

FACT SHEET
100 HOOD PARK DRIVE
HOOD PARK
PLANNED DEVELOPMENT AREA DEVELOPMENT PLAN
WITHIN PLANNED DEVELOPMENT AREA NO. 51

OWNER Hood Park, LLC, a Massachusetts limited liability company and its successors and assigns.

PROJECT SITE An approximately 98,150 square foot portion of the 20-acre site which is the former Hood Dairy Plant located on the west side of Rutherford Avenue in the Charlestown section of Boston, Suffolk County, Massachusetts.

PROJECT The construction of a new building at 100 Hood Park Drive to contain up to 990 parking spaces, approximately 25 garage bicycle spaces, approximately 15 visitor bicycle spaces, and approximately 75,000 square feet of first and second floor restaurant, retail, laboratory office or other active use space fronting on Hood Park Drive. The building will contain approximately 75,000 gross square feet excluding the parking garage area. The Project is a phase of the Development described in Master Plan for Planned Development Area No. 51 for the whole of the former Hood Dairy Plant site.

PROPOSED USES Parking, retail, restaurant, laboratory, office and other active uses as further described in both the Master Plan for Planned Development Area No. 51 and the Development Plan.

PUBLIC BENEFITS Constructive reuse and transformation of an industrial site into a 21st century mixed-use development by addition of new ground and second floor restaurant, retail, laboratory, office space or other active uses within Hood Park. Consistent with City of Boston's goal of providing mixed-use developments for residential, commercial and retail close to major transit hubs. Reduction in truck traffic, noise and air quality from industrial uses. Contributions to the Neighborhood Housing Trust and Neighborhood Jobs Trust as a Development Impact Project.

BOSTON REDEVELOPMENT AUTHORITY

DEVELOPMENT PLAN

for

100 HOOD PARK DRIVE

within

PLANNED DEVELOPMENT AREA NO. 51

HOOD PARK

_____, 2018

1. PLANNED DEVELOPMENT AREA DEVELOPMENT PLAN: On October 12, 2000, the Boston Redevelopment Authority (“the Authority”) approved a Planned Development Area Master Plan for Planned Development Area No. 51 (the “PDA Master Plan”) pursuant to Article 3, Section 3-1A and Article 80, Section 80C of the Boston Zoning Code (the “Code”) for the Hood Park, formerly called Hood Business Park (the “Development”). Capitalized terms used herein without definition which are defined in the PDA Master Plan shall have the meanings ascribed to them therein.

On October 20, 2000 the Boston Zoning Commission (the “Commission”), by the adoption of Map Amendment No. 382, approved the PDA Master Plan and amended the series of maps entitled “Zoning Districts City of Boston,” dated August 15, 1962, as amended, by adding a “D” designation, indicating a Planned Development Area overlay district, to the Site.

The PDA Master Plan contemplates that one or more PDA Development Plans for phases of the Development may be submitted either simultaneously with or subsequent to the submission of the PDA Master Plan.

In accordance with Article 3, Section 3-1A of the Code and Article 80, Section 80C, this development plan sets forth information on the construction of a new building to contain up to 990 on-site garage parking spaces, approximately 25 garage bicycle spaces and approximately 15 outdoor bicycle spaces, with 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 “Project”). The Project is located on a portion of an approximately twenty-acre site which is the former Hood Dairy Plant located on the west side of Rutherford Avenue in the Charlestown section of Boston, Suffolk County, Massachusetts (the “Site”) within a Special Purpose Overlay District Planned Development Area (“PDA”). The

Project will be located on a vacant portion of the site that was most recently used for surface parking.

This development plan includes the proposed location and appearance of structures, open spaces and landscaping, the proposed uses of the Project, the proposed dimensions of the structure, the proposed density, the proposed traffic circulation, parking and loading facilities, access to public transportation and other major elements of the Project (the “Development Plan”).

2. DEVELOPER: The owner and developer of the portion of the Site on which the Project will be undertaken (the “Project Site”) is Hood Park, LLC, a Massachusetts limited liability company (the “Owner”).

3. LOCATION AND DESCRIPTION OF THE PROJECT SITE: The Project Site is the approximately 98,150 square foot portion of the Site as referenced in the Project Plans, as hereinafter defined. As of the date of this Development Plan, the Project Site has not been subdivided into a separate lot for zoning purposes. The Developer shall have the right to so subdivide the Project Site at any time, which subdivision shall not require amendment of this Development Plan.

The Project Site lies in the Charlestown Neighborhood District established by Article 62 of the Code, and more particularly within a Local Industrial Subdistrict-D in which Planned Development Areas are allowed (the “Zoning District”).

4. PROPOSED LOCATION AND APPEARANCE OF STRUCTURE: The Project consists of the development of a new building located at 100 Hood Park Drive, a private street that leads from Rutherford Avenue that will be constructed as part of the Project. The Project Site was formerly used as a surface parking area for approximately 241 vehicles. The Project will be seven (7) stories and up to 95 feet in building height and contain approximately 448,000 gross square feet (including parking garage area) for use for up to 990 parking spaces and 75,000 square feet of restaurant, laboratory and retail. The ground floor will also contain lobby and circulation spaces for the garage uses above. The Project will also include landscaping on the Project Site.

The Project is consistent with the criteria specified in Article 62, Section 62-23 of the Code for the approval of planned development areas in the Zoning District. These include the “diversification and expansion of Charlestown’s economy and job opportunities through economic activity,” as well as “improvements to the urban design characteristics and aesthetic character of the development site and its surroundings and the...creation of new open space.”

Plans showing the architectural elements of the Project entitled “100 Hood Park Drive, Charlestown, Massachusetts” prepared by SMMA Architects (the “Project Plans”) are attached hereto as Appendix A and incorporated herein by this reference.

5. OPEN SPACES AND LANDSCAPING: The Project also includes landscaping for this new building as shown on the Landscape Plan attached hereto.

6. **PROPOSED USES OF THE SITE AND STRUCTURE:** In accordance with Article 80, Section 80C of the Code, the uses of the Site may include the allowed and conditional uses set forth in Article 62 of the Code, including without limitation the uses set forth in the PDA Master Plan, and described by reference to the definitions set forth in Article 2A of the Code as in effect on the date of approval of the PDA Master Plan, except as otherwise noted, all of which uses, notwithstanding any classification to the contrary in Article 62 of the Code, are expressly allowed within the Project Site. A description of the major use components for the Project is set forth below:

Vehicular uses, limited to parking garage, parking lot, accessory car wash/cleaning within a parking garage, rental agency for cars

Automatic Teller Machine

Auditorium

Cinema

Concert Hall

Theatre

Ticket Sales

Amusement game machines in commercial establishment

Bar

Bar with live entertainment

Bowling alley

Billiard parlor

Dance hall

Restaurant Uses, including take-out service – large and small

Restaurant with live entertainment not operating after 10:30 p.m.

Restaurant with live entertainment operating after 10:30 p.m.

Accessory and Ancillary Uses, which shall not be subject to Article 10 of the Code including, without limitation, the following:

Accessory Parking
 Accessory Outdoor Cafe
 Accessory Storage of flammable liquids and gases, both small and large
 Accessory Keeping of Honey Bees

In addition to the foregoing, the following uses and activities, defined in Article 86 of the Code, shall be permitted in accordance with the provisions of Article 86:

Wireless Communication Equipment, including without limitation Equipment Mounting Structures, may be installed on the Project.

7. PROPOSED DIMENSIONS OF STRUCTURE: The Project will have a maximum building height of ninety-five (95) feet on 7 levels plus rooftop mechanical equipment, rooftop solar panels, penthouses and screen walls for a total maximum height of 110 feet. The gross floor area of the Project will be approximately 448,000 square feet. For purposes of determining gross floor area in accordance with the Code, storage areas, parking garage areas, solar, mechanical and electrical spaces, both within the Project and on the penthouse, shall not be included.

8. PROPOSED DENSITY AND ZONING: This Development Plan provides for an overall FAR for the Project Site of 0.09 based upon the ratio of approximately 75,000 square feet of gross floor area of the Project (excluding parking areas) to the total Site area of approximately 867,715 square feet, which may be subject to change depending upon the final calculations of “gross floor area,” “floor area ratio” and “lot area.” The Project is located within the PDA Master Plan, which provides that the density of the entire Development will not exceed a total proposed density of a 2.0 FAR. As required by the PDA Master Plan, an analysis of the gross floor area on the Site, including all previously completed and then proposed Projects, indicating the resulting FAR is attached hereto as Appendix C and incorporated herein by this reference.

The Project shall be subject to only the following dimensional requirements, which shall supersede any other provisions of the Code which are at variance with such dimensional requirements.

Dimensional Category	Applicable Limit or Requirement
Maximum Floor Area Ratio	2.0 ¹
Maximum Building Height ²	115 feet

¹ Notwithstanding the FAR calculation for a project within a Development Plan, the overall FAR limitation of 2.0 shall be calculated for the entire Site, without regard to any parcelization or the division of the Site into separate Lots (whether by subdivision, conveyance, or ground lease) for the purpose of the separate ownership and/or financing of one or more phases of the Development. FAR shall be calculated by excluding the gross floor area of all garages.

Minimum Lot Size	None
Minimum Lot Width	None
Minimum Lot Frontage	None
Minimum Front Yard	None
Minimum Side Yard	None
Minimum Rear Yard	None

9. PROPOSED VEHICULAR AND PEDESTRIAN TRAFFIC CIRCULATION:

Traffic Circulation:

Currently, the Site has three driveways. Two are located on Rutherford Avenue. The third is located on the northwestern corner of the Site adjacent to the railroad serving the Mystic River Seaport at Charlestown. This driveway primarily serves traffic coming from or heading toward Spice Street. All driveways serving the Site provide access to the Project Site.

The Site is located on the west side of Rutherford Avenue (Route 99) and just east of Interstate Route 93 (I-93), which runs parallel to Route 99. The Route 99 underpass is adjacent to the Site, with two travel lanes in each direction. The I-93 overpass adjacent to the Site connects Charlestown with I-93 North, with two travel lanes in each direction. Rutherford Avenue itself near the Site is divided into a one-way pair by the Route 99 underpass and I-93 overpass.

The Site can be directly accessed by entering traffic from the I-93 overpass and Rutherford Avenue. Traffic from the Route 99 underpass, however, cannot access the Site directly. Traffic leaving the Site toward the north has to use Rutherford Avenue southbound and then turn back at the Gilmore Bridge/Austin Street to access either the I-93 overpass or the Route 99 underpass.

A portion of the traffic to the Site can also use Spice Street via Cambridge Street which has two travel lanes in each direction. Spice Street has one travel lane in each direction with parking on both sides of the street.

Pedestrian Circulation:

The major pedestrian route to the Site is the private roadway to be constructed as part of the Project and to be known as Hood Park Drive. Hood Park Drive will lead from Rutherford

² Building Height shall be as defined in Article 2A of the Code as in effect on the date of approval of the PDA Master Plan.

Avenue to the Project Site and will include landscaping and sidewalks leading from the Project Site to other buildings within the Development and to Rutherford Avenue.

10. PARKING AND LOADING FACILITIES:

Parking Facilities:

Pursuant to Article 62, Section 62-29 of the Code, because the Project, as part of the Development, is subject to and has been reviewed under Article 80, Section 80B, Large Project Review, of the Code, the provisions of Table E of Article 62 are not applicable to the Development. The garage parking spaces included in the Project need not comply with any parking stall or maneuvering aisle dimensional requirements of the Code.

Loading Facilities:

Pursuant to Article 62, Section 62-29 of the Code, because the Project, as part of the Development, is subject to and has been reviewed under Article 80, Section 80B, Large Project Review, of the Code, the provisions of Table F of Article 62 are not applicable to the Project. The Project will contain a loading area for the laboratory, retail, restaurant and garage uses on the east side of the building. Access to the loading area is through the main entrance to the Site off of Rutherford Avenue, and then from an internal roadway drive perpendicular to the main access drive to the Project.

11. ACCESS TO PUBLIC TRANSPORTATION: The Project Site is located within convenient distance of the MBTA public transportation system. The Orange Line Sullivan Station is located to the north, at a 5-10 minutes walking distance from the Site. Sullivan Station is also a major MBTA bus hub. Eleven bus routes go through the station, including bus routes #86, # 89, #90, #91, #92, #93, #95, #101, # 104, #105 and # 109. However, these buses do not stop on Rutherford Avenue in front of the Site. The following table illustrates both MBTA subway and bus service in the area:

Subway/ Bus Route	Origin-Destination	Rush Hour Headway (Min.)
Orange Line	Oak Grove-Forest Hills	5
#86	Sullivan-Cleveland Circle	20
#89	Sullivan-Clarendon Hill	10
#90	Davis Square-Wellington	35
#91	Sullivan-Central Square, Cambridge	25
#92	Assembly Square Mall-Downtown	13

#93	Sullivan-Downtown	7
#95	Sullivan-West Bedford	15
#101	Sullivan-Malden Station via Salem Street	12
#104	Sullivan-Malden Station via Ferry Street	15
#105	Sullivan-Malden Station via Faulkner Street	30
#109	Sullivan-Linden Square	15

12. ARTICLE 80B, LARGE PROJECT REVIEW: The undertaking of the Development (including without limitation the Project) has been subject to Large Project Review by the Authority. In accordance with the requirements set forth in Section 80B, the Developer caused to be filed a Project Notification Form dated April 18, 2000 (the “PNF”) and a supplementary Response to Comments document dated June 27, 2000 (the “Response”). On June 11, 2001, the Authority issued its Scoping Determination waiving further review of the Development under Article 80, Section 80B (the “Determination,” and together with the PNF and the Response, the “Article 80B Documents”). The Project shall comply with the provisions of Article 37 of the Code, Green Buildings.

13. PUBLIC BENEFITS: The Project, as a part of the Development, will provide substantial public benefits to the City of Boston and the surrounding neighborhood. These benefits will include:

Constructive Reuse of an Industrial Site. The Project continues the transformation of the former Hood Dairy plant from an obsolete industrial plant to a state-of-the-art 21st century mixed-use development.

The significant landscaping program will provide the neighborhood with a new landscaped program will improve the water quality and runoff in and around the Site by replacing the current expanses of asphalt on the Site with new pervious areas.

The proposed uses of the Development will result in a reduction in traffic impacts (i.e. noise, road infrastructure damages, air quality) by the elimination of uses relying upon trucks and other heavy vehicles that currently service the Site.

Construction Employment. Construction of the Project will create approximately 150 construction jobs. Pursuant to a Boston Residents Construction Employment Plan, the Developer will agree to make good-faith efforts to have at least 50% of the total employee work hours be by Boston residents, at least 25% of total employee work hours be by minorities and at least 10% of the total employee work hours be by women.

Permanent Employment. The Project will result in approximately 200 permanent jobs.

Redirected Growth. The Development will enhance the City's goals of providing mixed-use developments for residential, commercial and retail close to major transit hubs.

14. DEVELOPMENT REVIEW PROCEDURES: All design plans for the Project are subject to the on-going development review and approval of the Authority. Such review is to be conducted in accordance with Article 80 of the Code and the Authority's Development Review Procedures, dated 2006.

15. CONSISTENCY WITH THE PDA MASTER PLAN: This Development Plan provides for the construction of a parking garage and active ground floor uses on a currently vacant parcel. The Project is consistent with the overall planning objectives and character of the Development described in the PDA Master Plan. The dimensional provisions, allowed uses, landscape phasing, parking and loading provisions described in this Development Plan shall be controlling for the Project and shall be consistent with and in compliance with the provisions in PDA Master Plan No. 51.

16. OWNERSHIP OF SITE AND PROJECT. Although the Site is currently a single lot, it is contemplated that the Project may be separately owned and financed including, without limitation, by the creation of separate parcels, condominium ownership, or otherwise. The compliance or non-compliance of any other project described in the PDA Master Plan shall not affect the compliance of the Project with the requirements of this Development Plan. The Project will be eligible to receive its own Certification of Consistency or Partial Certification of Consistency if, and only if, the Director of the BRA makes the findings set forth in Article 80C-8 of the Code. If the Project is separately owned, the owner of the Project may seek an amendment of this Development Plan as to the Project, provided that such amendment does not change any obligation or requirement of the PDA Master Plan or any other project built in accordance with a separate development plan pursuant to the PDA Master Plan.

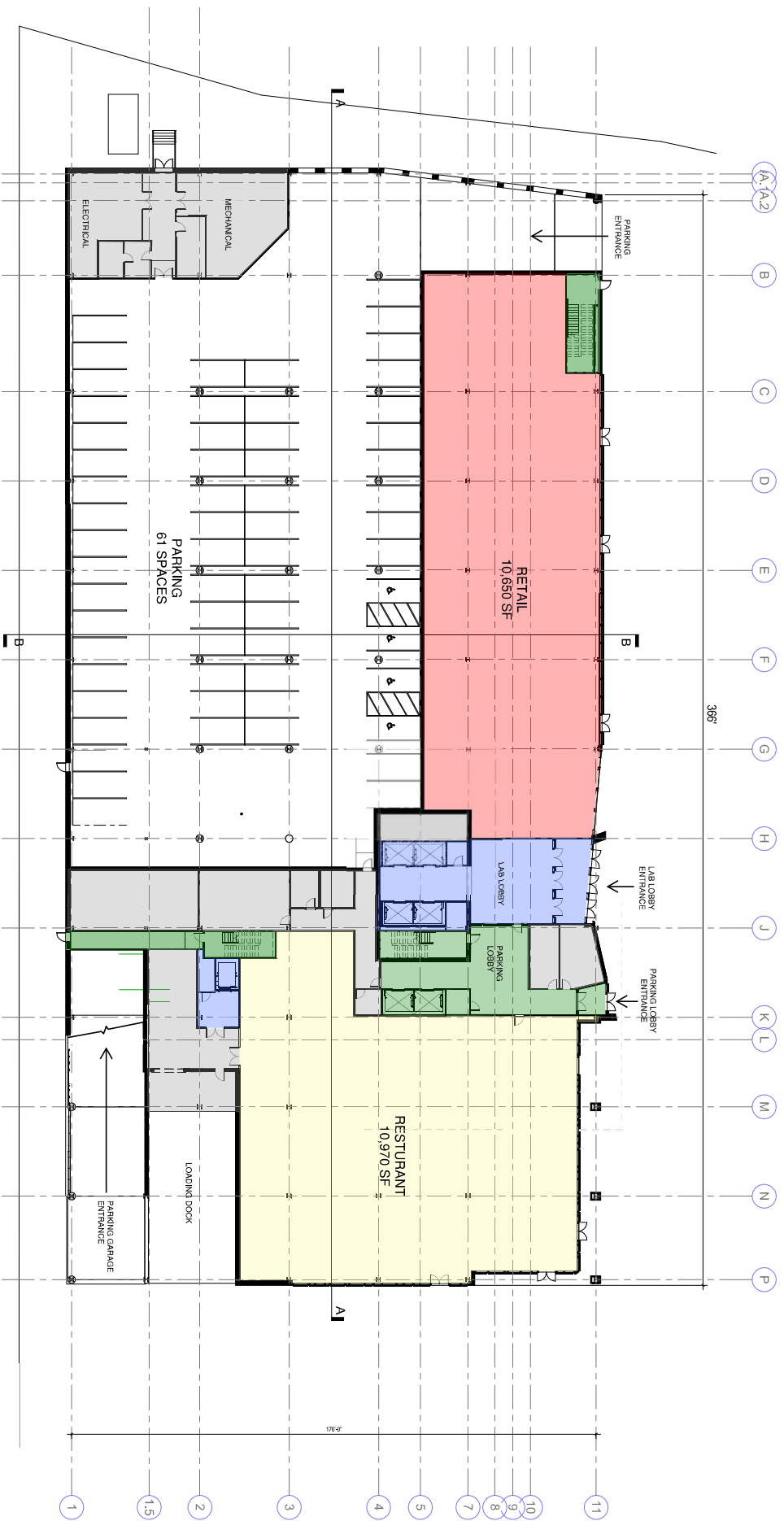
17. LIMITED UNDERTAKING: Nothing in this Development Plan shall be construed as an undertaking by the Developer to construct or complete the Project. Notwithstanding the fact that (i) the Project is described in the PDA Master Plan and in the Article 80B Documents (as hereinafter defined), each of which describe the construction and use of the Development and all of the Proposed Projects, and the mitigation of the impacts from such construction and use; and (ii) the construction and operation of the Project is authorized under the Code pursuant to the PDA Master Plan and the Article 80B Documents, the sole obligation of the Developer under this Development Plan, is to adhere to the provisions of this Development Plan, the PDA Master Plan, and the Article 80B Documents applicable to the Project. Without limiting the generality of the foregoing, upon approval of this Development Plan for the Project, the Developer hereunder shall not be chargeable with any omission, commission, default or delay by any other person, including without limitation the developers of any other Proposed Project, in the implementation of the PDA Master Plan, or any other approved Development Plan, or the undertakings of the Article 80B Documents with respect to any other Proposed Project or any other portion of the Development. This provision to make the undertakings with respect to each

Proposed Project severable is included in order to facilitate the separate ownership and/or financing of portions of the Project without concern for any so-called cross-default or zoning non-compliance attributable to the acts of others.

LIST OF APPENDICES
DEVELOPMENT PLAN
for
100 HOOD PARK DRIVE
within
PLANNED DEVELOPMENT AREA NO. 51
HOOD PARK

- Appendix A Project Plans
- Appendix B Landscape Plan
- Appendix C Interim FAR Calculation

Appendix A
PROJECT PLANS



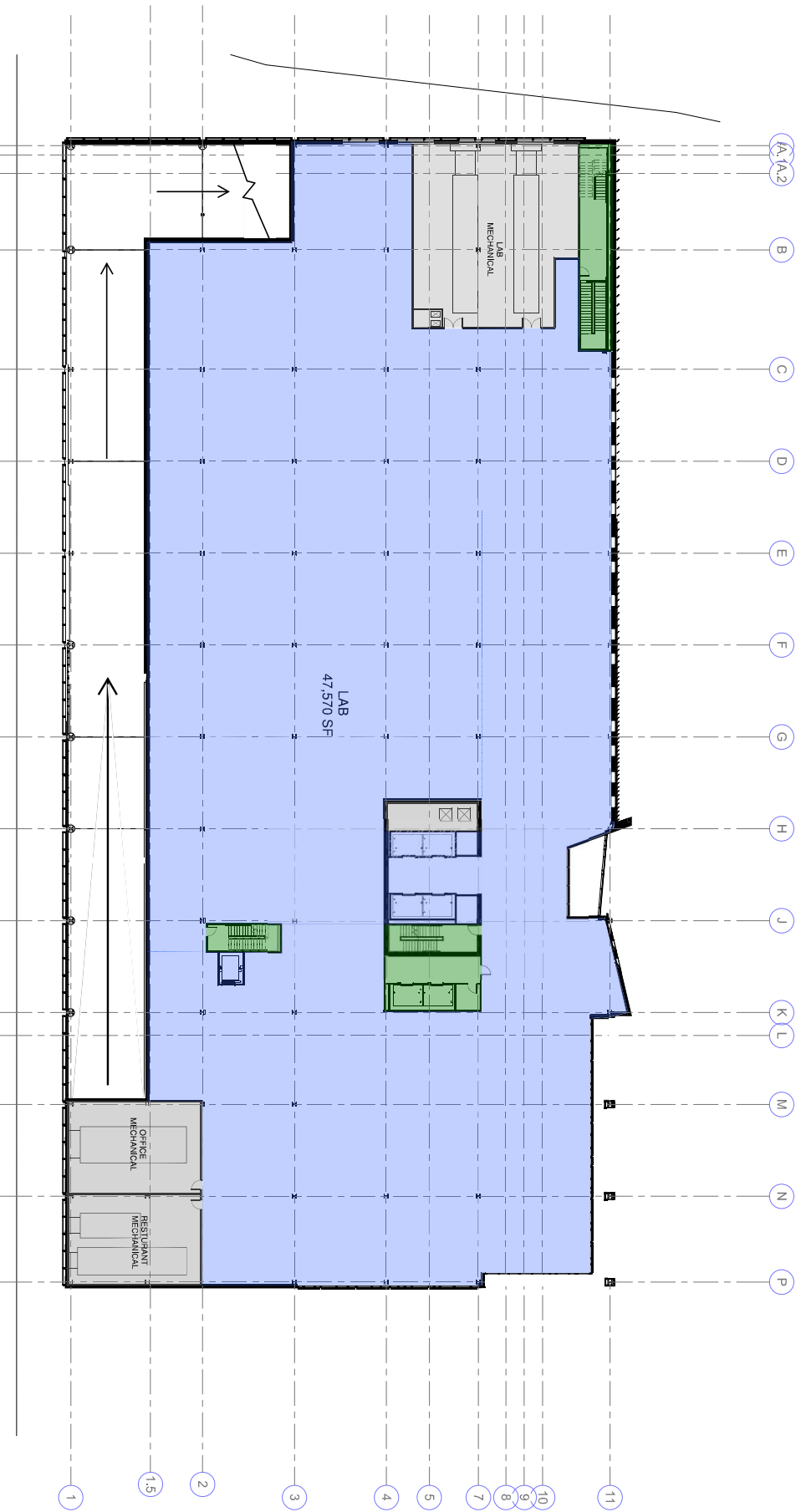
GROUND FLOOR PLAN

PA-1 GROUND FLOOR PLAN

1/16" = 1'-0"

100 HOOD PARK GARAGE



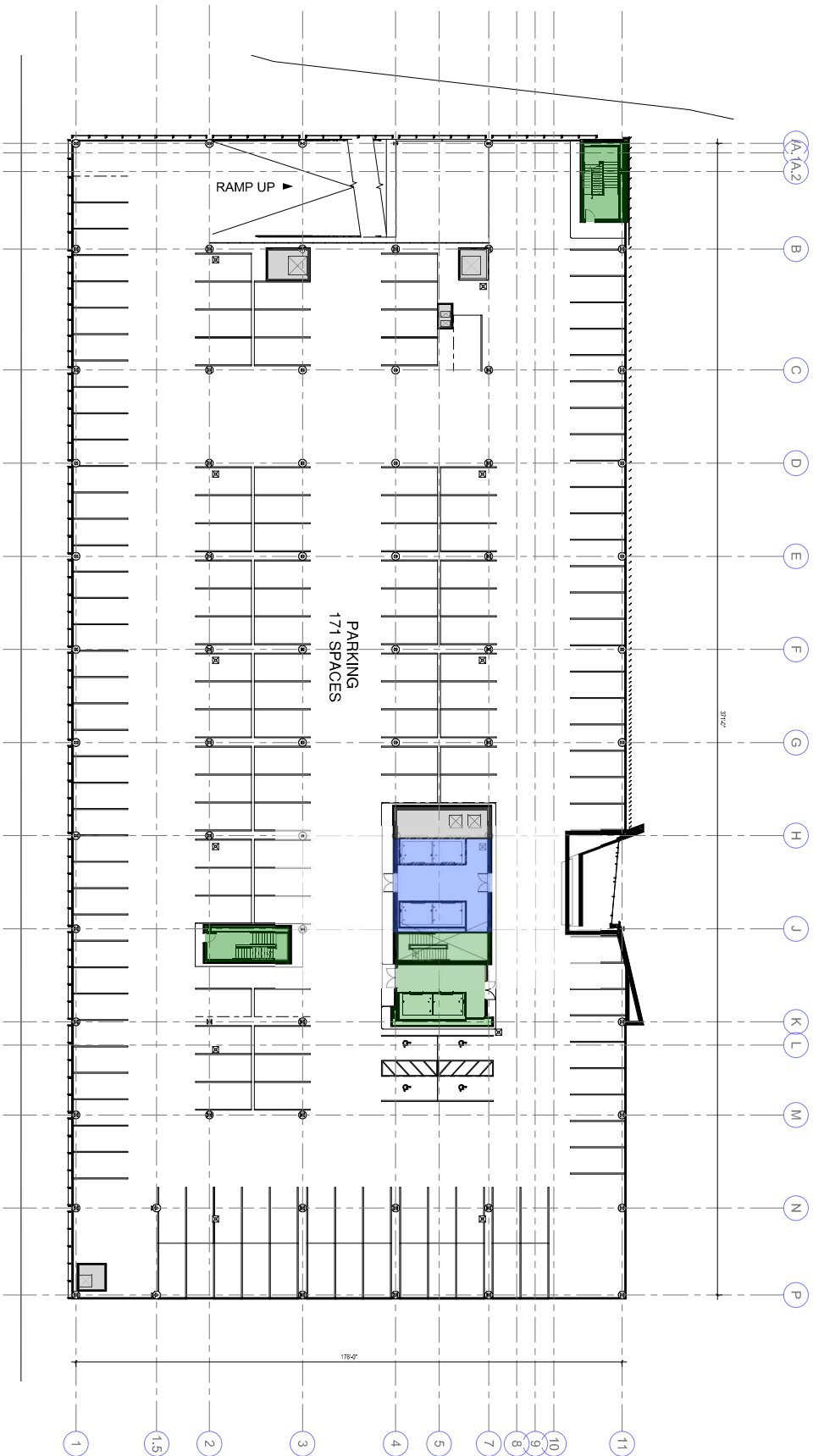


SECOND FLOOR PLAN

PA-2 SECOND FLOOR PLAN

1/16" = 1'-0"

100 HOOD PARK GARAGE

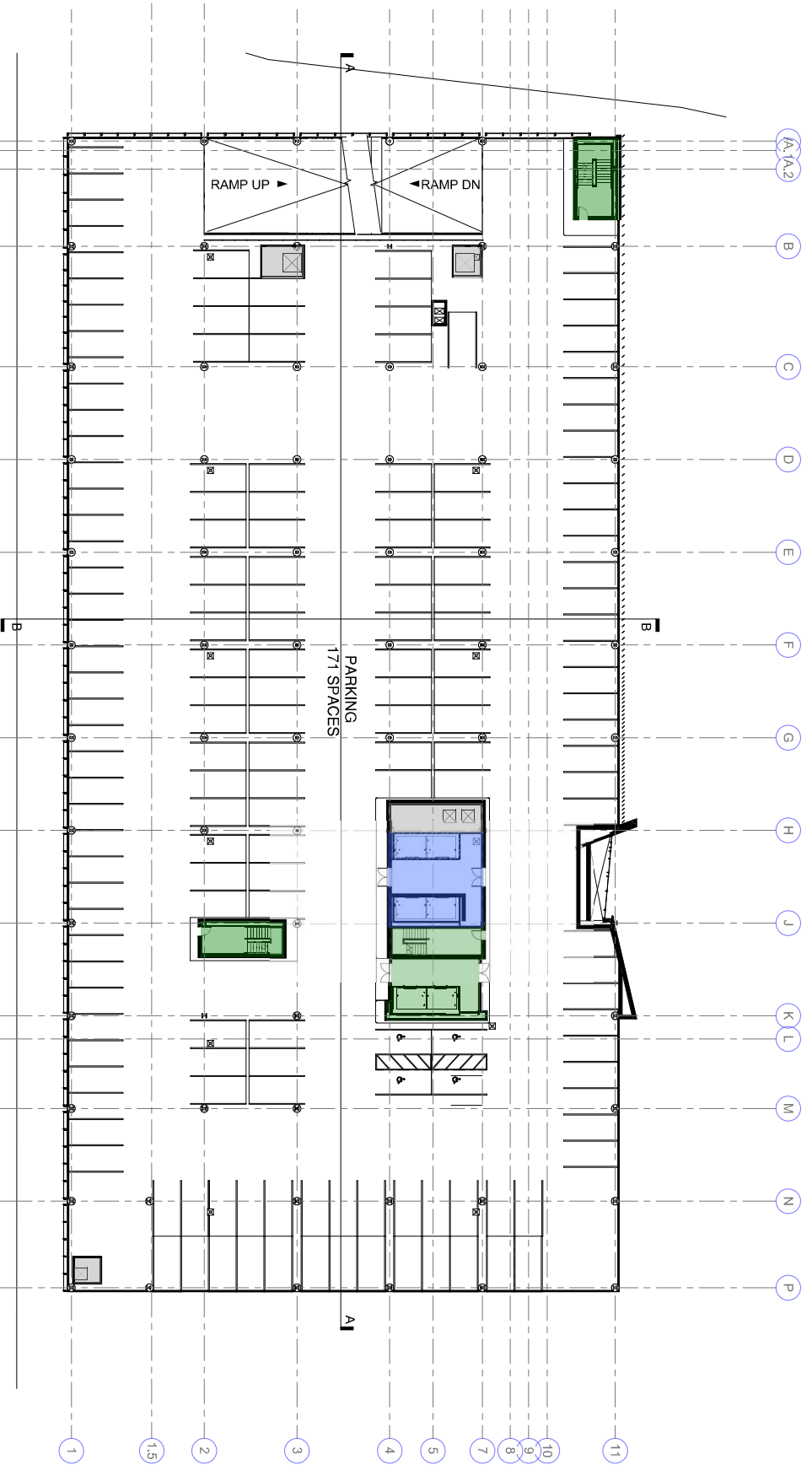


THIRD FLOOR PLAN - P1

PA-3 THIRD FLOOR PLAN - P1

1/16" = 1'-0"

100 HOOD PARK GARAGE

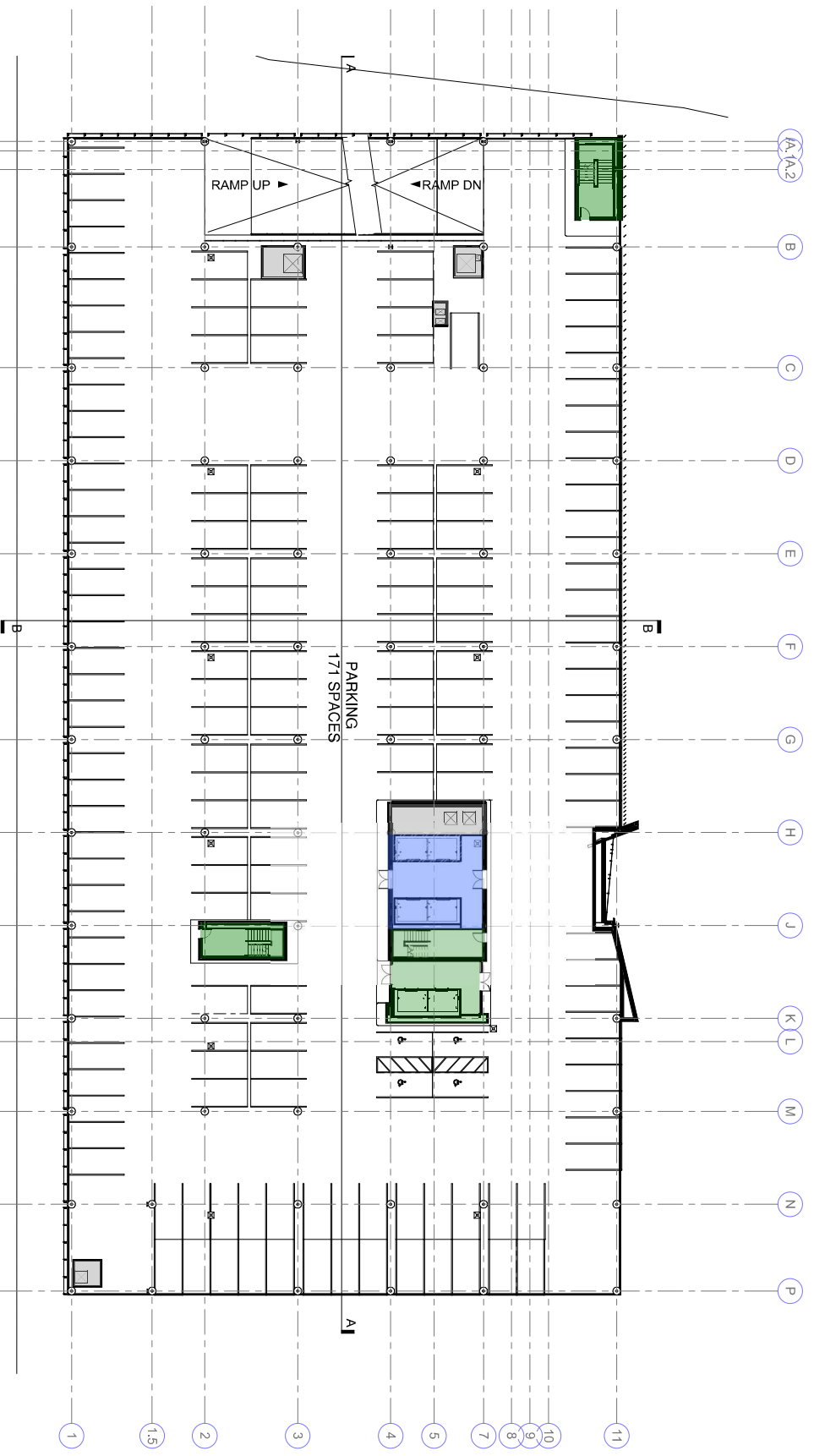


FOURTH FLOOR PLAN - P2

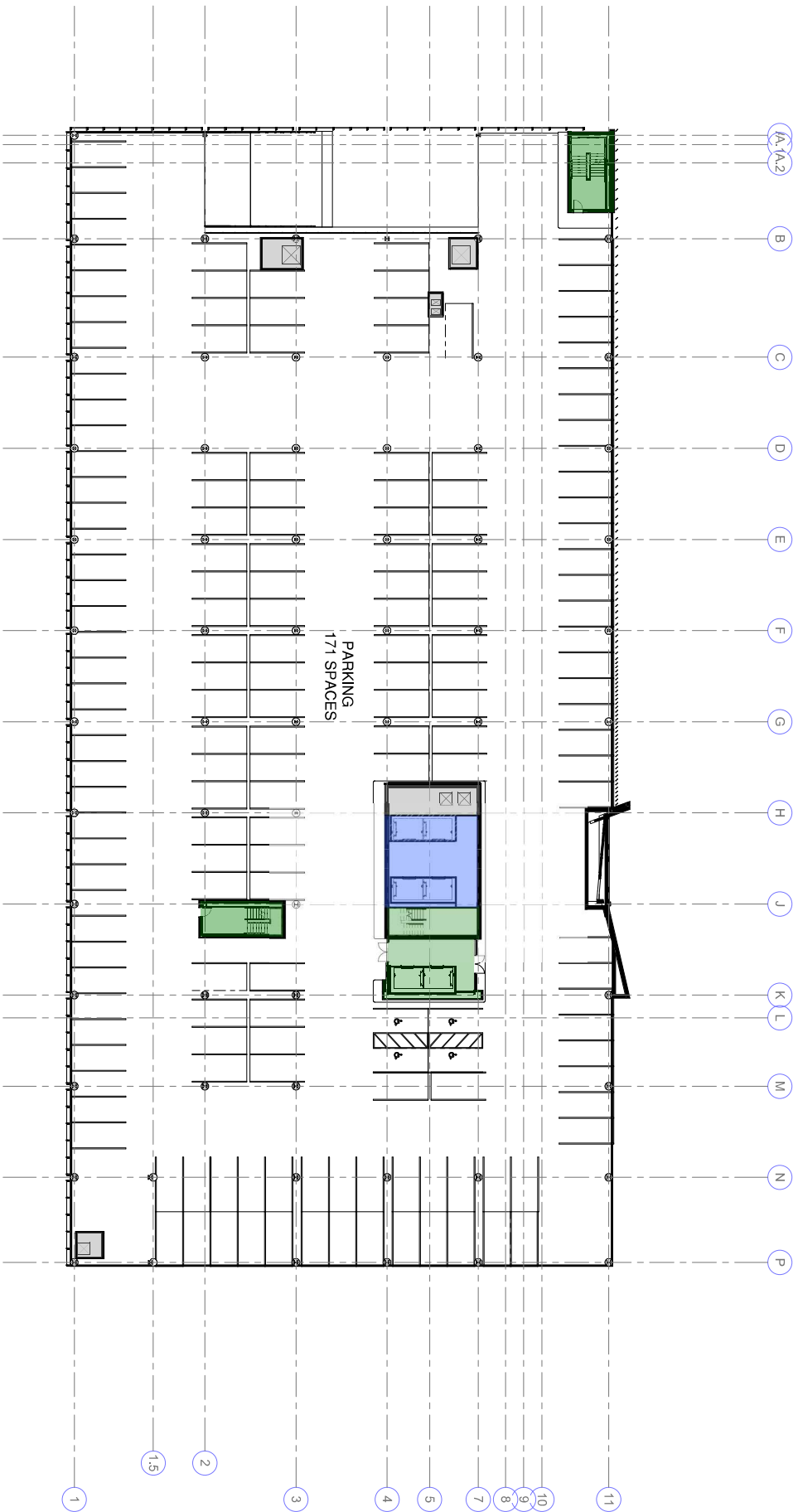
PA-4 FOURTH FLOOR PLAN - P2

1/16" = 1'-0"

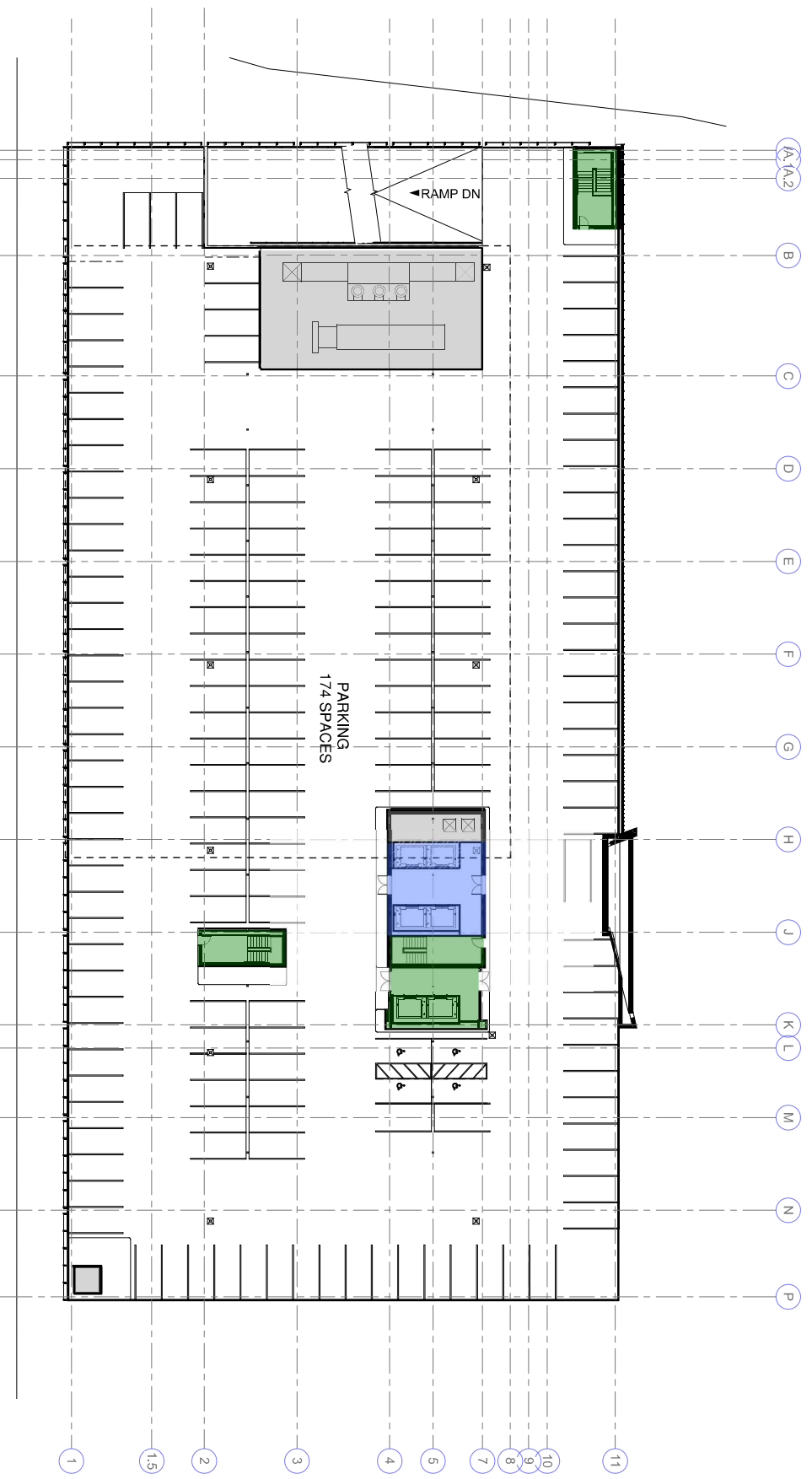
100 HOOD PARK GARAGE



FIFTH FLOOR PLAN - P3



SIXTH FLOOR PLAN - P4



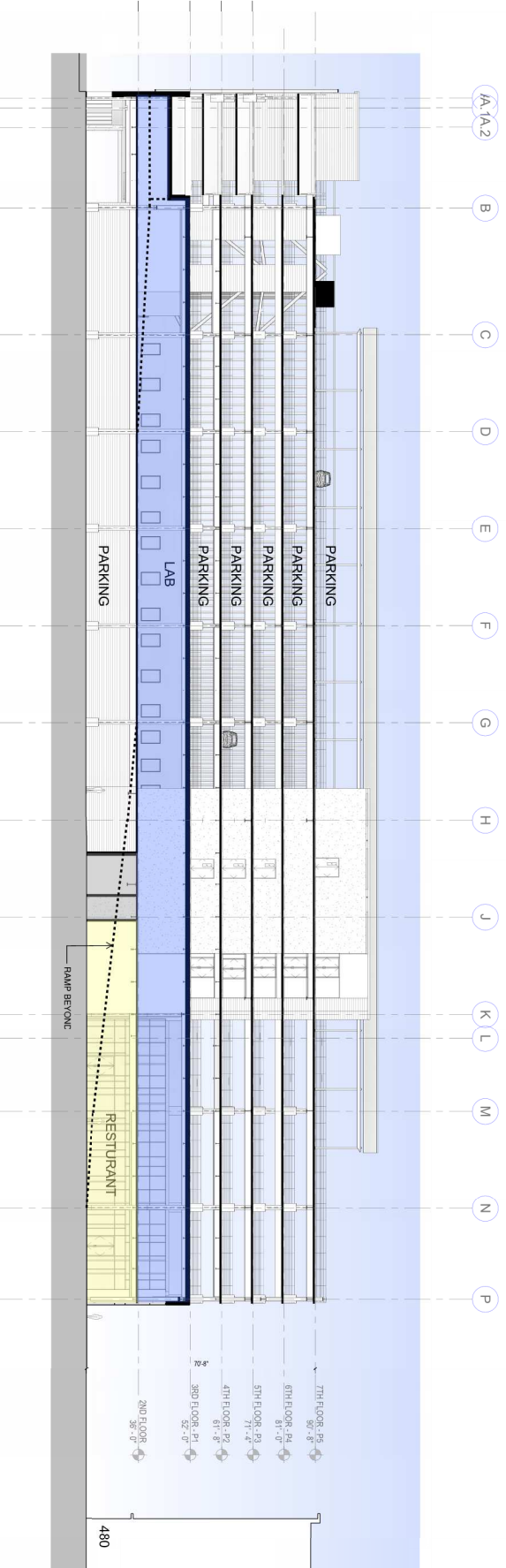
SEVENTH FLOOR PLAN - P5

PA-7 SEVENTH FLOOR PLAN - P5

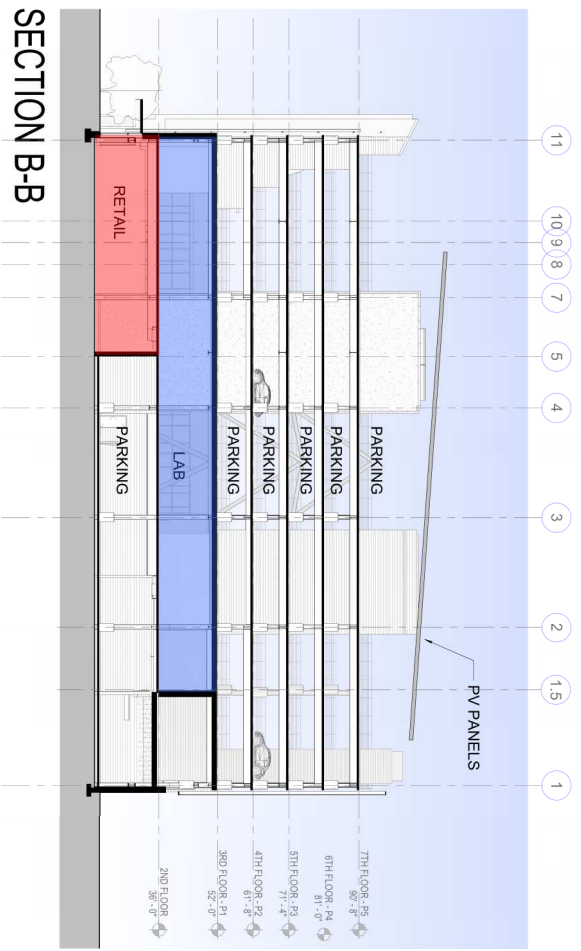
1/16" = 1'-0"

100 HOOD PARK GARAGE





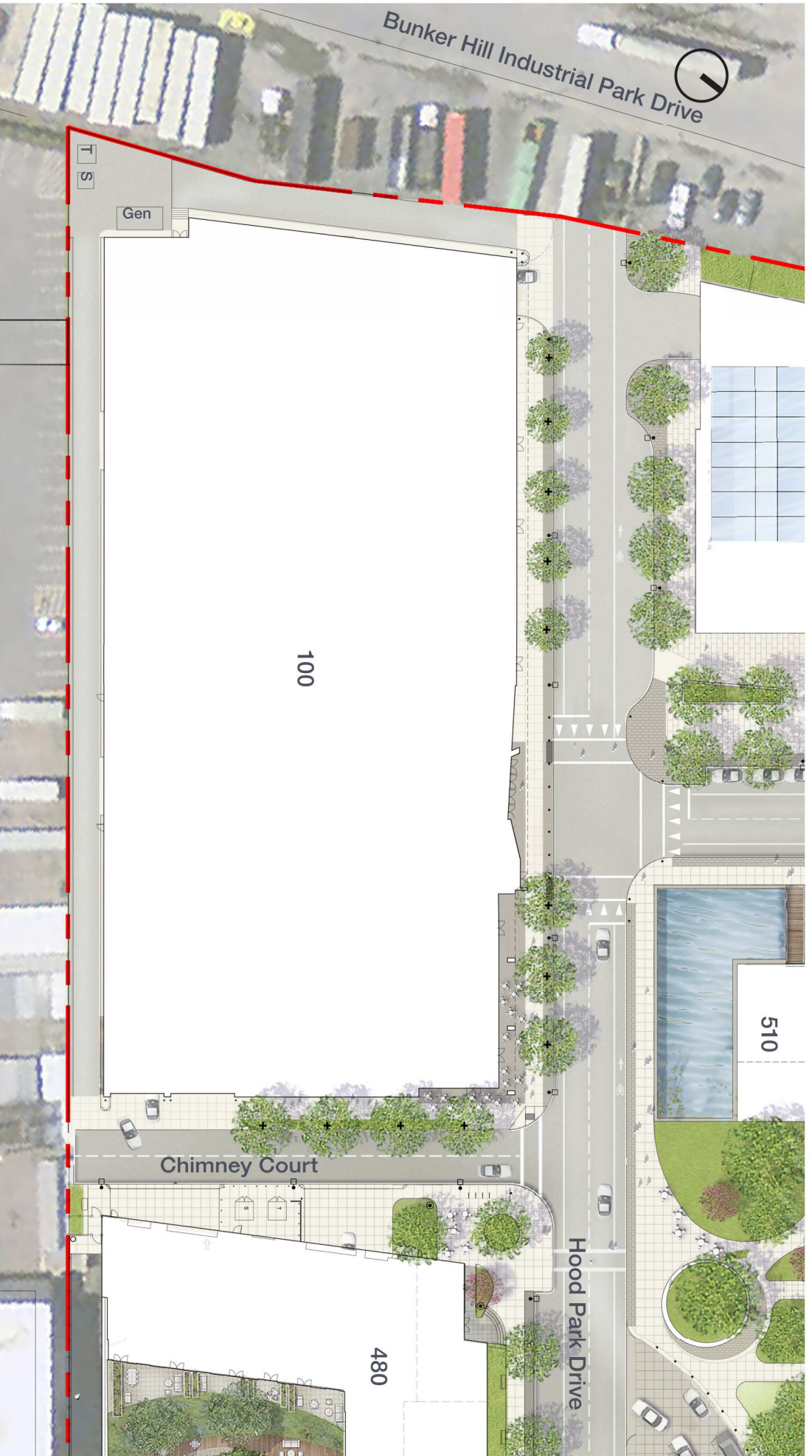
SECTION A-A



SECTION B-B

Appendix B

LANDSCAPE PLAN



100 Hood Park Drive

Site Plan

Charlestown, Massachusetts

SMMA



Bunker Hill Industrial Park Drive

Future Building

100

510

Chimney Court

Hood Park Drive

480

500

Rutherford Avenue



100 Hood Park Drive

Overall Site Plan

Charlestown, Massachusetts

SMMA

Appendix C

INTERIM FAR CALCULATION

Total Lot Area of Site:	867,715.20 square feet
Gross Floor Area of Existing Buildings:	461,000 square feet
Additional Gross Floor Area Added by The Powerhouse Building	25,362 square feet
Additional Gross Floor Area 480 Rutherford (U/C)	141,450 square feet
Total Gross Floor Area of Existing and Under Construction Buildings	627,812 square feet
Additional Gross Floor Area 100 Hood Park Drive (excluding parking)	75,000 square feet
Total Gross Floor Area	702,812 square feet
FAR:	0.81

Note: All figures are approximate