without compromising air travel safety. The map aids developers in their planning and assists the FAA in its review of individual projects to determine if they present a potential hazard to air navigation.

As project planning advances, we encourage the Proponent to coordinate closely with Massport during the remainder of the design process to ensure that the buildings do not exceed airspace limits. The Proponent will be required to submit Form 7460s to the FAA for the individual buildings and separate filings for construction cranes. It is equally important that the Proponent coordinate with FAA and Massport early in the construction phase to minimize the extent and duration of impacts of the crane(s) on the airspace.

Massport looks forward to continued collaboration as the development of 100 Hood Park Drive and the Hood Park PDA Master Plan proceeds. Thank you for your consideration of our comments. Please feel free to contact me at 617-568-1008 if you wish to discuss any of our comments.

Sincerely,



Gordon M. Carr
Deputy Director
Strategic & Business Planning
Massachusetts Port Authority

enclosure (airspace map)

Cc: L. Wieland, A. Hargens, J. Loveluck, H. Morrison, L. Gilmore /Massport

March 5, 2018

Tessa Davies (tessa@trademark.boston)

For - Hood Business Park

480-570 Rutherford Avenue Charlestown,
MA 02129

RE: Update of development plans to mixed use, including parking garages and retail

As a resident of / business owner in Charlestown, I wish to inform you that I am aware of the proposed changes with respect to development of Hood Business Park. The proposal is a modification of the development (approved in 2000) to include mixed-use in the 1,168,820 square feet of buildings on 870,00 square feet of land in the office park.

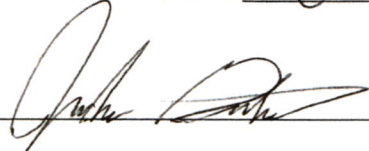
Currently six buildings and three parking garages are planned to be developed over a 15-year period. The Boston Planning and Development Authority has recommended adding retail uses to the new spaces.

Since the removal of the concert hall from the proposed use of a part of the retail space, I don't believe that these plans will produce any significant intrusion on the Charlestown neighborhood. I do not see a problem with the City approving the request for a change of use and I therefore support the project.

Sincerely,

Name: JOSHUA BUTKUS

Residential/ Business Address 66 WALKER ST, CHARLESTOWN, MA

Signature  Date 03/05/2018

cc: Brian Golden, Director, BPDA - Brian.Golden@boston.gov
Zoning Commission - Jeffrey.Hampton@Boston.gov
Lydia Edwards, Boston City Council - Lydia.Edwards@cityofboston.gov
Anissa Essaibi George, Boston City Council - A.E.George@Boston.gov
Christopher Breen, Neighborhood Services - christopher.breen@boston.gov

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Sincerely,

Name: Margaret S. McClellan

Residential/ Business Address 66 W. Wake St.

Signature Margaret S. McClellan Date 3/4/18

cc: Brian Golden, Director, BPDA - Brian.Golden@boston.gov
Zoning Commission - Jeffrey.Hampton@Boston.gov
Lydia Edwards, Boston City Council - Lydia.Edwards@cityofboston.gov
Annisssa Essaibi George, Boston City Council - A.E.George@Boston.gov
Christopher Breen, Neighborhood Services - christopher.breen@boston.gov

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Sincerely,

Name: OLIVIA CHIN

Residential/ Business Address SCIENCE CT

Signature  Date 3/3/2018

cc: Brian Golden, Director, BPDA - Brian.Golden@boston.gov
Zoning Commission - Jeffrey.Hampton@Boston.gov
Lydia Edwards, Boston City Council - Lydia.Edwards@cityofboston.gov
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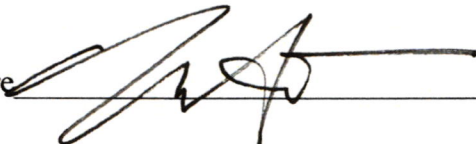
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Sincerely,

Name: MICHAEL ALBERT

Residential/ Business Address 5 CLARKEN CT

Signature  Date 3/3/2018

cc: Brian Golden, Director, BPDA - Brian.Golden@boston.gov
Zoning Commission - Jeffrey.Hampton@Boston.gov
Lydia Edwards, Boston City Council - Lydia.Edwards@cityofboston.gov
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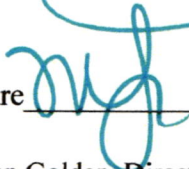
Name

Maiconzie James

Residential/ Business Address

Starbucks

Signature



Date

3-4-18

cc: Brian Golden, Director, BPDA - Brian.Golden@boston.gov
Zoning Commission - Jeffrey.Hampton@Boston.gov
Lydia Edwards, Boston City Council - Lydia.Edwards@cityofboston.gov
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Sincerely,

Name: ALEX Sheehan

ORATE ESCAPE

Residential/ Business Address 200 TERMINAL STREET, CHARLESTOWN MASS

Signature  Date MARCH 5TH 2018

cc: Brian Golden, Director, BPDA - Brian.Golden@boston.gov
Zoning Commission - Jeffrey.Hampton@Boston.gov
Lydia Edwards, Boston City Council - Lydia.Edwards@cityofboston.gov
Annissa Essaibi George, Boston City Council - A.E.George@Boston.gov
Christopher Breen, Neighborhood Services - christopher.breen@boston.gov



Charlestown Neighborhood Council
PO Box 397
Charlestown, MA 02129

March 1, 2018

Mark Rosenshein (mark@trademark.boston)
For - Hood Business Park
480-570 Rutherford Avenue
Charlestown, MA 02129

RE: Update of development plans to mixed use, including parking garages and retail

Dear Mark

The Charlestown Neighborhood Council (CNC) wishes to inform you that we are aware that there have been at least three public hearings on the proposed changes with respect to development of Hood Business Park. The proposal is a modification of the development to include mixed-use in the 1,168,820 square feet of buildings on 870,00 square feet of land in the office park. Currently six buildings and three parking garages are planned to be developed over a 15-year period. The Boston Planning and Development Authority has recommended adding retail uses to the new spaces.

Since the removal of the concert hall from the proposed use of a part of the retail space, we don't believe that these plans will produce any significant intrusion on the Charlestown neighborhood. The CNC does not see a problem with the City approving the request for a change of use.

We thank you for bringing these issues directly to the CNC. Please keep us informed as plans come about for retail uses in the new buildings in Hood Business Park.

Sincerely,

Thomas Cunha

Chair, Charlestown Neighborhood Council

cc: Brian Golden, Director, BPDA - Brian.Golden@boston.gov
Zoning Commission - Jeffrey.Hampton@Boston.gov
Lydia Edwards, Boston City Council - Lydia.Edwards@cityofboston.gov
Annisssa Essaibi George, Boston City Council - A.E.George@Boston.gov
Christopher Breen, Neighborhood Services - christopher.breen@boston.gov

February 28, 2018

Raul Duverge
Senior Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square | Boston, MA 02201

Re: Hood Park, Charlestown, MA

Dear Mr. Duverge:

Thank you for the opportunity to serve on the impact Advisory Group for the Hood Park Notice of Project Change. Understanding that: (a) the proposed construction of the parking garage and ground floor retail; and (b) certain zoning relief to allow for, among other things, a hotel, is all that is being proposed in the NPC at this time, the below comments are limited to that scope, and will almost certainly be augmented as the full scope of the Hood Park becomes clear.

- 1) The proponent's proposed mitigation for the current NPC is wholly inadequate (i.e., the garage can be used for snow emergency parking).
- 2) Besides the provision of emergency snow parking, the proponent should consider the following:
 - a) the purchase of and housing for an ambulance dedicated to the Charlestown community;
 - b) assist in a meaningful way in rebuilding the tennis bubble and/or the community ice skating rink;
 - c) provide Charlestown non-profits with management consulting services (e.g., an annual management consultant seminar on the operation of an effective non-profit, free access to a grant writer on an annual basis);
 - d) any and all appropriate traffic mitigation measures that will prevent undue congestion in the area, whether it be traffic infrastructure improvements (e.g., construction of a new Rutherford Avenue intersection, synchronized real time traffic signalization), or active traffic/parking management measures such as those employed in the North Station area (e.g., traffic details); and
 - e) significantly more green space being created in the final design of the build out (it appears that the currently planned green space is nothing more than de minimis).

Hood Park IAG
Mr. Duverge
February 28, 2018

- 3) The proponent has not yet committed to insuring that liquor licenses needed for Hood Park will not decrease the allotment of licenses available for other Charlestown businesses outside of Hood Park. The concern is that a clustering of licenses at Hood Park will provide a barrier to the development of other Main Street type businesses in Charleston's business district.
- 4) Should an entertainment venue along the lines of the one previously proposed reemerge, the mitigation package proposed by the proponent should serve as a baseline to be supplemented at that time, if appropriate.

Thank you for your consideration of these comments.

Sincerely,

IAG Members:

Brian Callahan
Damien Devasto
Elaine Donovan
Ann Dunphy
Patty Kelley
Daniel Lane
Jim Lister
Stephanie Ward McIssac
Michael Parker
Jon Sweeney

cc: Representative Danny Ryan
District 1 City Councilor Lydia Edwards
Christopher Breen (ONS)



Raul Duverge <raul.duverge@boston.gov>

Hood Charlestown Development

1 message

Molly Ladd <mollyladd@me.com>

Mon, Feb 5, 2018 at 10:38 PM

To: Raul.duverge@boston.gov

I am writing concerning the proposed plans for the Hood building in Charlestown. I have been living in Charlestown for 15 years and am very concerned that this development could alter Charlestown — bringing in more traffic, causing more parking issues, and bringing in an entertainment spot for large numbers that Charlestown does not need.

Please defer the vote on this development until there is more of an opportunity for community input.

Thanks

Molly Ladd
52 Monument Avenue
Charlestown MA



Raul Duverge <raul.duverge@boston.gov>

Fwd: The Hood Plant: Please email the City to oppose

1 message

Kate Botts <katebotts@hotmail.com>
To: "Raul.Duverge@Boston.gov" <Raul.Duverge@boston.gov>

Thu, Feb 1, 2018 at 9:49 AM

I am also opposed to this.

Sent from my Sprint Samsung Galaxy S7.

----- Original message -----

From: Diane Valle <dianevalle@gmail.com>
Date: 1/30/18 11:54 PM (GMT-05:00)
To:
Subject: The Hood Plant: Please email the City to oppose

I attended the The Hood Plant meeting tonight.
The notes are attached.

I am opposed to the change of use of the site to allow a number of non permitted uses, which includes hotels and a performance center, and I do not know what else.

Marl Rosenshein, Trademark partners LLC, working for the Kaneb family, owners of The Hood Plant, led the discussion.

Mark proposed a 75,000 sq foot performance center for 4000 capacity in a 725 car garage, claiming the performances only generate 600 cars.

Mark refused to divulge who the vendor will be for the performance center, first saying "they came to us" and then claiming they could not divulge who they are until the project is permitted. I support transparent processes, and this is not.

We do not know how this site could be transformed...is this a new site for a development, one which we will not support? Could it be sold with new zoning, allowing unknown uses by right?

The comment period expires 2.1.18, and the IAG asked for extension. Your voice is needed. Please oppose the Hood Plant.

Please email Raul.Duverge@Boston.gov at the BPDA:

I did not locate, for quite a while, where the community can comment on the BPDA website. Finally I found it under "compliance" which is odd:

<http://www.bostonplans.org/projects/compliance/compliance>
(Perhaps this is why they have only 15 responses.)

Please pass the word?

Please sign the attached petition and send to sheilasweeney52@gyzhoo.com


Best,


Diane

--

Diane Valle
Boston Portfolio Properties, LLC
617-791-5663
dianevalle@gmail.com

2 attachments

 **The Hood Plant agenda and petition.pdf**
1164K

 **Hood Plant meeting 1.30.18.docx**
26K



Raul Duverge <raul.duverge@boston.gov>

Hood Venue

1 message

Arthur Colpack <acolpack@comcast.net>
To: Raul.duverge@boston.gov

Wed, Jan 31, 2018 at 6:41 PM

To The Kind Attention of Raul Duverge ,

I am a 40 year resident of Charlestown and brought up my family here . With that said I vehemently oppose the use of this Hood site for 75,000 sq. foot performance center !
The quality of my life and Charlestown residents will be greatly reduced. Please do not allow this project to go forward without more residents input . I bought a number of properties in Charlestown over a number of years and pay lots of real estate taxes and will not accept further degradation of our lives in Charlestown.

A concerned Charlestown resident,

Arthur Colpack
15 Monument Ave.
Charlestown, Ma. 02129



Raul Duverge <raul.duverge@boston.gov>

HOOD PARK PERFORMANCE VENUE

1 message

Cynthia Colpack <ccolpack@comcast.net>
To: Raul.duverge@boston.gov

Wed, Jan 31, 2018 at 8:56 PM

I have been a resident of Charlestown for over 35yrs. My husband and I have raised and schooled 3 children in Charlestown. In the past 5 yrs traffic has been unbearable. We are locked in Charlestown with this traffic and have a small window to go anywhere without a 30 minute wait in traffic to leave Charlestown. Add into the mix the casino in Everett and the replacement of the Charlestown/North End bridge. Now there is the proposal for a 4000 seat performance venue.

I am against the Hood Park performance venue.

Cynthia Colpack
15 Monument Ave
Charlestown, MA



Raul Duverge <raul.duverge@boston.gov>

Entertainment Center

1 message

Lawrence Rinaldi <larry1541@comcast.net>

Wed, Jan 31, 2018 at 9:12 PM

To: Raul.Duverge@boston.gov

We are against any venue which would attract thousands of people to our community. For years I put up with traffic at the Boston Garden while I drove my spouse to work at MGH. The traffic was gridlocked and dangerous. Many of the fans came out in front of traffic and were antagonistic to the people trapped in traffic. The busses from MGH could not pass. People had to leave the busses and travel on foot.

Sent from my iPad



Raul Duverge <raul.duverge@boston.gov>

Hood park development

1 message

Ed Katz <edcalling@gmail.com>

Wed, Jan 31, 2018 at 5:13 PM

To: Raul.duverge@boston.gov, Ed Katz <edcalling@gmail.com>

as this is the last day for comments

i want to say there is too much development planned currently for this area of 1 sq mile

a lot more planning infrastructure utilities, schools roads to accomodate what is already planned

The town residents should be the priority not filling every last inch with new developemnt

I am against what the city and planning department are doing!!!

give it a rest. take it easy, relax and let's try to keep this a community of people not buildings

--

Ed

617-719-2727 c



Raul Duverge <raul.duverge@boston.gov>

100 HOOD PARK DRIVE DEVELOPMENT - CHARLESTOWN

1 message

Sheila Sweeney <sheilasweeney52@yahoo.com>

Wed, Jan 31, 2018 at 3:44 PM

To: "Raul.Duverge@Boston.gov" <Raul.Duverge@boston.gov>, "david.sweeney@boston.gov" <david.sweeney@boston.gov>, "teresa.polhemus@boston.gov" <teresa.polhemus@boston.gov>, "Heather.Campisano@boston.gov" <Heather.Campisano@boston.gov>, "Brian.Golden@boston.gov" <Brian.Golden@boston.gov>, Sheila Sweeney <sheilasweeney52@yahoo.com>

My name is Sheila Sweeney and I live in Charlestown. I attended a meeting last evening hosted by the Boston Planning & Development Agency and the IAG to discuss the proposed development project for the H.P. Hood property on Rutherford Avenue in Charlestown.

I, and many other Charlestown residents have only recently been informed of the massive development and respectfully request an extension of the comment period by 30 days to fully study, digest and discuss all the elements of this proposed project. The residents of Charlestown will be the people affected by any project of this size and it should not be rushed forward without transparency and full disclosure of all elements of this development.

Once this project begins to move there will be no turning back. I, and the growing list of Charlestown residents below want the opportunity to completely understand what this project and proposed concert venue will mean to our neighborhood and to our lives.

Thank you.

Sheila Sweeney
Patrick Gill
Karen DeRosa
Pam Hurley
Diane Valle
Julie Finn
Mary Ellen Finn
Suzanne Delaney
John Delaney
MaryEllen Egan
Philip X. Carr, Jr.



Raul Duverge <raul.duverge@boston.gov>

Re: Submission Notice- Notice of Project Change (NPC), Planned Development Area (PDA) Plan for 100 Hood Park Drive and 4th Amendment to PDA No.51, Charlestown

1 message

Diane <dianevalle@gmail.com>
To: Raul Duverge <raul.duverge@boston.gov>

Wed, Jan 31, 2018 at 12:43 PM

Raul,

I appreciate your reply. I was informed of the meeting. Unfortunately I was unable to attend until last evening. It is unreasonable to think citizens can digest the information and make an informed opinion in such a short amount of time, especially over the Holiday season. Additionally, it is inconceivable that the developer is playing cat and mouse and will not reveal the vendor.

I am opposed to a change of use.

I am opposed to a performance center.

The risk is too high for our community to "buy a pig in a poke" as one IAG member stated.

Due to the above issues, and the fact that the community is unaware of what is or is not going on, I ask that you provide a 90 day moratorium on this process so the community can become educated.

With appreciation,

Diane

Diane Valle
617-791-5663

On Jan 31, 2018, at 11:45 AM, Raul Duverge <raul.duverge@boston.gov> wrote:

Hi Diane,

The following notice was sent to you and various other community stakeholders/ groups on the time/date listed below.

----- Forwarded message -----

From: **Raul Duverge** <raul.duverge@boston.gov>

Date: Wed, Dec 13, 2017 at 2:34 PM

Subject: Submission Notice- Notice of Project Change (NPC), Planned Development Area (PDA) Plan for [100 Hood Park Drive](#) and 4th Amendment to PDA No.51, Charlestown

To:

Good Afternoon,

Attached for your review is the Notice of Project Change ("NPC"), Development Plan for [100 Hood Park Drive](#) within Planned Development Area No.51 (the "PDA Plan"), and the Fourth Amendment to the Master Plan for Planned Development Area No.51 (the "Master Plan") associated with the proposed [100 Hood Park Drive](#) project (the "Proposed Project") within Hood Park in Charlestown and received by the Boston Planning and Development Agency ("BPDA") on December 8, 2017.

As described in the NPC, the Proposed Project consists of the construction of a mixed-use building that will include a structured four level parking garage with up to 990 vehicle parking spaces and approximately 75,000 square feet of ground floor entertainment, retail, and restaurant space. The Proposed Project will be located on an approximately 98,150 square



Raul Duverge <raul.duverge@boston.gov>

Opposed to The Hood Plant Change of Use and opposed to a performance center

1 message

Diane Valle <dianevalle@gmail.com>
Reply-To: dianevalle@gmail.com
To: Raul Duverge <Raul.Duverge@boston.gov>

Tue, Jan 30, 2018 at 11:22 PM

Raul,

I attended the meeting this evening at The Hood Plant.

I am totally opposed to the change of use of the Hood Plant, and I am opposed to the allowance of a performance center.

I am shocked the BPDA has allowed such an opaque process, allowing Mark Rosenshein to refuse to divulge who the performance center will be. What kind of guessing game is this? Do you know who the vendor is? Mayor Walsh has repeatedly stated he supports a transparent development process.

Additionally, please extend the comment period and slow down this process. There were only 30 plus people in attendance at the meeting. Most of The Charlestown citizens do not know what is proposed, and there is a mystery vendor who will not be named and will not appear, although Mark claims "they came to us." If it is such a good idea, and a good site, why not come and tell us how much we will appreciate this new site? My mind goes to possibilities that are not attractive outcomes.

I strongly oppose the addition of the Hood Plant to be added to the BPDA 2.8.18 calendar. It is grossly unfair to the Charlestown community. Please do not consider Mark's pleadings, and act as if placing this project on the schedule is not an act of moving forward. The community has asked for time.

I did not locate, for quite a while, where the community can comment on the BPDA website. Finally I found it under "compliance" which is odd.

<http://www.bostonplans.org/projects/compliance/compliance>

What about "Community Response here"?
Perhaps this is why you have only 15 responses.

Thank you for your service to the City.

Best,

Diane

--

Diane Valle
Boston Portfolio Properties, LLC
617-791-5663
dianevalle@gmail.com



Raul Duverge <raul.duverge@boston.gov>

Opposed to entertainment complex at hood plant site

1 message

Janephil <janephil@aol.com>

Wed, Jan 31, 2018 at 7:06 AM

To: Raul.Duverge@boston.gov

Cc: Eric.Philippi@alexbrown.com, dianevalle@gmail.com, edcalling@gmail.com

This proposal for a large entertainment center, 750 car parking garage, hotel, etc is disastrous for charlestown. We are already being hugely overburdened with stresses on services and traffic with all the other developments underway. Casino, one Charlestown, Assembly Square area, etc

There has been extremely little opportunity for input from the community or clarity as to how this development will impact City square, Rutherford avenue, Sullivan square, Main Street, etc.

Do not please allow this important historic neighborhood to drown in this excessive development.

Jane & Eric Philippi
32 Monument Avenue
Charlestown, Ma 02129

Sent from my iPhone



Raul Duverge <raul.duverge@boston.gov>

Re: Contact Us Submission: # 3275 // Other

1 message

Emily Wieja <emily.wieja@boston.gov>

Tue, Jan 30, 2018 at 3:50 PM

To: jmfinn@partners.org, Raul Duverge <raul.duverge@boston.gov>

Cc: BRAWebcontent <BRAWebContent@boston.gov>, Boston Planning & Development Agency <BPDAwebcontent@boston.gov>

Hello Julia,

Thank you for contacting the Boston Planning & Development Agency. I am copying Raul Duverge, project manager for 100 Hood Park Drive, so that he is aware of your comments.

Best,

**boston planning &
development agency****Emily Wieja***Web Content Manager*

617.918.4443

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org

On Tue, Jan 30, 2018 at 2:53 PM, <jmfinn@partners.org> wrote:
CommentsSubmissionFormID: 3275

Form inserted: 1/30/2018 2:53:03 PM

Form updated: 1/30/2018 2:53:03 PM

Document Name: Contact Us

Document Name Path: /About Us/Contact Us

Origin Page Url: /about-us/contact-us

First Name: Julia

Last Name: Finn

Organization:

Email: jmfinn@partners.org

Street Address: 405 Main Street

Address Line 2:

City: [Charlestown](#)

Subject: BPDAwebcontent@boston.gov:Other

State: MA

Phone: (617) 242-0252

Zip: 02129

Comments: As a resident of Charlestown, I strongly object to the construction of a concert venue on Rutherford Ave. I do not understand why there needs to be 3 concert venues with in 1.5 miles of each other. I am livid that the residents of the community are not told about these massive and intrusive projects until agreements are made and construction has begun. Charlestown residents have put up with enough from the cities politicians and agencies. The tax paying voters of Charlestown should decide how their community is impacted and these decisions should not be made lightly by city agencies and should not be mad without the communities consent.



Raul Duverge <raul.duverge@boston.gov>

Hood development discussion

1 message

Carl Jaffe <carljaffe@gmail.com>

Wed, Jan 31, 2018 at 10:56 AM

To: raul.duverge@boston.gov

My wife and I are 10 year residents of Charlestown and we were in the audience for the Hood project last night. We felt it was well conducted by you and Mark. It satisfied our concerns and we hope the project will go forward.

Sincerely

C. Carl Jaffe, [25 Charles St, Charlestown 02129](#)



Raul Duverge <raul.duverge@boston.gov>

Re: Contact Us Submission: # 3271 // Planning

1 message

Emily Wieja <emily.wieja@boston.gov>

Mon, Jan 29, 2018 at 9:03 AM

To: ekirk2@verizon.net, Raul Duverge <raul.duverge@boston.gov>

Cc: BRAWebContent <BRAWebContent@boston.gov>, Lillian Mensah <lillian.mensah@boston.gov>

Hello Eileen,

Thank you for contacting the Boston Planning & Development Agency. I am copying Raul Duverge, project manager for 100 Hood Park Drive, so that he is aware of your comments.

Best,



Emily Wieja

Web Content Manager

617.918.4443

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org

On Sun, Jan 28, 2018 at 7:13 PM, <ekirk2@verizon.net> wrote:

CommentsSubmissionFormID: 3271

Form inserted: 1/28/2018 7:12:59 PM

Form updated: 1/28/2018 7:12:59 PM

Document Name: Contact Us

Document Name Path: /About Us/Contact Us

Origin Page Url: /about-us/contact-us

First Name: Eileen

Last Name: Kirk

Organization:

Email: ekirk2@verizon.net

Street Address: [7 Auburn St](#)

Address Line 2:

City: Charlestown

Subject: lillian.mensah@boston.gov:Planning

State: MA

1/29/2018

City of Boston Mail - Re: Contact Us Submission: # 3271 // Planning

Phone: (617) 242-2564

Zip: 02129

Comments: Re the [100 Hood Park Drive](#) development in Charlestown: I think the proposed 4,000 person concert venue would cause additional traffic problems in Charlestown. There is already major congestion at Sullivan Square and the idea that people will all leave around 11 pm does not make sense. People will arrive well before the show and leave throughout the show just as they do for other productions and sporting events. This will cause major traffic, noise, and safety (EMT and BFD) problems in a very small area of the city.



Raul Duverge <raul.duverge@boston.gov>

Statement on New Venue Proposal in Charlestown

1 message

Joe Spaulding <JSpaulding@bochcenter.org>

Wed, Dec 20, 2017 at 11:00 AM

To: Raul Duverge <raul.duverge@boston.gov>, Brian Golden <brian.golden@boston.gov>

Cc: Joe Spaulding <JSpaulding@bochcenter.org>, "Brian M. Awe" <brian.awe@dlapiper.com>

December 20, 2017**Statement on New Venue Proposal in Charlestown**

The Boch Center has significant concerns regarding the proposal to build a 4,000 person capacity, general admission nightclub as part of a new development at the old HP Hood dairy complex in Charlestown. Our long experience in Boston reinforces our belief that there are too many venues and not enough product to program venues year round. Building a new venue will further exacerbate that problem of market saturation. For example, our theatres—the 3,650 seat Wang Theatre and the 1,500 seat Shubert Theatre—are only occupied 30 percent of any given year for public performances. We also have significant traffic, noise and safety concerns for the neighboring community as we have seen firsthand the number of incidents that occur in and around nightclubs in the Theater District.

We fear that increased competition from a for-profit commercial concert operator will negatively affect programming for existing non-profit arts and cultural organizations, such as the Boch Center. This proposed venue will directly compete with a significant portion of the programming we are currently presenting at the Wang and Shubert Theatres, including many concerts. The threat of decreased booking at our theatres also poses a potential negative impact for our non-profit initiatives. With less dollars to invest, the free arts education and community programs we provide will suffer, including our teen leadership employment programs and our creative statewide festival ArtWeek.

As stated in the Boston Creates plan, Boston is not lacking in large performance venues—it is, however, lacking in rehearsal and performance spaces with a capacity of 500 or less. Instead of allowing another commercial concert operator to come into the market and put existing non-profit venues at risk, we urge the City of Boston to prioritize working with its existing facilities to fill the space challenges of smaller and mid-sized arts/cultural organizations. We believe this course of action will better protect our historic venues and help preserve Greater Boston's vibrant cultural community.

JOSIAH A. SPAULDING, JR.

President & CEO

Boch Center

270 Tremont Street | Boston, MA 02116

P: 617.532.1285

jspaulding@bochcenter.org | bochcenter.org



Raul Duverge <raul.duverge@boston.gov>

100 Hood Park Drive Feedback

1 message

McKenzie Ridings <mckridings@gmail.com>

Thu, Dec 14, 2017 at 8:52 AM

To: raul.duverge@boston.gov

Cc: "Ryan, Dan - Rep. (HOU)" <Dan.Ryan@mahouse.gov>, Sal.DiDomenico@masenate.gov, CHRISTOPHER.BREEN@boston.gov, CONTACTONS@boston.gov, SALVATORE.LAMATTINA@boston.gov, LYDIA.EDWARDS@boston.gov

Mr. Duverge - As a homeowner directly across from the proposed building site at 100 Hood Park Drive, I have many, many questions and concerns about this project. At a recent meeting, it was mentioned that there would be a "destination venue" included in the Hood Park redesign. I'm shocked that a 4,000 seat concert venue is even on the table. If approved, this venue will increase the already over-congested thoroughfares in Charlestown - which will only grow more crowded when the Wynn casino opens in Everett. Sullivan Sq. cannot support travelers to Wynn coupled with an additional 4,000 people getting to a concert facility. I have to wonder why shows couldn't be at the casino or one of Boston's many theaters, concert venues or open air pavilions that are already established?

Traffic is always a concern for a small town. Two sourced detailed police officers will be challenged to handle a crowd of 4,000 and the traffic that goes with it - not to mention the band and its equipment, venue staff and those trying to get by to the casino or shockingly, to their homes. The current traffic load bogs down streets for hours already, without this added volume.

This could have huge impacts on the quality of life and health of residents - while I understand the venue will be sound proofed, no arena can guarantee their sound will not travel and interrupt long established neighbors, especially the elderly who live on Main Street.

Additionally, a 2013 study conducted by Mass General Hospital found that certain cancers (colorectal and lung) showed both a higher incident rate and a higher mortality rate in Charlestown when compared against the state average— adding increase car emissions would only raise that number. Will there be an environmental impact assessment conducted for this project? Even in the project's construction phase, residents will be faced with the emissions from heavy machinery, dusts/dirt in the air and other harmful contaminants that should be identified before this project - or any at that site - begins.

Safety is also a concern - will alcohol be served at the venue?, and if so, inebriated individuals walking or driving from the area would be dangerous to themselves and others. What happens if there's a car accident and emergency services cannot get to the locations because of the stand-still traffic? Crime rates are high in Charlestown. There are 1,584 per 100,000 people and that number is only rising. The opioid epidemic is not waning, fueling crime. We should assume that the Wynn casino will also increase drug activity in the area and therefore, crime rates. Inviting more individuals into the community with only two dedicated police officers does not quantify as an adequate safety plan.

There are far more questions that need to be answered in a well advertised and public forum before plans can be approved. I understand the want to have this projected approved because of the large tenant's need to have the space built in a short amount of time, but the community's input must be the priority. Its the job of the city to take care of its residents and resoundingly, this project in its current state does not.

I look forward to and respectfully request your detailed feedback,

McKenzie Ridings
Main Street, Charlestown

Comment: Created	First Name	Last Name	Organization	Opinion	Comments
12/12/2017	Kevin	Kelly		Oppose	As a lifelong Charlestown resident, I'm concerned that the 100 Hood Park Drive project could be the "straw that breaks the back" of what is already a frustrating parking/traffic and over-development climate. I am also a father of seven children, some of whom use public transportation to and from school, that sees the danger pedestrians and bicyclers face just to cross the street in the vicinity of the Sullivan Square rotary. Fire department and ambulance responders deal with the same frustration. PLEASE, enough is enough.
12/12/2017	John	Lillis		Oppose	What a horrible idea for such a limited access area. The traffic in the area is already bad enough we don't need thousands of more cars accessing the area.

12/13/2017 Patricia

Kelley

Resident

Oppose

990 spaces for a 4000 seat venue? Will not accommodate patrons, will cause more traffic headaches on Rutherford ave and local side streets looking for additional places to park. The usage of the remaining available space has yet to be identified, so we don't even know what more to expect , Local bars and restaurants will be overcrowded, more police detail will be needed, late-night noise for abutters will be a big "quality of life concern", given the close proximity to residential homes and apts. I will never vote for any politician who allow this to happen to our town, we have more projects popping up in this one square mile than in any other residential area of the entire city! We are a small town and did not ask to be a new destination hot spot, but now that the casino is approved its like the circus is coming to town and we have to put up with it...put your venue someplace in Everett where this free for all started. The residents of Charlestown get absolutely nothing from this being built. We will be putting up with construction all over the place for many years, and that takes away from our right to quiet enjoyment of our homes. The city will get the almighty revenue from approving it, but don't ever knock at my door when campaign time rolls around again.

12/13/2017 Margaret

Lynch

Live in Charlestown

Oppose

We can't get in or out of Charlestown on a normal day, what do you think it will be like when there is a concert? I have heart problems and I am scared that the EMT's wouldn't get here on time. I am more than sure this is a done deal. This just to make you look like you care. We all know that's a lot of Bull. You will accommodate 900 vehicles, does the include the people that work there, and 4000 people the will come to the concert. What the hell dream world are you in? This is wonderful that is doesn't effect the BPDA board or the Mayor or anyone elected to offices that I vote for. I hope you can all put your heads on the pillow at night and not gasp for air, but no worries the your EMT'S won't be sitting in traffic. So Sad,
Margaret (Peggy) Lynch

12/13/2017 Noreen

Manning

Oppose

I live on Main Street, but my back door abuts Rutherford Avenue, directly across from the Hood Park. On a daily basis, the traffic that passes through our entire community by non-residents leaves us, as residents, unable to drive out of Charlestown after 2 p.m. without getting stuck in traffic jams. A 4,000-seat concert venue will dramatically worsen this problem. Not only will we have daytime traffic, but concert goers will bring more traffic jams later in the day. Factor in traffic coming and going to the new casino, and we may as well plan to be stuck in town all day and night. Our community is being crushed by development, and this proposed venue is one more slice in the death of a thousand cuts. As an asthmatic, I worry about the affect of hundreds and hundreds more vehicles passing through my neighborhood. I worry about noise from the concert venue and the aftermath of people will be searching for parking, which will definitely affect our already existing problems on THAT topic. They propose 775 spots for a 4,000 seat venue and a restaurant?! Why is it a big secret who the ?tenant? is for the venue? Please stop insulting us with these games. I?m frustrated and angry about being bulldozed by the moneymakers who have no regard for quality of life issues for the neighborhood. I will oppose this every step of the way, as will my neighbors, family, and friends.

12/13/2017 Melissa

Brennan

Oppose

I completely oppose the addition of a 4,000 seat venue to this project. We simply do not have the bandwidth to take that on with the other developments near by namely Assembly Row and the Wynn Casino. Further, there is not enough parking to accommodate a venue of this size.

build a 4,000 person capacity, general admission nightclub as part of a new development at the old HP Hood dairy complex in Charlestown. Our long experience in Boston reinforces our belief that there are too many venues and not enough product to program venues year round. Building a new venue will further exacerbate that problem of market saturation. For example, our theatres?the 3,650 seat Wang Theatre and the 1,500 seat Shubert Theatre?are only occupied 30 percent of any given year for public performances. We also have significant traffic, noise and safety concerns for the neighboring community as we have seen firsthand the number of incidents that occur in and around nightclubs in the Theater District. We fear that increased competition from a for-profit commercial concert operator will negatively affect programming for existing non-profit arts and cultural organizations, such as the Boch Center. This proposed venue will directly compete with a significant portion of the programming we are currently presenting at the Wang and Shubert Theatres, including many concerts. The threat of decreased booking at our theatres also poses a potential negative impact for our non-profit initiatives. With less dollars to invest, the free arts education and community programs we provide will suffer, including our teen leadership employment programs and our creative statewide festival ArtWeek. As stated in the Boston Creates plan, Boston is not lacking in large performance venues?it is, however, lacking in rehearsal and performance spaces with a capacity of 500 or less. Instead of allowing another commercial concert operator to come into the market and put existing non-profit venues at risk, we urge the City of Boston to prioritize working with its existing facilities

12/20/2017 Josiah A.

Spaulding, Jr.

Boch Center

Oppose

1/4/2018 Michele Simos The Dignity Institute Support

Hello: My husband and I live and work in Charlestown. From the limited info. I have, it sounds like an interesting project that will add to Charlestown's appeal and encourage new business to locate here. I can see many benefit, and here are my concerns: Increased traffic--especially considering the Wynn development impact on Sullivan Square and the construction of the new No. Washington St. Bridge Emergency vehicle access to Charlestown--there are only two entrances and exits into Charlestown. With the increased traffic, how will emergency vehicles get to people in need quickly and safely? We are also wondering... What is your commitment to social responsibility and to helping nonprofits in Charlestown with funding and office space? What your plans are for creating jobs for youth. We have many underserved teens in need of work who live in low-income housing in our community What are your plans for greenspace and potential recreational areas? Would it be possible to create some kind of a maker space that is open to the public? Thank you for considering my questions. I would be happy to serve on a committee representing nonprofits. Warm regards, Michele

1/9/2018 Natalie Rizzo Oppose

This project will bring too many cars into our neighborhood and lead to increased traffic congestion on Rutherford Ave (a roadway already prone to back ups).

1/11/2018 Ashley	Schafer	Neutral	<p>I theory, I support development in this area. Developing underutilized property in the city benefits us all in terms of increased tax revenue and amenities for our neighborhood. My concern is (as with all proposed developments in this area), is that the "island" of Charlestown only has four routes in and out: Sullivan Square, the Gilmore Bridge, and the N. Washington Street Bridge (which is about to undergo a 5 year replacement). There is one additional route out: the 93 onramp off of Rutherford. I have yet to see a development project that seriously takes into account the bottlenecking at these traffic pinch points. Crossing the Gilmore bridge at anytime of day on weekdays can take between 10-20 minutes. The other bridges and on ramps are often a minimum of 10 minutes. So while parking is accommodated, the number of additional cars that parking includes must be considered. Or better yet, we need less parking and more and better public transportation. Why is there no route to connect Charlestown and Cambridge? Could there be a dedicated carpool lane or bus lane across the Gilmore Bridge and Washington Avenue bridges? The Rutherford plan has been scaled down so that it will fail to meet its goal of reducing traffic along the artery. Bottom line: we need more and better transportation alternatives for the residents of Charlestown if we are to accommodate any further development. An appropriate offset would be to contribute to that effort. If not, at minimum, providing attractive, well landscaped, pedestrian priority connection from the Sullivan Square stop would be a start.</p>
1/24/2018 WALTER	HOPE	Friends of the Boston Harbor Islands Support	<p>I am in support of this project, but would strongly encourage the developer/builder to coordinate with Boston EMS and build out a EMS Ambulance Facility on the property as their current 1 year lease will soon leave Charlestown without a EMS facility.</p>

1/31/2018 Kenn

Sebesta

Private individual

Oppose

I oppose this because of the focus on parking. Instead, figure out how to connect this to the T and bus lines, and walkways. Parking lots don't make sense when people are stuck in traffic getting to them. As a reminder, most parking lots in Boston never fill up, there's just not the demand there. There's no sense in having almost as much space dedicated to parking as to the restaurants and entertainment facilities. The project promoters should be brave and do away with the parking.

2/1/2018 Kevin

Wolfson

Support

I am in favor of this project but have strong reservations about the current design concepts. Please reduce the amount of parking. This much parking will induce traffic to an area that is already overly congested and dangerous for everyone, especially people on foot and bikes. It will also drive up real estate prices unnecessarily, converting perfectly good space for housing or businesses into storage for private cars. This development is a short walk to a train station and should be designed as a transit oriented development, focused on encouraging new residents, employees, and visitors to use transit to travel before anything else. I would also love to see the building scale reduced. So many new projects in the area (Assembly, South Bay, Station Landing, etc) are built like big outdoor malls: huge, imposing, full of pavement, free of personality. Please consider smaller scale but still dense designs (ie <http://www.metronews.ca/news/toronto/2017/03/07/brent-toderian-gentle-density-housing.html>). Smaller streets, more green space, interesting and closer spaced buildings, and building fronts that are welcoming rather than daunting from a pedestrian's perspective. This is a wonderful chance to create a welcoming, safe, and beautiful new neighborhood that furthers all of Boston's sustainability and housing goals. As designed now, however, it's just more of the same outdated style that leads to traffic, boring chain businesses, and unimaginative communities.

2/1/2018 Alexander

Frieden

Oppose

990 parking spots for 75000 square feet? This location is walking distance from two subway stations. We are in the middle of a housing crisis. Those parking spots could be better spent on housing people not cars. This needs to be thought out.

2/7/2018 James

Hingston

Abuter

Oppose

To whom it may concern . As a life long resident of Charlestown Ma. I am Strong opposition of the 4000 thousand seat concert venue they are planning. Charlestown right now as it stands is a bottle neck of traffic now. I am a hostage in my own house during the hours off 3pm to 7pm most nights that is Main St.,Bunker hill St ,Medford st., and Rutherford Ave.,Your own traffic department will confirm that. With all the other Projects coming up I believe it will be a total disaster on the streets of Charlestown and surrounding areas please think this through thank you for your time and consideration .

2/7/2018 Karen

DeRosa

Support

I am adamantly opposed to this project. Once the pass-through is created on Baldwin Street, concert goers will drive from the suburbs, park on Main, the surrounding neighborhood streets and also the Santander Bank parking lot and walk to the concert venue. After drinking alcohol during the concert, these people will walk back through our quiet neighborhood, be extremely loud and disrespectful and use our beautiful homes as their personal urinals. It will also be a circus atmosphere trying to get an Uber at the venue after a concert, so people will cross Rutherford and call their Ubers from Main Street.

people. Since they only have 775 parking spaces, which are divided between various shops, apartments and offices - this project is totally inappropriate for Charlestown. Charlestown residents will not be able to park or to move around town on the 150 days the Hood representative is proposing for the usage of the concert venue. They are completely washing over the fact that many people will come into the Charlestown area looking for parking places - add alcohol to that and a 12:30 a.m. curfew and it is a recipe for disaster for all Charlestown residents. Our town is one square mile. This proposed venue would be the third venue within 1/2 - 3/4 mile stretch from the TD North venue to WYNN in Everett. I understand the Wynn people are re-doing Sullivan Square - which is the only reason Hood is proposing this kind of venue in a residential neighborhood. The noise level of both the venue as well as people coming and going throughout the day and into the early morning will be overwhelming. If this project goes forward families will stop coming to Charlestown to live with their children. Home prices will drop. Local businesses will be affected and the quality and character of Charlestown will be severely diminished for all residents. This is a historical town. Also, the fact that neither the Hood employee nor the BPDA (if they even know) would reveal which organization/concert vendor is so anxious to invest in a venue in Charlestown is both unacceptable and probably the LEAST transparent development deal I have ever seen. At the meeting last week they allowed the Board members to speak - but gave limited time to the other people attending the meeting - about 15 minutes to be exact. The people, other than the Board members, did NOT

2/7/2018 Sheila	Sweeney	Association for Responsible Development	Oppose
2/11/2018 Elaine	Scadding		Oppose

I and the above mentioned group vehemently oppose the four thousand person music venue.