

BOSTON REDEVELOPMENT AUTHORITY

DEVELOPMENT PLAN

for

6 STACK STREET

within

PLANNED DEVELOPMENT AREA NO. 51

HOOD PARK

_____, 2019

1. PLANNED DEVELOPMENT AREA DEVELOPMENT PLAN: On March 14, 2019, the Boston Redevelopment Authority, doing business as the Boston Planning and Development Agency (the “Authority”), approved an Amended and Restated 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 Hood Park in Charlestown (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, 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 3,912 gross square feet, including approximately 241 enclosed bicycle spaces and 924 square feet of retail and service areas, located at the corner of Hood Park Drive adjacent to 10 Stack Street and to be known as 6 Stack Street (the “Project”). The building shall be used for bicycle storage and for retail and service uses, including, without limitation, bicycle services. The Project includes the construction of and continuation of an open space area shared with 10 Stack Street along Hood Park Drive to be known as Stack Street Park. 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 13,870 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 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 6 Stack Street, a private street off of Hood Park Drive which leads to Rutherford Avenue. Hood Park Drive and the portion of Stack Street abutting the Project are currently under construction and will be completed as part of the Project. The Project Site was formerly used as a surface parking area. The Project will be a single story pavilion-style building with a roof garden up to 40 feet in building height and contain approximately 924 square feet (excluding bicycle parking area) for retail and service uses.

The Project will include landscaping and other pedestrian and bicycle access areas along Hood Park Drive and at Stack Street Park adjacent to 10 Stack Street.

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 “Hood Park: 6 Stack Street, Charlestown, Massachusetts” prepared by Elkus Manfredi 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 and pavilion 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:

Retail Uses (local and general)

Restaurant Uses, including take-out service

Bakery Use

Service Uses

Automatic Teller Machine

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

Accessory Outdoor Cafe

Accessory Storage of flammable liquids and gases

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 20 feet including rooftop garden and plaza areas. The Project square footage will be 3,912 square feet with approximately 924 square feet of retail, locker room and restroom / shower facilities and the balance as bicycle parking for approximately 241 bikes. For purposes of determining floor area in accordance with the Code, storage areas, solar, mechanical and electrical spaces within the Project shall not be included.

8. **PROPOSED DENSITY AND ZONING:** 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 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	40 feet
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 is served by one private road (Hood Park Drive) and two driveways. Hood Park Drive intersects Rutherford Avenue and one of the driveways is located on Rutherford Avenue. The second driveway 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 roads and 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

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 floor area of all garages and all tenant spaces leased to the Authority, the City of Boston, or any agency, department or authority thereof for a duration of not less than 25 years.

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.

to the Site, with one travel lane in each direction. Rutherford Avenue itself near the Site is divided into a one-way pair by the Route 99 underpass.

The Site can be directly accessed by entering traffic from D Street and Rutherford Avenue. Traffic from the Route 99 underpass, however, cannot access the Site directly. Currently traffic leaving the Site using Rutherford Avenue must travel southbound. Southbound traffic can continue to the North Washington Street Bridge, the Route 1 /Tobin Bridge or the on ramps to I-93 south or the Storrow Drive Connector. Traffic heading north but using Rutherford Avenue must travel southbound and then turn back at the Gilmore Bridge/Austin Street to access either the Sullivan Square traffic circle 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 one side of the street. Recent improvements completed at Spice Street include a new intersection that allows traffic leaving the Site to cross Cambridge Street and proceed directly to the north bypassing the Sullivan Square rotary. Traffic heading north to I-93, Somerville or Everett is now encouraged to utilize Spice Street and the newly opened direct connection to Main Street north, avoiding the Sullivan Square rotary.

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 Stack Street. Stack Street will lead from Hood Park Drive (currently under construction) that connects with Rutherford Avenue. The pedestrian areas along Hood Park Drive and Stack Street will include landscaping and sidewalks leading from the Project Site to other buildings within the Development and to Rutherford Avenue and Spice Street to lead to Sullivan Square and the Sullivan Square MBTA Orange Line.

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. Because of the size of the building and the use for bicycle parking, no vehicular parking is required to be provided for the Project.

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.

Because of the size of the building and the use for bicycle parking, no loading facilities are required to be provided for 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.

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 Notice of Project Change dated September 14, 2018 (the “NPC”). Supplemental Information filings were made on November 21, 2018, January 28, 2019 and February 27, 2019. On March 14, 2019 the Director of the Authority issued his determination waiving further review of the Development under Article 80, Section 80A (the “Determination,” and together with the NPC, and the Supplemental Information filing, the “Article 80B Documents”).

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 new open space areas and landscaping 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 bicycle parking and pavilion concept will be a benefit to the users of Hood Park and bring needed bicycle facilities to the Charlestown neighborhood.

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 60 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 2 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. The inclusion in the Project as the expanded headquarters of an existing Charlestown company and employer

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 new enclosed bicycle parking facility with 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.

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LIST OF APPENDICES
DEVELOPMENT PLAN
for
6 STACK STREET
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HOOD PARK

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

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Appendix A
PROJECT PLANS

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Appendix B

LANDSCAPE PLAN

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Appendix C

INTERIM FAR CALCULATION

Total Lot Area of Site: 897,802 square feet

Floor Area of Existing Buildings:

500 Rutherford Avenue:	368,750 square feet
510 Rutherford Avenue	34,812 square feet
570 Rutherford Avenue	<u>51,000 square feet</u>
Total:	454,562 square feet

Additional Floor Area

50 Hood Park Drive (under construction)	161,283 square feet
100 Hood Park Drive (under construction)	84,456 square feet
10 Stack Street (under construction)	350,300 square feet

Total Floor Area of Existing and Under Construction Buildings

1,050,601 square feet

Additional Floor Area

6 Stack Street 3,912 square feet

Total Floor Area

1,054,513 square feet

FAR:

1.211

Note: All figures are approximate

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