



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

Boston – Logan International Airport  
Composite of Critical Airspace Surfaces

Legend

Surface Elevations (MSL)

801' to 1,000'

601' to 800'

401' to 600'

201' to 400'

up to 200'

Downtown Zone Area

Dashed lines identify transition from "Flat" to "Sloping" surface.

Contour Interval = 25 FT

Notes:

1. This Composite Map is intended for informational and conceptual planning purposes only and does not represent actual survey data nor should it be used in the development of a FAA Form 7460. Massport does not certify the accuracy, information or title to the properties contained in this plan nor make any warranties of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.

2. This Composite Map does not replace the FAA's 7460 review process. Consistency with the surfaces shown on this map does not ensure that the proposal will be acceptable to the FAA and air carriers. Massport reserves the right to re-assess, review and seek modifications to projects that may be consistent with this Composite Map but that through the FAA 7460 process are found to have unexpected impacts to Boston Logan's safety or efficiency.

3. Surface elevations are referenced in feet Above Mean Sea Level (AMSL - NAVD88)

COMPOSITE MAP PARAMETERS

SURFACE TYPES	RUNWAYS
CIRCLE-TO-LAND .....	ALL RUNWAYS (EXCEPT 14)
ICAO/AC ONE ENGINE INOP. ....	4R, 4L, 9, 14, 15R, 22L, 22R, 27, 33L
IFR STND DEPARTURE .....	4R, 9, 14, 15R, 22L*, 22R*, 27*, 33L
IFR NON-STND DEPARTURE .....	4L
ILS APPROACH .....	4R, 15R, 22L, 27, 33L
ILS MISSED APPROACH .....	4R*, 15R, 22L, 27, 33L***
LOCALIZER APPROACH** .....	4R, 15R, 22L, 27, 33L
LNAV APPROACH** .....	4R, 15R, 22L, 27, 32, 33L
LNAV MISSED APPROACH .....	4R, 15R, 22L, 27, 32, 33L
PART 77 - STANDARD .....	EAST OF 4R/22L
PART 77 - VFR ONLY .....	WEST OF 4R/22L (N. OF DOWNTOWN)
VISIBILITY (CIRCLING) .....	ALL RUNWAYS (EXCEPT 14)
VISIBILITY (STRAIGHT-IN) .....	4R, 15R, 22L, 27, 32, 33L
VNAV APPROACH .....	4R, 15R, 27, 33L
VNAV MISSED APPROACH .....	4R, 15R, 27, 33L

\* INCLUDES TRANSITION FROM PEPHODS CRITERIA  
 \*\* CAT I AND CAT II  
 \*\*\* CAT I SPLITTER 3000W  
 \*\*ACCOUNTS FOR 7:1 SPLIT DOWN





**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](mailto:Brian.Golden@boston.gov)  
Zoning Commission - [Jeffrey.Hampton@Boston.gov](mailto:Jeffrey.Hampton@Boston.gov)  
Lydia Edwards, Boston City Council - [Lydia.Edwards@cityofboston.gov](mailto:Lydia.Edwards@cityofboston.gov)  
Annisssa Essabi George, Boston City Council - [A.E.George@Boston.gov](mailto:A.E.George@Boston.gov)  
Christopher Breen, Neighborhood Services - [christopher.breen@boston.gov](mailto: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 &lt;raul.duverge@boston.gov&gt;

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**Hood Charlestown Development**

1 message

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**Molly Ladd** [REDACTED]  
To: Raul.duverge@boston.gov

Mon, Feb 5, 2018 at 10:38 PM

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 &lt;raul.duverge@boston.gov&gt;

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

1 message

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**Kate Botts** [REDACTED]  
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 [REDACTED]  
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** [REDACTED]

Best,

Diane

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**Diane Valle**  
**Boston Portfolio Properties, LLC**



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**2 attachments**

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

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



Raul Duverge &lt;raul.duverge@boston.gov&gt;

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**Hood Venue**

1 message

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**Arthur Colpack** [REDACTED]  
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 &lt;raul.duverge@boston.gov&gt;

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**HOOD PARK PERFORMANCE VENUE**

1 message

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**Cynthia Colpack** [REDACTED]  
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 &lt;raul.duverge@boston.gov&gt;

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**Entertainment Center**

1 message

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**Lawrence Rinaldi** [REDACTED]  
To: Raul.Duverge@boston.gov

Wed, Jan 31, 2018 at 9:12 PM

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 &lt;raul.duverge@boston.gov&gt;

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## Hood park development

1 message

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

Wed, Jan 31, 2018 at 5:13 PM

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

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Ed  
[REDACTED] c



Raul Duverge &lt;raul.duverge@boston.gov&gt;

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**100 HOOD PARK DRIVE DEVELOPMENT - CHARLESTOWN**

1 message

**Sheila Sweeney** [REDACTED]

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 [REDACTED]

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>

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**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

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Diane [REDACTED]  
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  
[REDACTED]

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 &lt;raul.duverge@boston.gov&gt;

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

1 message

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**Diane Valle** [REDACTED]  
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

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**Diane Valle**  
**Boston Portfolio Properties, LLC**







Raul Duverge &lt;raul.duverge@boston.gov&gt;

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**Opposed to entertainment complex at hood plant site**

1 message

**Janephil** 

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 &lt;raul.duverge@boston.gov&gt;

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**Re: Contact Us Submission: # 3275 // Other**

1 message

**Emily Wieja** <emily.wieja@boston.gov>

Tue, Jan 30, 2018 at 3:50 PM

To: [REDACTED], Raul Duverge &lt;raul.duverge@boston.gov&gt;

Cc: BRAWebcontent &lt;BRAWebContent@boston.gov&gt;, Boston Planning &amp; Development Agency &lt;BPDAwebcontent@boston.gov&gt;

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](http://bostonplans.org)

On Tue, Jan 30, 2018 at 2:53 PM, [REDACTED] 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: [REDACTED]

Street Address: 405 Main Street

Address Line 2:

City: [Charlestown](#)

Subject: BPDAwebcontent@boston.gov:Other

State: MA

Phone: [REDACTED]

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 &lt;raul.duverge@boston.gov&gt;

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## Hood development discussion

1 message

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**Carl Jaffe** [REDACTED]  
To: raul.duverge@boston.gov

Wed, Jan 31, 2018 at 10:56 AM

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 &lt;raul.duverge@boston.gov&gt;

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**Re: Contact Us Submission: # 3271 // Planning**

1 message

**Emily Wieja** <emily.wieja@boston.gov>

Mon, Jan 29, 2018 at 9:03 AM

To: [REDACTED] Raul Duverge &lt;raul.duverge@boston.gov&gt;

Cc: BRAWebContent &lt;BRAWebContent@boston.gov&gt;, Lillian Mensah &lt;lillian.mensah@boston.gov&gt;

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](http://bostonplans.org)

On Sun, Jan 28, 2018 at 7:13 PM, [REDACTED] 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: [REDACTED]

Street Address: [7 Auburn St](#)

Address Line 2:

City: Charlestown

Subject: lillian.mensah@boston.gov:Planning

State: MA

Phone [REDACTED]

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 &lt;raul.duverge@boston.gov&gt;

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## Statement on New Venue Proposal in Charlestown

1 message

**Joe Spaulding** [REDACTED]

Wed, Dec 20, 2017 at 11:00 AM

To: Raul Duverge &lt;raul.duverge@boston.gov&gt;, Brian Golden &lt;brian.golden@boston.gov&gt;

Cc: Joe Spaulding [REDACTED], "Brian M. Awe" [REDACTED]

**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 &amp; CEO

Boch Center

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Raul Duverge &lt;raul.duverge@boston.gov&gt;

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## 100 Hood Park Drive Feedback

1 message

**McKenzie Ridings** [REDACTED]

Thu, Dec 14, 2017 at 8:52 AM

To: raul.duverge@boston.gov

Cc: "Ryan, Dan - Rep. (HOU)" &lt;Dan.Ryan@mahouse.gov&gt;, 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.

...the Boch Center has arguments concerning 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

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

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 bottlenecks 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.

1/24/2018 WALTER

HOPE

Friends of the Boston  
Harbor Islands

Support

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.

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 Rutherfod 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.

2/7/2018 Sheila	Sweeney	Association for Responsible Development	Oppose	<p>...the meeting they were proposing a venue in Charlestown for 1500 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</p>
2/11/2018 Elaine	Scadding	Association for Responsible Development	Oppose	<p>I and the above mentioned group vehemently oppose the four thousand person music venue.</p>