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# SHEET METAL WORKERS' INTERNATIONAL ASSOCIATION LOCAL UNION No. 17 of Eastern Massachusetts, Rhode Island, New Hampshire and Maine

1157 Adams Street • 2nd Floor • Dorchester, MA 02124-5788

Telephone: (617) 296-1680-81 • Fax: (617) 296-1295

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February 15, 2019

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9<sup>th</sup> Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park Project. I go to Hood Park almost every day and am excited that this project will bring more life to this area of the neighborhood. I am excited about some of the benefits that both residents and people like me who come to Hood Park will be able to take advantage of such as the new restaurants and retail space that is planned as part of the development.

The project team has gone above and beyond to involve the community throughout this process and has been transparent with what they are trying to accomplish.

Thank you for your consideration.

Fraternally,

Robert Butler Business Manager Sheet Metal Workers' Local #17

Cc: Director, Brian Golden
City Councilor Edwards
Representative Danny Ryan



To: Raul Duverge, BPDA

From: Zachary Wassmouth, PWD

Date: November 28, 2018

Subject: Hood Park Masterplan NPC - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the Hood Park Masterplan NPC.

#### Site Plan:

Developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

#### **New Roadways:**

All new proposed roadways should be complementary to the Public Works Department's Roadway Design Standards.

#### **Construction Within The Public Way:**

All work within the public way shall conform to Boston Public Works Department (PWD) standards. Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the public way will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

All comments below relate directly to construction within the Public Right of Way.

#### Sidewalks:

Developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public Right of Way (ROW) within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval.

Specifically, the developer should coordinate with the reconstruction of the sidewalks on Spice Street and D Street proposed by the Encore Casino to ensure pedestrian accessibility to the site. Construction of sidewalks on both sides of these streets should be considered.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the Public ROW.

#### **Driveway and Private Roadway Curb Cuts:**

Any proposed driveway or private roadway intersection curb cuts will need to be reviewed and approved by the PIC.

#### **Discontinuances:**

Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.





# **PUBLIC WORKS DEPARTMENT**

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024 CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation Phone (617) 635-2854 • Fax (617) 635-7499



#### Easements:

Any and all easements associated with this project must be processed through the PIC.

#### Landscaping:

Developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.

#### Street Lighting:

Developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

#### Roadway:

Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

#### **Project Coordination:**

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the public right-of-way. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work. The developer shall coordinate closely with the City/MassDOT project for Rutherford Avenue to ensure a cohesive design approach along the Rutherford Avenue corridor.

#### **Green Infrastructure:**

The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the public right-of-way. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

Please note that these are the general standard and somewhat specific PWD requirements applicable to every project, more detailed comments may follow and will be addressed during the PIC review process.

If you have any questions, please feel free to contact me at zachary.wassmouth@boston.gov or at 617-635-4953.

Sincerely,

**Zachary Wassmouth** 

Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD





# **PUBLIC WORKS DEPARTMENT**

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024 CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation Phone (617) 635-2854 • Fax (617) 635-7499



#### **Massachusetts Port Authority**

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

November 14, 2018

Secretary Matthew A. Beaton
Executive Office of Energy & Environmental Affairs
Attn: MEPA Office
Purvi P. Patel, EIT, EEA #15849
100 Cambridge Street, Suite 900
Boston, MA 02114

Brian Golden, Director Boston Planning & Development Authority One City Hall Square Boston, MA 02201

Subject: Hood Park Master Plan DEIR (EEA # 15849)

Dear Secretary Beaton and Director Golden:

On behalf of the Massachusetts Port Authority (Massport), we welcome the opportunity to submit comments on the Hood Park Master Plan *Draft Environmental Impact Report* (DEIR) and the Article 80 Master Plan Notice of Project Change filed by Hood Park LLC for the property in Charlestown. This proposed project, located on Rutherford Avenue near Sullivan Square, includes up to 1.7 million square feet (MSF) of mixed use development on a 20 acre site. The Project proposes to add approximately 5,550 new daily vehicle trips and to build out a street grid within the site and connecting to the surrounding streets. As owner of a rail right-of-way that abuts the Project, Massport's primary interest is in understanding how phased implementation of the Master Plan would impact Massport's ownership and long-term use of the Mystic Wharf Branch Rail Right-of-Way, including so-called "D Street" as well as any potential impacts to commercial truck traffic serving our tenants in the Boston Autoport and any present and future activities at the Autoport site. Massport purchased the Rail Right-of-Way in the early 2000s with the support of the Massachusetts Department of Transportation (MassDOT) to preserve the corridor for rail serving the Charlestown Designated Port Area.

A MEPA Certificate was previously issued to the Proponent to enable the development of the initial phase of the Project (i.e., 100 Hood Park Drive and 480 Rutherford Avenue (EEA 15849)). An ENF was filed in July 2017 as the initial stage of updating the Hood Park Master Plan and this DEIR provides more detailed analysis of impacts of the development. Massport has had productive conversations with Hood Park LLC about the Project and we look forward to continued collaboration as this planning process develops. Based on our review of the DEIR and our ongoing coordination with the Proponent, Massport has the following specific comments regarding this Master Plan's DEIR:

Mystic Wharf Branch Right of Way. As an abutter and the owner of the Mystic Wharf Branch Rail Right-of-Way (see attached Plan), Massport is interested in understanding how the additional new daily vehicle trips generated by the Project (as a whole and in phases) will impact access/egress to, and maintenance and operations along Massport's Rail Right-of-Way, including so-called "D Street," which is a private way. In particular, we are interested in understanding why the number of new daily trips has decreased from the 12,462 new daily vehicle trips (17,860 total daily vehicle trips) noted in the ENF to 5,542 new daily vehicle trips in the

DEIR (October 1, 2018) with the same proposed development of 1.7 million square feet. Similarly, we would like to understand why this number differs from the 6,490 new daily vehicle trips that were noted in the Article 80 with the Boston Planning and Development Agency in the Master Plan Notice of Project Change (September 14, 2018). We ask that the Final EIR and pending Article 80 submissions provide additional clarification and justification for the significant trip reductions in order to ensure that traffic impacts are adequately and consistently analyzed and addressed.

We also request that the Final EIR include a robust traffic analysis detailing how many of the proposed vehicle trips are expected to enter/exit the Project site across and over Massport's Rail Right-of-Way. In particular, Massport is interested in the analysis pertaining to daily vehicle trips entering the Project site via Spice Street from Sullivan Square which will require travel over and a crossing of Massport's Rail Right-of-Way and exiting via D Street to Rutherford Avenue. Massport requests that the Proponent study and quantify these impacts and discuss all impacts including the overburdening Massport's Rail Right-of-Way thereof, as part of its Final EIR. This will be important as Massport believes that the Project will have a substantial impact on those who have a lawful right to use the private way, and will accelerate the general wear and tear of the Rail Right-of-Way's physical infrastructure and the improvements, including the railroad tracks. It is important to note that Hood LLC will require an easement agreement with Massport that will detail permissions, restrictions and related fees for any access over or along D Street.

Hood Park LLC has also proposed transportation upgrades near Massport's Rail Right-of-Way to add dedicated bicycle and pedestrian facilities and to shift the existing project curb cut on D Street to a new location within the Project site. Continued conversation between Massport and the Proponent will be necessary to ensure that these accommodations are designed to preserve and protect Massport's existing Rail Right-of-Way and its infrastructure. The Proponent provided an excellent summary of the likely approval process for any changes to curbcuts in section 3.3 of the DEIR, including noting that any impacts to the Rail Right-of-Way will require approval from Massport and written concurrence from the railroad operator, Pan Am Railways, and review by the Federal Rail Administration. We would like to clarify that the State Department of Public Utilities will also play a role in this review. Hood Park LLC will need to coordinate with Massport, the owner of the Rail Right-of-Way, to coordinate any necessary outreach to these stakeholders based on the results of this Master Plan process.

Truck Route Access. Massport is interested in understanding the intersection changes proposed along Rutherford Avenue. In May 2017, Rutherford Avenue was recommended for designation as a Critical Urban Freight Corridor in the National Highway Freight Network by the Boston Region Metropolitan Planning Organization. The Boston Autoport, located nearby on Medford and Terminal Streets and within the Mystic River Designated Port Area, is a vital economic engine to the City of Boston and the Commonwealth and relies heavily on commercial truck route access through the Rutherford Avenue corridor. The Boston Autoport is the primary port for automobile import and export in New England with approximately 70,000 motor vehicles per year being processed at this site. The Rutherford Avenue corridor is also used by other commercial/industrial trucks and Charlestown businesses that transport gravel, cement, salt deliveries, tour vehicles, and delivery of oversized delivery of windblades equipment to the MassCEC testing facility at the Boston Autoport. Rutherford Ave is also a designated route for hazardous materials listed in the National Hazardous Materials Route registry.

**Building Heights.** Based on review of the current Master Plan information, it appears that that development program is consistent with the *Logan Airspace Map* that defines the critical airspace around Boston Logan International Airport to protect the flight corridors in and out of the Airport. We encourage Hood Park LLC to coordinate with Massport during the remainder of the design process to ensure that the Project's buildings do not exceed airspace limits. Hood Park LLC 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 any impacts of the crane(s) on Logan's airspace.

Massport looks forward to continued collaboration as the development of the Hood Park Master Plan proceeds. Please feel free to contact me at 617-568-3524 if you wish to discuss any of our comments.

Sincerely,

Massachusetts Port Authority

Stewart Dalzell, Deputy Director

Environmental Planning & Permitting

enclosures

Cc: L. Wieland, A. Hargens, J. Barrera, F. Leo, G. Carr, H. Morrison, L. Gilmore /Massport

Bryan Golden/BPDA Gina Fiandaca/BTD

Mark Rosenshein/Trademark Partners LLC

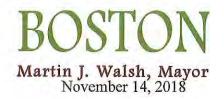
David Hewett/Epsilon Associates







Massport Controlled Property
Charlestown



Ms. Teresa Polhemus Boston Redevelopment Authority One City Hall Square Boston, MA 02201

RE: NPC / DEIR for Hood Park Master Plan, Rutherford Avenue in Charlestown

Dear Ms. Polhemus:

The Boston Parks and Recreation Department (BPRD) respectfully submits the comments below on the amended Hood Park Master Plan at Rutherford Avenue in Charlestown, which is located approximately 650 feet from Ryan Playground, on the far side of Sullivan Square. BPRD has reviewed the *Article 80 Notice of Project Change* (NPC) submitted to the Boston Planning and Development Agency (BPDA) on September 14, 2018; and the *Draft Environmental Impact Report* (DEIR) submitted to the Massachusetts Environmental Policy Act (MEPA) Office of the Executive Office of Energy and Environmental Affairs (EOEEA) on October 1, 2018.

# **Impact Mitigation**

Ryan Playground will be an amenity to Hood Park, as it provides opportunity for active recreational use and climate resiliency mitigation for Boston Harbor. As presented below, the scale and proximity of the Hood Park project could significantly impact Ryan Playground.

BPRD respectfully requests that mitigation commensurate to the scale of the development be provided in the form of a contribution to the City's Fund for Parks, to be used for the reconstruction of Ryan Playground. Additionally, BPRD requests consideration of a maintenance endowment for this heavily utilized public open space.

Open space that is provided as mitigation for Article 80 or MEPA approval should be publicly owned and protected in perpetuity to ensure access for generations to come.

Finally, the Article 80 and MEPA approvals should consider a requirement that the open space be implemented in the first phase of development, particularly the one acre Hood Green. This will ensure that the public benefit of new open space in the neighborhood of Charlestown is fully realized in the near term and is not subject to ongoing amendments to the development plan.

# **Project Description**

BOSTONIA.

Hood Park is a 20 acre site located on the west side of Rutherford Avenue between D Street and Bunker Hill Industrial Park in Charlestown. It is currently approved for 1.2 million sf of commercial development. The NPC includes a total of 1.7 million sf of development with commercial, residential, hotel, and retail uses, as well as open space. The submittal does not include the acreage of open space or the expected residents, employees, shoppers, or visitors.

#### **Open Space**

The NPC and DEIR state that there will be publicly accessible open space at Hood Park, which will be privately funded, maintained, and operated. The master plan has been amended to include new open space such as Hood Green which is proposed in place of a building site on the currently approved master plan. The total acreage of open space has not been provided.

Hood Green is a one acre open lawn at Spice Street and D Street. A retail building at one end (15 Supertest Street) will have a sloping turf roof that meets grade. This building will create an edge to the park, and a separation from Rutherford Avenue. The feasibility of this proposed building with a vegetated roof should be analyzed so that it is not a green space in conceptual plan only.

The proponent states that it will coordinate the design of Hood Green with the design of Parcel A Park on the east side of Rutherford Avenue at Sullivan Square which is under City jurisdiction. The proponent says that it has requested that the BPDA convene a series of meetings with BPRD and Boston Transportation Department (BTD). The final configuration for Parcel A remains open as BTD requires additional community input on the location, size, programming, and timing of the open space. BPRD is open to this conversation.

Power House Square is an open space associated with the buildings at 500 and 510 Rutherford Avenue. This space is intended to serve as both a passive space and an actively programmed space. The Square will have two subsections: The Pond and The Garden Passage.

The Pond will provide a stormwater management component and an interactive water feature. A major paved area will serve as a vehicular drop off and turn around. This paved area could also be used for events. The Garden Passage is in the space between 500 and 510 Rutherford Avenue. It will be an intensely planted area for pedestrian connection and restaurant dining.

Stack Street Park is located at the intersection of Stack Street and Hood Park Drive and is a moderately sized green space with a sloped lawn leading up to a 10' high promontory. The slope will provide space for lawn seating for outdoor events. The hill will help mitigate the adjacent active waste and recycling center as well as traffic from Boston Sand and Gravel, and I-93.

The Lawns will be paved areas and open lawns along the west façade of 500 Rutherford Avenue. This area will allow flexibility of uses including retail uses. Moveable and fixed furnishings will allow users to create the space to their needs and allow flexible layout options for events.

#### Phasing of Open Space

The phasing of the open space is proposed as follows:

- Phase 2A will include Stack Street Park, The Lawns, The Pond, and the renovated south entry to 500 Rutherford Ave. These features reduce impervious area.
- Phase 2B includes the landscape at The Market, which will buffer stormwater runoff.
- Phase 3 includes Hood Green which is the largest open space in the project and will reduce the existing impervious area. The conceptual plans for 15 Supertest propose a vegetated roof.

The Article 80 and MEPA approvals should consider a requirement that the major open space be implemented in the first phase of development, particularly the one acre Hood Green. This will ensure that the public benefit to the neighborhood of Charlestown is fully realized in the near term and is not subject to future amendments to the development plan.

Further, the viability and feasibility of a vegetated sloping roof at 15 Supertest Street and Hood Green should be fully evaluated so that it does not become a green space in conceptual plan only.

#### **Needs Analysis**

The NPC and DEIR do not detail the number of residents, employees, shoppers, or visitors expected to use the site at buildout. A needs analysis should be completed based on projected users of open space. This analysis should estimate the demand for active recreational needs, the ability to accommodate those needs onsite, and/or the reliance on existing public open space.

#### **Impact Assessment**

An impact assessment should be conducted to determine impacts to public open space. Charlestown is currently underserved by public parks, playgrounds and athletic fields suitable for active recreation. Hood Park will add 1.7 million sf of development to the neighborhood. The proponent should address how it is meeting the public open space needs outlined in *Imagine Boston 2030*, which includes the *Open Space and Recreation Plan 2015-2021*.

# **Quantification of Open Space**

The total acreage of proposed open space has not been provided in the NPC or DEIR. Open space that is required, negotiated or proposed as mitigation or as a public benefit should be quantified to ensure that it does not change with future amendments to the development plan.

It is unclear why the provision of the one acre Hood Green at Rutherford Avenue is not listed as mitigation under Chapter 91 or a public benefit for development in landlocked tidelands. If Hood Green is intended to be permanent open space, it should be part of these negotiations.

The public realm of streets, sidewalks, retail plazas, bike paths and parking areas is distinct from parks, though it can be complementary. *This type of space should be counted separately.* 

This project is subject to State and local regulations for open space including those below. The proponent should detail how the open space will meet or mitigate each of the following and whether the same acreage is fulfilling multiple roles as regulated, mitigation or public benefit:

- Open space as mitigation under M.G.L. Chapter 30 Section 61;
- Open space required under M.G.L. Chapter 91;
- Open space approved by the EOEEA Secretary as Public Benefits Determinations;
- Open space required by the underlying zoning;
- Open space mitigated for the Article 80 Planned Development Area in lieu of zoning;
- Open space intended to protect the project from coastal impacts of climate change;

- Open space which serves the needs of the users of the development;
- Open space which serves the needs of the neighborhood as identified in the *Imagine Boston 2030* and the *Open Space and Recreation Plan*; and
- Mitigation for impacts to existing public open space in the neighborhood.

## Protection in Perpetuity

The NPC and DEIR state that there will be publicly accessible open space at Hood Park, which will be privately funded, maintained, and operated.

Open space required under regulation such as zoning, provided as mitigation of a PDA, required under Chapter 91 or approved as a public benefit by the EOEEA should be permanently protected to ensure that it remains a public benefit in perpetuity. It may be managed privately.

A relevant example is the A Street Park in Fort Point which was created as a public benefit in exchange for development rights in the 100 Acre PDA. The ownership was then transferred to BPRD thereby ensuring permanent protection of the park land. A long term agreement was created for the proponents to maintain and improve the park.

#### **Shadow Impacts**

The analysis shows that new shadow cast from the project will generally be limited to the streets and sidewalks in the surrounding area. No new shadow will be cast onto existing open spaces. There will be shadow on new open spaces created as part of the project.

## **Dog Recreation Space**

The project should include a dog recreation space onsite to reduce impacts to public open space.

Thank you for your consideration.

Sincerely,

Carrie Marsh, Executive Secretary

Boston Parks and Recreation Commission

Jamie Marsh

CC: Christopher Cook, Commissioner, BPRD
Liza Meyer, Chief Landscape Architect, BPRD
Jon Greeley, Director of Development Review, BPDA
David Carlson, Deputy Director of Urban Design, BPDA
Raul Duverge, Project Manager, BPDA
Purvi Patel, Analyst, MEPA



Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I go to Hood Park almost every day and am excited that this project will bring more life to this area of the neighborhood. I am also excited about some of the benefits that both residents and people like me who come to Hood Park will be able to take advantage of, such as the new restaurants and retail space that is planned as part of the development.

The project team has gone above and beyond to involve the community throughout this process and has been transparent with what they are trying to accomplish.

Sincerely,

John F. Keefe, Esquire

Phone: Fax: Email:

ce: Director Brian Golden
City Councilor Edwards
Representative Danny Ryan



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Sincerely,

John J. Canniff, Esquire

Phone:

Fax:

Email:

cc: Director Brian Golden
City Councilor Edwards
Representative Danny Ryan



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Sincerely

Susan F. Kendall, Esquire

Phone: Fax:

Email:

cc: Director Brian Golden
City Councilor Edwards
Representative Danny Ryan



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Sincerely,

Vincent M. Tentindo, Esquire

Phone: Fax: Email:

cc: Director Brian Golden
City Councilor Edwards
Representative Danny Ryan



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Thanks for your consideration.

Sincerely,

Rvan L. Schaiberger

CC: Director Brian Golden

City Councilor Edwards

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9<sup>th</sup> Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I am a Charlestown resident and am excited that this project will revitalize an underutilized section of Charlestown. I think the developers have been very thoughtful in their planning and have proposed things that will be a real benefit to residents.

For example, I am really looking forward to the opening of the Hood Park Green, the one-acre open space that the developers have committed to building on site. While I love living in the city I miss being able to walk down to the park and enjoy a picnic or reading outside, and this new park will give us the opportunity to have this escape without having to leave Charlestown.

The team has been very transparent throughout this entire process and has worked really hard to conduct outreach to the community and ensure that our voice was heard.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

[Edward P. Sisk]

[335 Bunker Hill Street Charlestown, MA 02129]

CC:

Director Brian Golden City Councilor Edwards Representative Danny Ryan

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Thanks for your consideration.

Sincerely,

Daniel W. Buckley

CC: Director Brian Golden

City Councilor Edwards

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I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

[James A Murray]

[30 Monument Square Unit 301)

Charlestown, MA 02129]

CC: Director Brian Golden
City Councilor Edwards

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9<sup>th</sup> Floor Boston, MA 02201

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Thanks for your consideration.

Sincerely,

Austin J. McGovern

Signed

CC: Director Brian Golden

City Councilor Edwards



Jeff Abramson John Benson Jack Glassman Dan Kovacevic Bill Lamb Heather Taylor Annette Tecce

Charlestown Preservation Society Design Review Committee P. O. Box 290201 Charlestown, MA 02129

1 March 2019

Raul Duverge, Project Manager Boston Planning and Development Agency One City Hall Square Boston, MA 02201

**Re**: Hood Park NPC Supplemental Information 1\_28\_19 Amended and Restated Master Plan Planned Development Area No. 51)

10 Ct 1 Ct 4 H 1 D 1 D 1 D 1

10 Stack Street Hood Park Planned Development Area Development Plan within Planned

Development Area No. 51 BCDC design review

Members of the Charlestown Preservation Society Design Review Committee have over the course of many months participated in public meetings reviewing designs for the Hood Park Planned Development Area 51 in Charlestown. The plans we have seen are not finalized at this time. Some of our comments which follow refer to ongoing presentations by the Project design teams before the Boston Civic Design Commission (BCDC).

#### **Hood Park Master Plan**

#### Urban Design

The NPC document discusses the importance and opportunities of a redesigned Rutherford Avenue and connecting the development back to the residential neighborhood. However little effort has been made to improve and activate this streetscape defined by largely un-activated brick walls with punched windows, a loading dock and exposed rooftop mechanical equipment. We encourage the proponent to give an equal level of thought and development to Rutherford Avenue as they do their internal streetscape and consider adequate planting, lighting and programming to activate this important edge. At a minimum we urge that landscape improvements be included in the current Phase 2A project work.

Phase 3 of the development includes Hood Green, a one-acre park that is open to the community. The edge of the park along Rutherford Ave seems incongruous in that the proposed building/landform neither separates the park from the street nor reinforces the street edge. The connection of Hood Green back to the neighborhood would be stronger without this structure. We prefer to allow the park to face Rutherford Avenue with a landscape design similar to that of City Square Park.

In addition, consideration should be made to the extended roofscape of 500 Rutherford Ave. The acreage of roof area, currently peppered with exposed mechanical equipment, would be ideal for a photovoltaic array, providing onsite renewable energy while shielding the unsightly fans, stacks and mechanical units. Should a PV array be unfeasible, some level of effort to conceal the rooftop equipment, like the new buildings in the development, should be considered.

Re: Hood Park: Planned Development Area 51

The proposed Hood Park development is peculiar in that the new buildings are dispersed at the periphery of the site while the heart of the development, 500 Rutherford Ave, a renovated two and three-story low-rise office building, will remain as it stands today. Although a 275-foot zoning amendment has been approved by the BZC, our organization remains opposed to buildings within the PDA of height greater than 230-feet and encourages the BPDA to impose sensible limits on building height through the NPC review and approvals process. The juxtaposition between the low-rise buildings and an adjacent tower at 275-feet is jarring and questions how a single development can have these two very different personalities.

#### Building Massing, Articulation and Expression

As stated in the NPC document, the height, massing, façade expression, articulation and materiality of the proposed buildings have been designed with the intent of "creating architectural diversity" to "reinforce a sense of Hood Park's evolution over time," and to provide "visual interest and enhance daylight and views within Hood Park as well as viewing of Hood Park from surrounding context."

These goals of architectural diversity should be balanced against a consistent framework associating these buildings as part of a distinct precinct. Scale, datums, fenestration patterns and material pallet all provide opportunities for creating an urban fabric and framework for future development. We support the framework planning principles put together by the development team and presented to the community.

#### 10 Stack Street with adjacent Stack Street Park

We feel strongly that the architecture of the Hood Park development should be respectful of the context of our historic neighborhood. The massing, height and fenestration of the proposed 10 Stack Street building can satisfactorily address these considerations and provide a basis for future development. In particular, the design labeled "Original Massing Concept" presented to the BCDC meets this standard. We continue to support the stepped rooftop concept that scales the building down towards the southeast to the height of other buildings in the complex. We do not support the vertical façade extensions shown in the "Sub Committee 5" presentation.

We support the addition of a festive structure at the western end of Stack Street Park between Hood Park Drive and 10 Stack Street. It provides a much-needed focal point at the end of Hood Park Drive and is a useful amenity. The park itself can be a much-used space.

It is our hope that through the Article 80 process and BCDC review, our aforementioned comments and concerns can be continue to be addressed. Our organization cares deeply about the fabric of our residential community and the impacts of the massive planned development project at Hood Park. We trust that you will continue to ensure that those who make Charlestown their home have their interests represented in the review and approvals process.

Re: Hood Park: Planned Development Area 51

Thank you.

William P. Lamb

Design Review Committee Charlestown Preservation Society

Willia P. Cae

P.O. Box 290201

Charlestown, MA 02129

cc.: Lydia Edwards, Boston City Council

Quinlan Locke, Office of Neighborhood Services



#### **Hood Park IAG**

1 message

Joseph Savage

Tue, Mar 5, 2019 at 3:04 PM

To: Raul Duverge <raul.duverge@boston.gov>

Raul,

Below is a description of the Save the Harbor/Savage the Bay Summer Jobs program that I shared with Mark. This is a well established, well-supervised program whose main sponsor is John Hancock. Civic responsibility and work ethic are part of the program.

The Charlestown Coalition's Turn it Around Program that currently works with 40+ at-risk youth ages 13-20 would be an excellent source of workers.

Suggested participation for 7 years.

Save the Harbor Program Description-

As Save the Harbor's summer Youth Environmental Education Programs continue to serve more and more youth each year, our seasonal summer youth staff becomes more important to the success of these programs. Expanding the size of our team would greatly increase our ability to schedule and serve over 30,000 underserved youth from around the region, connecting them to Boston Harbor, the Harbor Islands and our region's public beaches.

Total cost

Five Boston High School Junior Program Assistants - \$13,750 (\$275/week x 10 weeks)

One Lead Harbor Explorer - \$3,250 (college age assistant supervisor)

One Senior Harbor Educator -\$6,000 (this team supervisor is a professional educator or mentor)

Total cost: \$23,000

Best,

Joe Savage



# **Fwd: Warren Prescott Technology Needs**

1 message

Joseph Savage

Tue, Mar 5, 2019 at 3:15 PM

To: Raul Duverge <raul.duverge@boston.gov> Cc: Joanne Massaro

Raul,

FYI

I'm forwarding a technology "wish list" from Warren Prescott principal Michele Davis. The same list would apply to the Harvard Kent school.

This list or a portion of it would be an alternative to the renovation of the playgrounds for the two schools. Joanne Massaro and I spoke to John Hanlon and Rob Consalvo of BPS. Renovations generally cost \$5-800,000+ per playground. They can be combined with grants, but are subject to BPS priority lists.

Please call with any questions.

Best,

Joe Savage 617-512-6474

**Best** 

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

From: Davis, Michele

Date: Tue, Feb 26, 2019 at 11:08 AM Subject: Warren Prescott Technology Needs

To: Joseph Savage

Michele Davis

Principal

Warren Prescott K-8 School|Boston Public Schools

50 School Street, Charlestown, MA 02129

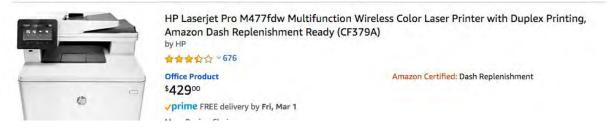
http://www.pbisworld.com/



WP Technology Request 2019 (1).pdf 75K

#### **Warren Prescott Technology Needs**

- 1. Laserjet wireless Color Printers 1 per grade cluster 430 X 14 = \$6,020
- 2. Rico



Color toner = \$520 per 4 refill x 40 = \$20,800

Black toner \$57.25 x 100 =\$5725

- 3. Wireless Apple compatible Displays 15 x1900 = \$28,500
- 4. Chromebook Carts = \$9300 per cart x16 = \$148,800
- 5. Ipadcharging carts 5 @ \$500 each= \$2500
- 6. lpads @\$300 each x125= \$37,500
- 7. Color laserjet ink  $14 \times 330 = $4620$
- 8. IXL licenses \$15,000
- 9. Lexia Core 5 Licenses \$20,000

Learning A-Z licenses \$10,000

- 10. Auditorium wireless projection system \$60,000 (projector, audio, large screen, wifi enhancement)
- 11. Interactive classroom response systems \$1500 per class x 25 classrooms = \$37,500
- 13. Color poster makers 36" x 3 @ \$5000 each = \$15,000
- 14. Poster and laminator supplies \$25,000
- 15. Laminator =  $$5000 \times 3 = $15,000$
- 16. Technology cabinet storage = \$1507.00 x20 = \$30,000

TOTAL \$ 439,750

#### Via E-Mail

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

#### Re: Hood Park Master Plan and 10 Stack Street Development Plan, Charlestown, MA

Dear Mr. Duverge:

Thank you for the opportunity to serve on the Impact Advisory Group ("IAG") for the Hood Park Amended & Restated Master Plan and 10 Stack Street Development Plan. We understand that the IAG has been asked to assess the impacts to our community and proposed mitigation and community benefit package proposed by Hood Park LLC (the "Developer") and in its advisory role, provide a comment letter to the BPDA in advance of a BPDA Board vote to recommend or not recommend the proposed master plan modifications and 10 Stack Street development project.

As such, we understand the modifications to the master plan and proposed 10 Stack Street Development plan to include:

- Reconfiguration of the organization of the Master Plan Site Plan to include a new street layout extending the neighborhood street grid to the west of Rutherford Avenue and providing privately owned, open to public use streets and sidewalks consistent with the City of Boston Complete Streets design guidelines;
- 2) Modification of the previously proposed office building projects with maximum proposed heights of 115 feet and maximum FAR density of 1,168,820 square feet to a proposed mix of office, residential, hotel and retail buildings with a maximum proposed height of approximately 263 feet and a maximum FAR density of 1,735,800 square feet;
- 3) Modification of the building formerly designated as 520 Rutherford Avenue (now named 10 Stack Street) from a 105-foot-tall and 218,130 gross square foot office building into a 230-foot-tall and 350,278 FAR square foot office and retail building;
- 4) Creation of the 1 acre "Hood Green" park, which will be deed restricted and fully funded by the Developer as a public open space for community use, located at the northeast portion of the Hood Park site;
- 5) And the development of 6 Stack Street, 30 Stack Street, 35 Supertest Street, 25 Supertest Street and 15 Supertest Street projects, as described and depicted in the Proposed Master Plan Exhibit (Attachment A), along with the proposed open spaces along Hood Park Drive, Supertest and Stack Streets, each of which will require a separate development plan and community review process prior to issuance of a building permit.

The development team has presented the proposed development plans to the community at numerous community meetings in the months of September through January, including meetings addressing transportation, resiliency, open space, and zoning, while providing updates on modifications in response to community and agency input. We have participated in three IAG meetings to learn about the proposed mitigation and community benefit concepts presented by the development team and advise

on modifications and additions that the IAG deemed appropriate for the Charlestown neighborhood as required to mitigate the impacts of the proposed project changes (see proposed mitigation measures at Attachment B).

The IAG appreciates the development team's engagement and willingness to consider proposed ideas and suggestions throughout the process. Attached is the proposed list of mitigation and community benefit commitments created by the IAG and the Developer at our February 26, 2019 IAG meeting, which was open to the public. The IAG is supportive of and recommends the BPDA approve the proposed revised Master Plan and 10 Stack Street Development Plan based on confirmation and formalization in the Cooperation Agreement of the proposed mitigation measures, contingent upon the following additional mitigation measures being included:

- 1) Transportation: The Developer commits to working with BTD and MassDOT to allocate the majority of TAPA funding to enhancement of public and bicycle transportation serving Charlestown including support for additional MBTA bus service, assessment of additional local shuttle service within the community, including connections to water shuttle service to promote water transportation, and if the opportunity arises in the future, encourage Massport to open up the rail right of way that runs from besides Hood Park on D street, across Rutherford to the Schraffts Center and then parallel to Medford Street and continue to the Navy Yard to allow for safe bike/pedestrian path connections through Charlestown and on to downtown.
- 2) Transportation: Utilization of TAPA funds to design, install and maintain a temporary pedestrian crosswalk at Rutherford Avenue, as depicted in the attached diagrams and approved by BTD as complying with code and appropriate safety standards, including provisions for repainting and maintaining crosswalks as required and shoveling snow at the crosswalk, as well as ensuring appropriate and safe lighting;
- Community Youth Benefits: The Developer commits to supporting a summer employment / internship program for Charlestown teens through collaboration with Hood Park businesses and funding of an approved Charlestown program focused on providing teen employment and internship opportunities;
- 4) Community Youth Benefits: Working with Boston Public Schools to determine appropriate and meaningful investment in youth wellness, fitness, technology or similar programs, including playground rehabilitation, that benefit the Boston Public School students;
- 5) Job Creation / Employment Benefits: The Developer commits to a goal of 20% to 25% of construction work force hires being Charlestown residents, at prevailing wage, standard to the industry, to the extent that eligible and qualified skilled workers are available for the required construction trades;
- 6) Affordable Housing Benefit: The Developer partners with the Charlestown Community in strongly encouraging the City of Boston to allocate the linkage funds provided by Hood Park be allocated to projects creating additional affordable housing opportunities within the Charlestown neighborhood;

- 7) Affordable Housing Benefit: The Developer commits to an additional 2% of affordable housing units in proposed future residential projects, above the City of Boston minimum on-site affordable housing requirement (currently 13%) to be designated as affordable for residents earning between 85% and 115% AMI to create additional workforce housing;
- 8) Community Benefit: The Developer commit to the creation of a non-profit entity with local resident and non-profit provider advisory participation, to operate the proposed "Citizens' Lab" program, with appropriate administrative staff funded from the operating expenses committed to in the mitigation package, and creation of a program that is a multi-use focused space with a range of programming opportunities for all Charlestown residents and age groups.

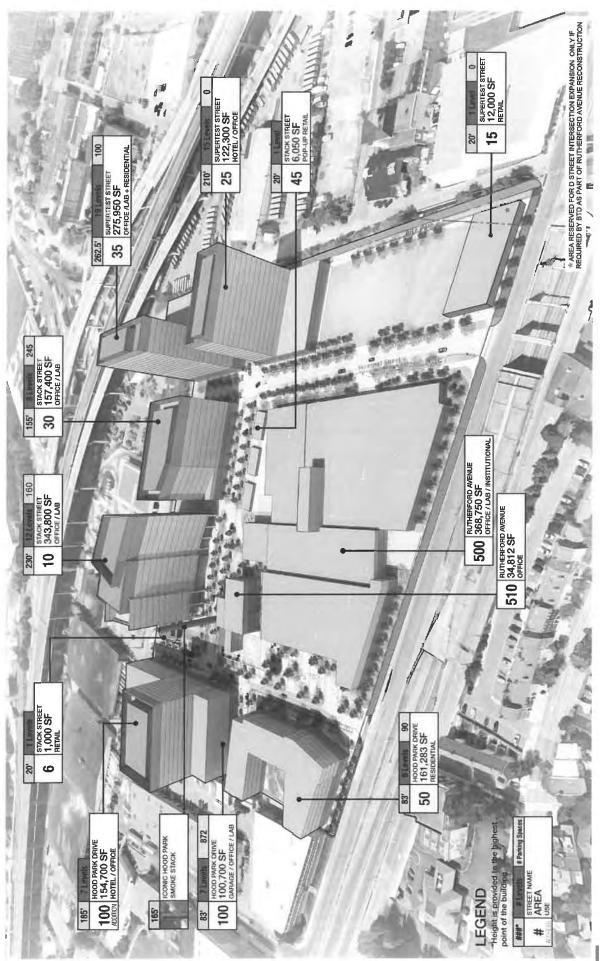
The IAG looks forward to working with the Developer to finalize the details of the above noted mitigation measures, along with those proposed by the Developer, as the Cooperation Agreement is finalized in the coming months.

Thank you for your consideration of these comments.

Sincerely,

Brian Callahan
Andrew Criscione
Elaine Donovan
Ann Dunphy
Daniel Lane
James Lister
Joanne Massaro
Joe Savage
Stephanie Ward McIsaac
Michael Parker

# **ATTACHMENT A**



Area, Use, Parking, and Height Summary



**ATTACHMENT B** 



# Section 1: Transportation Mitigation

- Create a Complete Streets compliant vehicle, pedestrian and bicycle network with current connections where possible, and future opportunities for connections to the established Charlestown neighborhood grid, extending north toward Sullivan Square and West toward Bunker Hill Industrial
- the northern property line and connecting to the proposed Rutherford Avenue and Spice Street Provide a twenty (20) foot wide permanent public easement for bicycle and pedestrian usage along pathways;
- and construction standards for the Rutherford Avenue Corridor no later than completion of the Furnish and install the Pedestrian and Bicycle paths, in compliance with City of Boston BTD design adjacent Spice and Rutherford Avenue bicycle and Pedestrian pathways;
- Provide all necessary maintenance and upkeep of the pedestrian and bicycle corridor components nstalled in compliance with the above standards, in perpetuity;
- Negotiate a Master TAPA Agreement with the City of Boston, funding transportation infrastructure appropriate escalation of the value per square foot consistent with BTD standards at the time of mprovements off-site, at approximately \$1 per square foot of FAR area. Funds and projects funded would be determined upon execution of each Development Plan going forward, with filing of the Development Plan;
- pedestrian and bicycle crossing of Rutherford Avenue (subject to approval by BTD and MassDOT Fund, through TAPA mitigation dollars, the temporary traffic signal / crosswalk infrastructure improvements immediately north of Baldwin Street and Hood Park Drive, to create a temporary engineering Departments);



- vehicle crossings and connections between Hood Park streets and the Massport D Street Right-of-Negotiate the necessary easements and agreements to create permanent pedestrian, bicycle and Way connection to Spice Street and Rutherford Avenue;
- Fund the necessary train safety traffic signalization equipment on Hood Park campus as required at the private vehicle crossing and private pedestrian and bicycle crossings at the Massport Rail Right-of-Way at such time as train service resumes at the rail line;
- Furnish and install new fencing, gates and landscaping elements adjacent to the Massport Rail established for the adjacent pedestrian and bicycle path, no later than completion of the Spice Right-of-Way, on Hood Park campus, in accordance with the community design standards Street and adjacent Rutherford Avenue pedestrian and bicycle pathways;
- Designating a transportation coordinator to oversee transportation issues, including parking, service and loading, and deliveries;
- Work with tenants as they move in to office space to raise awareness of public transportation, bicycling, and walking opportunities;
- including public transportation routes and schedules, nearby vehicle sharing and bicycle sharing Provide orientation packets to new tenants containing information on available transportation, locations, and walking opportunities;
- Provide an annual newsletter or bulletin summarizing transit, ridesharing, bicycling, alternative work schedules, and other travel options;
- Providing information on travel alternatives for employees and visitors via the internet and in the building lobbies;



- Providing bike and pedestrian access information via the HoodPark.com website;
- Providing covered, secure bicycle storage, lockers and showers, and on-site external bike racks for building occupants and visitors, in quantities consistent with LEED and City of Boston standards;
- Encouraging tenant employers to provide a "Guaranteed Ride Home" for those commuting on foot
- Providing real-time transit information in the lobbies of all new Project buildings;
- Providing transit access information on the Project website, including information on bus and subway routes and schedules;
- Encouraging employers to subsidize on-site full-time employees' purchase of monthly transit passes;
- provide employee benefits when they offer transportation benefits such as subsidized public Promote to commercial tenants that, as employers, they can save on payroll-related taxes and transportation; and
- Provide electric vehicle charging stations to accommodate at least five (5) percent of the total parking and sufficient infrastructure capacity for future accommodations of at least fifteen (15) percent of the total parking spaces;
- Designate at least five (5) percent of the parking spaces as preferred parking for low emission vehicles;
- Provide access to information on area carpool and vanpool participants through the local TMA membership;
- Provide on-line registration for the RideSource ride-matching program through the local TMA membership;



- Encourage tenants to organize an internal ride-matching program for employees who may be more willing to participate in a ride-matching service with fellow employees and with participants in a large regional database;
- Explore the feasibility of providing spaces on campus for a car sharing service such as Zipcar;
- Create designated ride-sharing drop-off and pick-up areas on campus to minimize idling and added fuel consumption due to missed connections;
- the Hood Park and the Boston Transportation Department (BTD) to codify the above transportation Prepare a Transportation Access Plan Agreement (TAPA), as a formal legal agreement between related mitigation measures; and
- Fully fund and install a new Hubway Station or other bicycle sharing system on the Hood Park Campus



## Section 2: Construction Mitigation

- detail the schedule, staging, parking, delivery, and other associated impacts of the construction of Prepare a Construction Management Plan (CMP) for review and approval by BTD. The CMP will all projects at Hood Park, including the following:
- engines manufactured to Tier 4 federal emission standards or which have been retrofitted Reduce diesel emissions by encouraging contractors to use construction equipment with with best available control technology to reduce exhaust emissions; 0
- Reduce diesel emissions by using only Low Sulfur Diesel for all trucks and construction machinery; 0
- Require contractors to turn off idling equipment, and limiting idling to five minutes whenever 0
- Employ measures to reduce dust during construction, including: 0
- Using wetting agents on areas of exposed soil on a scheduled basis;
- Using covered trucks;
- Minimizing spoils on the construction site;
- Monitoring of actual construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized;
- Minimizing storage of debris on the site;
- Provide periodic street and sidewalk cleaning with water to minimize dust accumulations.



- Reduce construction noise by:
- Instituting a proactive program to ensure compliance with the City of Boston noise imitation policy;
- Using appropriate mufflers on all equipment and ongoing maintenance of intake and exhaust mufflers;
- Muffling enclosures on continuously running equipment, such as air compressors and welding generators;
  - Replacing specific construction operations and techniques by less noisy ones where feasible:
- Selecting the quietest of alternative items of equipment where feasible;
- Scheduling equipment operations to keep average noise levels low, to synchronize the noisiest operations with times of highest ambient levels, and to maintain relatively uniform noise levels;
- Turning off idling equipment; and
- Locating noisy equipment at locations that protect sensitive locations by shielding or
- recycling of materials when possible. For those materials that cannot be recycled, solid waste will be transported in covered trucks to an approved solid waste facility, per MassDEP Requiring the disposal contract to include specific requirements that will ensure that construction procedures allow for the necessary segregation, reprocessing, reuse and Regulations for Solid Waste Facilities, 310 CMR 16.00. This requirement will be specified in the disposal contract 0
- Obtain a U.S. EPA NPDES General Permit for Construction and prepare required SWPPP.



## Section 3: Open Space Mitigation

- Create new Private and Public Open Space including:
- Stack Street Park: Approx. .50 acres of open space, including a sloped landscaped berm and hardscape plaza area, on the north side of Hood Park Drive west of Stack Street;
- Hood Plaza: Approx. .50 acres of hardscape plaza, planting beds, street trees and furnishings and a water feature / spray area and storm water management pond, on the north side of Hood Park Drive east of Stack Street; 0
- hardscape plaza areas, planting beds, pop-up retail venues, and sidewalk games and recreation activities, on the east side of Stack Street between Hood Park Drive and Supertest Stack Street Plaza: Approx. .30 acres of open space, including landscaped open space, 0
- hardscape plaza areas, planting beds, recreational field and court structures, and similar Hood Green: Not less than. 1.0 acres of open space including landscaped open space, community based amenities, between Supertest Street and the Massport Rail Right-of-way, as a contiguous one (1) acre area; 0
- and use will not be diminished and may only be relocated or changed as a result of City of or infrastructure improvements needed for servicing the City of Boston or community of The area of Hood Green will be dedicated to remain as public open space, through a deed Boston, State of Massachusetts, or similar public agency requirement related to land usage restriction, conservation easement, or other similar recorded document. The size, location



- amenities and programming elements and excluding costs associated with below grade utilities, infrastructure, soil mitigation and management, hazardous material remediation, The Proponent will allocate not less than \$10.00 per square foot (\$435,600.00) for the cost of building Hood Green, such costs being for at and above grade finishes, plantings, and similar construction issues occurring not less than 8 inches below the finish surface;
- The Proponent will commit to completion of the improvements at Hood Green as part of the next filed Development Plan of greater than 50,000 FAR square feet or greater, after 10 Stack Street. (Currently projected as Q4 2022 / Q1 2023)
- Public Pedestiran & Bicycle Paths: a permanent twenty (20) foot wide, public easement for a pedestrian and bicycle path along the entire northern property line:
- pathway on the east side of Rutherford Avenue. The pedestrian and bicycle path will be completed simultaneously with the creation of the BTD pathway and will open for use no The Proponent will commit to completion of improvements to create a bike and walking path of material, detail, and design consistent with the BTD Rutherford Avenue multi-modal later than the opening of the Rutherford Avenue multi-modal path.
- The Proponent will be responsible for the costs of maintaining and operating the pedestrian and bicycle path and the Hood Green open space, in a manner consistent with the maintenance and operations of similar open spaces including City Square Park and the open space proposed by BTD at Parcel A in Sullivan Square.
- Provide for design, installation, maintenance and upkeep of the above noted open spaces, to a level commensurate with the design, installation and maintenance of City Square Park;
- Create and maintain Hood Park Drive, Stack Street and Supertest Street as Privately Owned, Open to Public Use thoroughfares consistent with all requirements of Boston Complete Streets.



# Section 4: Environmental / Resiliency Mitigation

- Generally, raise Hood Park, currently at an average elevation of 16 (BCB) to an elevation range of 18 to 21 (BCB) to protect the campus from the coastal impacts of climate change and to provide permanent resiliency;
- Achieve a minimum of LEED Silver for all new construction office, retail and lab projects;
- Achieve a minimum of LEED Platinum for all residential buildings;
- Implement a TDM program to reduce traffic trips and therefore related air quality impacts;
- Comply with the City of Boston's noise ordinance and noise regulations, including Chapter 16 §26 regulations based on the City's ordinance - "Regulations for the Control of Noise in the City of of the Boston Municipal Code that sets the general standard for noise that is unreasonable or excessive. The Project will also comply with the Boston Air Pollution Control Commission Boston," which distinguish among residential, business and industrial districts in the City;
- performance building envelopes, light reflective roofs, high-efficiency HVAC equipment, and similar Achieve a 15% reduction in stationary source GHG emissions from baseline through high
- Furnish, install and maintain street trees at all thoroughfares consistent with City of Boston Complete Streets guidelines;



- building roof areas not required for mechanical systems and equipment. Emphasis will be placed Install green roof systems, useable rooftop patio areas or PV panel ready systems at all new on maximizing the green roof areas;
- Development Plan project consistent with Boston Water & Sewer requirements for one (1) inch of rainfall management and all subsequent Development Plan projects consistent with one and a Install a ground water storage and infiltration system for all aspects of the 10 Stack Street quarter (1.25) inch of rainfall management;
- Comply with 314 CMR 12.04(2)(d) regarding I/I mitigation by offsetting any increases in sewage flows at a 4:1 ratio in compliance with BWSC and MWRA policies;
- Plant only drought tolerant native species, and drain paved walkways to porous pavement that drains to tree root zone soils to minimize or eliminate the need for irrigation;
- Complete abatement of RTN 3-31484 and RTN 3-34756 under the approved RAM.



### Section 5: Community Benefits

- Creation of new housing to help meet the City of Boston's goal of 53,000 new housing units in the city by 2030 through the addition of approximately 150 residential units, including twenty (20) on-site affordable units complying with the City of Boston's Inclusionary Development Policy (this is in addition to the 177 units at The Harvey and the 23 on-site affordable units at that project);
- Providing free vehicle parking in the 100 Hood Park Garage to Charlestown residents during declared snow and weather emergencies;
- to issuance of a Certificate of Occupancy for hotel Development Plan projects, on a project by project public realm improvements in Charlestown or other neighborhood-based initiatives. The BPDA shall execution of up to fifty percent (50%) of the retail space in each Development Plan project and prior hold the funds in escrow and the expenditure or distribution of the funds will be managed through a basis. (Approximately \$230,000 based on the 115,000 FAR square feet of retail and hotel program Contributing two dollars (\$2.00) per square foot of retail and hotel FAR square footage to support process that is compliant with BPDA procedures. Funds will be paid into the BPDA account upon proposed in the master plan).
- the creation of the 3,800 square foot Kids Lab project at the ground floor of 50 Hood Park Drive (The Funding the soft costs (not less than \$110,000) and hard costs (not less than \$425,000) required for
- (Note: the seven [7] year lease of the 3,800 square feet of space was provided for \$1 as part of the 100 for staffing, supplies, marketing, utilities, taxes, insurance and similar standard operating costs and fees Funding the operation of Kids Lab for not less than seven (7) years at \$50,000 per year (total \$350,000) Hood Park Drive Garage mitigation package with a lease value: \$25 NNN @ 3,800 sf @7 years



- Payment, through an amended DIP Agreement, of \$9.03 per square foot for 662,950 square feet (\$5,986,438.50) toward the Affordable Housing fund for Phase II development;
- Payment, through an amended DIP Agreement, of \$1.78 per square foot for 662,950 square feet (\$1,180,051.00) toward the Jobs Exaction fund for Phase II development.
- Additional DIP Agreement payments will be made for housing and job exaction funds for all Phase III work at the rate applicable at the time of commencing Phase III. (Minimum estimated amount based on current rates is \$6,118,460).



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### Comment-00002941

Comment Name Comment-00002941 Opinion Support

Organization Impact Advisory Group Project Hood Park Master Plan NPC

First Name Andrew Contact Andrew Criscione

Last Name Criscione Email

Street Address 10 Saint Martin St. Phone

Address Line 2 Unit 2 Approval Status Approved

City Charlestown Display on Web

State MA

**Zip** 02129

CommentsSubmissionFormID 4,693

### **Comment Information**

Comments

I am on the Hood Park Impact Advisory Group and fully support the project. The developer has gone above and beyond his legal and moral responsibilities to ensure sustainable development, with some truly groundbreaking sustainability initiatives. I think the height-for-park tradeoff, while not always a good thing (think of the old vs. new West End), is a clear winner here, as it will block the noise, sight, and some of the emissions from the freeway. My only point of contention with the plans submitted by the developer are that I think Charlestown needs as much greenery as possible, and a tradeoff of green roofs for solar panels should be made (the current design has only half the roof covered in greenery with the rest solar panels): We are a neighborhood of nothing but freeways, parking lots, and roofs, and while solar panels in some areas of the state might make more sense, I think Charlestown deserves a little bit of extra greenery for the sheer volume of concrete and cars that have been thrust upon it, even if this tradeoff comes at the expense of a small percentage of the Hood's power coming from outside sources instead of a local microgrid. Furthermore, I think that mandating green roofs, even though I trust this particular developer, should be done, as the property may be resold in the future, and I would like the green roofs to remain in perpetuity. I see no reason why green roofs need to be "pure green roofs", green space should be for humans, I have no problem with lawn chairs being allowed on the rooftop greenery, or a bar, so long as the grass is well maintained.

Created By Data User, 1/28/2019 2:40 PM Last Modified By Raul Duverge, 1/28/2019 4:31 PM

### Approval History 1/28/2019 4:31 PM

Status Approved

Assigned To Raul Duverge

Actual Approver Raul Duverge

Comments

### 1/28/2019 2:40 PM

Status Submitted

Assigned To Raul Duverge

Actual Approver Raul Duverge

Comments

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
10/21/2018	chris	wolff	Ms.	Support	the parking is all well and finebut what about traffic why not just build a wall around charlestown, like in midieval cities. we will be prisoners of the carsparking or otherwise.bad enough the casino will bring in cars i suggest a car tax for those who do not live in bostonpeople come in have all the benefits and then go home to their land with parking garage ENOUGH IS ENOUGH.
12/7/2018	Robert	Pelychaty		Oppose	As a resident that lives less than one half mile from this proposed development, I am more than a little concerned. I believe in well-thought-out and planned development that blends with existing communities. I do not see how this project does anything other than build a mini, self-contained city that people will drive in and out of. It's way too big and does not fit within Charlestown, it's not a partner with our community. The green space proposed appears to be an afterthought. Is there a day care center, local school or walking corridors that allow residents to move in and out safely? Development should not exist merely to allow the landowner to make millions and millions simply because this lot or location is suddenly considered desirable. The biggest obstacle for this plan is the poorly planned Rutherford Ave redesign that will simply rebuild the same road with the same underpasses. If we want a liveable space, we need a development that collaborates and is part of Charlestown. There is no reason to allow for this massive development, in its current proposed form.
12/7/2018	Walter	Норе		Support	I am overall in support of this project - especially the taller elevations towards the highway - the buildings will provide a buffer, hiding the rather unsightly highway from residents on Charlestown's hills, as well as from commuters on Rutherford Avenue. I would encourage the developer to consider a mitigation effort of providing a 2-bay structure in one of the buildings for Boston EMS to operate out of. The green/outdoor space area is an excellent way of mitigating the storm water runoff and I would encourage the developer to look at the storm water management that is planned for Suffolk Downs. Once the reconstruction / reconfiguration of Rutherford Avenue is completed - I would hope that the Hood Park area would be seamlessly integrated into the rest of Charlestown. Services for the park residents and occupants (office workers) will be needed as well, stores & restaurants rents adjusted to understand the retail spaces are amenities and not necessarily 'profit' oriented for the developer/owner. Without a place to eat & shop, the residents & occupants will not find the park as appealing.

12/17/2018	Philip	Carty	Neutral	Will there be any sort of pedestrian bridge or crosswalk allowing for Charlestown residents on the other side of Rutherford Ave to easily access this development instead of driving or walking to the BHCC or Sullivan Square crosswalks??
12/27/2018	Diane	Valle	Oppose	I, along with many residents of The Charlestown community, who are collaborating as Wethepeople0212, oppose the height variance allowance for HOOD Plant for any height over the 115 feet. The process by HOOD and the BPDA intentionally ignored community input, testimony, and petitions. The process has not allowed the community to have a voice. Mark Rosenshein, the architect for HOOD, was asked a question of "Why don't you listen? What will it take for you to hear the community?" by David Hennessey Charlestown resident, and Board member of the Charlestown Historical and Preservation Societies, and Mark responded "We are having a hearing now; I am listening; I disagree with you." Willful deafness has been the hallmark of the BPDA and HOOD process. The people want to be heard. See attached petitions in opposition, sent to Raul Duverge, BPDA. The HOOD development is on top of the Mill Pond, and is located in the Flood Zone of the FEMA map. https://msc.fema.gov/portal/search?AddressQuery=500%20rutherford%20avenue%20charlesto wn%2C%20ma%2002129#searchresultsanchor https://www.boston.gov/departments/environment/understanding-flood-hazard-areas Building high rise buildings, with acres of vertical glass, steel and stone will create a watershed that the ground can not absorb, and will flood Rutherford Avenue and Sullivan Square, choking Charlestown traffic. Increased traffic will increase asthma and respiratory diseases of Charlestown residents. Charlestown's safety and well being are at risk. Diane Valle

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1/27/2019	Irene	Kershaw	Charlestown Resident	Oppose	Hood was given an approval years ago to develop their property in the industrial zone in
					Charlestown with zoning that indicates 75' and 115'. They did not act on that approval. Now
					they are seeking to build skyscrapers in the one square mile of one of the most historic areas in
					the United States. Charlestown is the home of the Bunker Hill Monument which stands proudly
					at 221?, built to commemorate a major battle in 1775 between the British and the American
					Revolutionists. It was the first public, obelisk and was the tallest monument in the USA until the
					Washington monument was built. It is the symbol of Charlestown and should not be
					overshadowed! Allowing buildings to block this beautiful monument and national symbol from
					an interstate highway is simply wrong. If the approved density of 2.0 is not changing (which it
					absolutely shouldn't be) along the interstate corridor, why on earth would you give approval
					that is PRECEDENT SETTING that will create a barrier to a national symbol. I have attended many
					meetings regarding HOOD but the one that is seared in my mind is the one regarding TRAFFIC. In
					that meeting the transportation experts "admitted" that the traffic gridlock that Charlestown is
					experiencing is real but clearly ignored. WHY? Charlestown has a current density of 17,000
					residents/square mile vs the other neighborhoods at 14,000. Building skyscraper hotels and
					office buildings that will add to the mayhem called traffic gridlock will only make a very bad
					situation worse. And need I remind you about the air quality, created by the town being
					surrounded by major highways? BPDA and the Mayor should be concerned about the health and
					safety of its constituents and not about lining the pockets of developers! Keep the zoning in
					Charlestown at 75'/115' and develop at Master Plan for Charlestown and give the residents a
					seat at the table!
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1/28/2019	Blair	Kershaw	Oppose	Hood was given an approval years ago to develop their property in the industrial zone in Charlestown with zoning that indicates 75' and 115'. They did not act on that approval. Now they are seeking to build skyscrapers in the one square mile of one of the most historic areas in the United States. Charlestown is the home of the Bunker Hill Monument which stands proudly at 221?, built to commemorate a major battle in 1775 between the British and the American Revolutionists. It was the first public obelisk, and was the tallest monument in the USA until the Washington monument was built. It is the symbol of Charlestown and should not be overshadowed! Allowing buildings to block this beautiful monument and national symbol from an interstate highway is simply wrong. If the approved density of 2.0 is not changing (which it absolutely shouldn't be) along the interstate corridor, why on earth would you give approval that is PRECEDENT SETTING that will create a barrier to a national symbol. I have attended many meetings regarding HOOD but the one that is seared in my mind is the one regarding TRAFFIC. In that meeting the transportation experts "admitted" that the traffic gridlock that Charlestown is experiencing is real but clearly ignored. WHY? Charlestown has a current density of 17,000 residents/square mile vs the other neighborhoods at 14,000. Building skyscraper hotels and office buildings that will add to the mayhem called traffic gridlock will only make a very bad situation worse. And need I remind you about the air quality, created by the town being surrounded by major highways? BPDA and the Mayor should be concerned about the health and safety of its constituents and not about lining the pockets of developers! Keep the zoning in Charlestown at 75'/115' and develop at Master Plan for Charlestown and give the residents a seat at the table!
1/28/2019	Toby	Goldstein	Oppose	I have lived in Charlestown for over 30 years and have attended meeting after meeting on development and changes to the Town. I am a caring, concerned citizen for a wonderful and liveable neighborhood. Increasingly we have become traffic-clogged at each and every entry/exit point. Projects like Wynn Casino, the Charlestown Bridge, Bunker Hill Housing Development, Sullivan Square/Rutherford all impact the town's traffic woes in various ways. The towers of Assembly Row, Northpoint, Boston Garden area are what I see from directions north, south, west when I am outside walking or traveling in my neighborhood. Our scale is ideal; we do not seek to be a walled community but that is the creeping and invasive feel. Enough is enough! Charlestown should not be part of the high rise corridor stretching from Boston Garden to Assembly Row. Traffic and air quality are current and future concerns. Have we not learned from the Seaport District? A Master Plan for Charlestown is what needs to be in place. Commercial building heights of 115'/75' seem reasonable. The Hood Complex should not move forward before a Master Plan is developed for 02129. There is greatest need for the infrastructure
2/27/2019	S. Edward	Burns	Support	For Charlestown residents, will there be any below market rate monthly parking spaces available on Hood site?

2/28/2019	Elizabeth	Stump	Oppose	Hood traffic plan is based upon an out of date traffic study and didn't include the growth of Assembly Square's current structures, nor the new Puma headquarters and additional housing. It also did not address the Encore Casino traffic. Hood Park is in a flood plain and part of Mayor Walsh's climate change proposal, was once a mill pond. Open green space is yet to be finalized, just proposed.
10/11/2018	Haley	Mosher	Support	As a bicyclist, I support any development that will link the main portion of Charlestown to the area on the other side of Rutherford and make Rutherford a safer street for residents. I appreciate the developer's consideration of bicycles and the amount of green space that will be added to the neighborhood.
10/20/2018	Noreen	Manning	Oppose	The Proposed Master Plan for Hood Park, if allowed, will be a major blow to our community. TRAFFIC - we already have too much! No matter how you look at their plan and their parking garages, it does not change the fact that more cars will be coming into Charlestowna LOT MORE. We already become imprisoned on a daily basis in our homes due to traffic created by drivers who do not live in the town. Casino will bring even more POLLUTION - the cars and trucks will bring emissions. OVERDEVELOPMENT - every inch of our town is being developed. It?s apparent that HOOD Park is in it for the \$\$. Same with all the developers that are gobbling up our square mile. PROPOSED BUILDING HEIGHTS - give them an inch, and they (and every other developer) will take a mile. The heights do not belong on our horizon. I?ve slready lost some precious views due to their buildings in progress, and these proposed towers will delete the sky! The Bunker Hill Monument should be the town?s highest tower! I don?t want the heights and the multiple buildings. I hope the BPDA LISTENS to our voices. Knowing that your office has already approved the language for the new Master Plan makes me feel like this will happen no matter how loudly we yell. I hope I?m wrong. By the way, the informative meetings by Hood?s make one?s head spin. They have a quick answer for everything. We all need to be architects to understand some of the terms, numbers, and comparisons that are thrown around. As a lay person, it?s frustrating and infuriating.
10/16/2018	Philip	Carty	Neutral	Will there be a pedestrian bridge to connect the development to the Main Street side of Charlestown to make the development accessible to the majority of the population in Charlestown??

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9<sup>th</sup> Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I am a Charlestown resident and a Hood Park employee. I am excited that this project will revitalize an underutilized section of Charlestown and provide additional space to benefit residents in addition to Hood tenants.

The team has been transparent throughout this entire process to the community and have worked really hard to incorporate our voices.

I am very excited to see this project move forward. Thank you for your consideration.

Sincerely,

Lauren Moores
50 Green Street Unit 1

Charlestown, MA 02129

CC: Director Brian Golden
City Councilor Edwards
Representative Danny Ryan

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9<sup>th</sup> Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I am a Charlestown resident, business owner and father, I am excited that this project will revitalize an underutilized section of Charlestown. I think the developers have been very thoughtful in their planning and have proposed things that will be a real benefit to residents.

For example, I am really looking forward to the opening of the Hood Park Green, the one-acre open space that the developers have committed to building on site. While I love living in the city I miss being able to walk down to the park and enjoy a picnic or reading outside, and this new park will give us the opportunity to have this escape without having to leave Charlestown.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

Buga

**Brad Egan** 

56 High Street, #1, Charlestown MA 02129

CC: Director Brian Golden
City Councilor Edwards
Representative Danny Ryan

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I go to Hood Park almost every weekday and am excited that this project will bring more life to this area of the neighborhood. I am also excited about some of the benefits that both residents and people like me who come to Hood Park will be able to take advantage of, such as the new restaurants and retail space that is planned as part of the development.

As the Head of Global Real Estate and Facilities at Indigo Ag, a key part of my job is integrating the company's real estate options with strategic growth decisions at our Boston, Memphis, RTP and international office and lab sites. Specifically, the 10 Stack Street project makes targeting growth in Boston significantly more likely.

I have been impressed with the project team and the overall facility layout is highly functional. I attended a community meeting and can attest that the project team has gone above and beyond to involve the community throughout this process and has been transparent with what they are trying to accomplish.

Thanks for your consideration.

Sincerely,

Signed: Larry Weiner

Head Global Real Estate & Facilities, Indigo Ag

500 Rutherford Avenue Charlestown, MA 02129

CC: Director Brian Golden
City Councilor Edwards

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9<sup>th</sup> Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I am a Charlestown resident and business owner, I am excited that this project will revitalize an underutilized section of Charlestown. I think the developers have been very thoughtful in their planning and have proposed things that will be a real benefit to residents.

As an active member of CMA and dog owner, I am really looking forward to the opening of the Hood Park Green, the one-acre open space that the developers have committed to building on site. While I love living in the city; I miss being able to walk down to the park and enjoy a picnic or reading outside, and this new park will give us the opportunity to have this escape without having to leave Charlestown.

The team has been very transparent throughout this entire process and has worked really hard to conduct outreach to the community and ensure that our voice was heard.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

Kathleen Gasperine

56 High Street, #1, Charlestown, MA 02129

CC: Director Brian Golden
City Councilor Edwards
Representative Danny Ryan

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing in support of the proposed Hood Park Master Plan Amendment and the 10 Stack Street office building development project. I live in Charlestown and believe that this development will include many benefits for residents, people working at Hood Park and for the Charlestown neighborhood.

The development team has proposed numerous amenities and community benefits, including the Kids Lab project, bike and walking paths, interim crosswalks to Hood Park, and generous allocations of open space as part of the proposed redevelopment.

I appreciate that the developers have held numerous meetings, including information about transportation improvements, resiliency and sustainability and open space planning. They have sought input from the community as part of the process and responded with modifications and improvements as a result of the community engagement process. There has been more than an adequate amount of time for people to share their feedback, and I strongly encourage the BPDA to support this project and approve the proposed 10 Stack Street development as part of an updated Hood Master Plan.

Thank you for your consideration,

Sincerely,

Signed

34 puston ST. CHARLESTOWN
Address

Signed

CC: Director Brian Golden City Councilor Edwards

February 26, 2019

Rual Duverge, Project Manager

Boston Planning & Development Agency

One City Hall Square, 9th Floor

Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my full support in the current Hood Park project that is taking place in Charlestown. I am a former Charlestown resident and I for one am excited to see and hear about the changes that are coming into the small town. My parents were born and raised in Charlestown, and we moved to the suburbs when I was a teenager. Growing up I realized that Charlestown had minimal retail, outdoor parks, and residential building options. I think the development of Hood Park will bring transformation to not only that area on Rutherford Avenue, but to Charlestown in general.

With Hood Park being located on a major connecting highway, one thing Charlestown will benefit from this project is the new traffic safety to Rutherford Highway and Sullivan Station. I think the new parks, retail, and residential buildings will bring a great deal of transformation to Charlestown.

I am very excited to see this project through and move forward with some positive additions to the town. Thank you for your consideration.

Sincerely,

CC:

Director Brian Golden

City Councilor Edwards

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I am a Charlestown resident and am excited that this project will create a space that can be a nearby destination that my family and I can walk to. As an employee at Indigo located in Hood Park, I am lucky to be within walking distance of work and it will be a bonus to also have some retail options here as well. I have heard concerns about the increased traffic in the area, but the planning that has been done seems to be with thoughts towards mitigating that.

I am also looking forward to the opening of the Hood Park Green, the one-acre open space that the developers have committed to building on site. While I love living in the city, the lack of dedicated green spaces means there are only so many options available to people who want to walk their dogs or just enjoy a place to sit. Another space in the area will help more people have a place to go.

I have seen many different versions of the plans at different phases of the project and am looking forward to seeing how it all comes together.

Thank you for your consideration.

Sincerely,

Alan Zulick 49 N. Mead St.

Charlestown, MA 02129

CC: Director Brian Golden

City Councilor Edwards

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I am a Charlestown resident and am excited that this project will revitalize an underutilized section of Charlestown. I think the developers have been very thoughtful in their planning and have proposed things that will be a real benefit to residents.

For example, I am really looking forward to the opening of the Hood Park Green, the one-acre open space that the developers have committed to building on site. While I love living in the city I miss being able to walk down to the park and enjoy a picnic or reading outside, and this new park will give us the opportunity to have this escape without having to leave Charlestown.

The team has been very transparent throughout this entire process and has worked really hard to conduct outreach to the community and ensure that our voice was heard.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

Bunker Will Street, Unit 1, Boston MAO2129

CC:

Director Brian Golden City Councilor Edwards Representative Danny Ryan

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9<sup>th</sup> Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I am a Charlestown resident and am excited that this project will revitalize an underutilized section of Charlestown. I think the developers have been very thoughtful in their planning and have proposed things that will be a real benefit to residents.

For example, I am really looking forward to the opening of the Hood Park Green, the one-acre open space that the developers have committed to building on site. While I love living in the city I miss being able to walk down to the park and enjoy a picnic or reading outside, and this new park will give us the opportunity to have this escape without having to leave Charlestown.

The team has been very transparent throughout this entire process and has worked really hard to conduct outreach to the community and ensure that our voice was heard.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

Signed

298 Bunker Hill St, Apt 1, Boston, MA 02129 Address

CC: Director Brian Golden

City Councilor Edwards

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I am a Charlestown resident and am excited that this project will revitalize an underutilized section of Charlestown. I think the developers have been very thoughtful in their planning and have proposed things that will be a real benefit to residents.

For example, I am really looking forward to the opening of the Hood Park Green, the one-acre open space that the developers have committed to building on site. While I love living in the city I miss being able to walk down to the park and enjoy a picnic or reading outside, and this new park will give us the opportunity to have this escape without having to leave Charlestown.

The team has been very transparent throughout this entire process and has worked really hard to conduct outreach to the community and ensure that our voice was heard.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

Signed

66 WALKER ST CHARLESTOWN.

Address

CC: Director Brian Golden

City Councilor Edwards Representative Danny Ryan

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I am a Charlestown resident and am excited that this project will revitalize an underutilized section of Charlestown. I think the developers have been very thoughtful in their planning and have proposed things that will be a real benefit to residents.

For example, I am really looking forward to the opening of the Hood Park Green, the one-acre open space that the developers have committed to building on site. While I love living in the city I miss being able to walk down to the park and enjoy a picnic or reading outside, and this new park will give us the opportunity to have this escape without having to leave Charlestown.

The team has been very transparent throughout this entire process and has worked really hard to conduct outreach to the community and ensure that our voice was heard.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

Signed

66 WALKER STREET CHARLESTOWN

Address

CC: Director Brian Golden

City Councilor Edwards

Raul Duverge, Project Manager
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park Project. I grew up in Charlestown and have always been excited about the new developments that have and are happening in the town. Charlestown, is a special place and growing up we had a small selection of new development that we would see day to day.

New development for Charlestown is great. The town gets more retail and it brings more opportunity to Charlestown. Hood Park could use some new development which would result in more foot traffic and the ability for retail to be located in that area of Charlestown.

I am excited to see the finished project once it is finished and thank you for your consideration.

The team has been very transparent through this entire process and has worked very hard to make sure that the community is heard and well informed.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

CC: Director Brian Golden

City Councilor Edwards



February 22, 2019

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I go to Hood Park almost every day and am excited that this project will bring more life to this area of the neighborhood. I am also excited about some of the benefits that both residents and people like me who come to Hood Park will be able to take advantage of, such as the new restaurants and retail space that is planned as part of the development.

The project team has gone above and beyond to involve the community throughout this process and has been transparent with what they are trying to accomplish.

Thanks for your consideration.

Very truly yours,

Paul T. Dacier

Executive Vice President and General Counsel

CC: Director Brian Golden City Councilor Edwards

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project.

As someone who works in Hood Park on a daily basis, I look forward to the green space, amnesties, and other improvements that the proposed development would bring to an underutilized area, and that could be used by the entire neighborhood.

I have been involved in the community and development review process during my past employment at a university in Boston, and I have been particularly impressed by the thoughtfulness, transparency, flexibility, and professionalism of this development team as they have been available to answer any questions and respond to any concerns of the tenants of Hood Park and of the residents of the neighborhood.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely

Christopher E. Goode

Senior Director, Govt Relations

Indigo Ag, Inc.

CC: Director Brian Golden City Councilor Edwards Representative Danny Ryan February 27, 2019

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9<sup>th</sup> Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to enthusiastically express my support for the proposed Hood Park project. As a Charlestown resident and school directors, I am overjoyed that this project will revitalize an underutilized section of Charlestown. Along with other community members, we have been fortunate to meet with the developers and hear their plans. We are amazed at how thoughtful they have been their planning and have proposed things that will be a real benefit to residents. New housing, new business space, new educational space and new recreation space will be so valuable to our community.

For example, I am really looking forward to the opening of the Hood Park Green, the one-acre open space that the developers have committed to building on site. As a resident and community member who is committed to living and working in the city, the opportunity to enjoy outside space is vital to us. This new park will give us the opportunity to have this escape without having to leave Charlestown. It improves the livability and shared community spaces for people across backgrounds.

The team has been very transparent throughout this entire process and has worked really hard to conduct outreach to the community and ensure that our voice was heard.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

Kelly Garvey Pellagrini

38 Winthrop Street

Charlestown, MA 02129

Charlestown Nursery School, co-director and co-founder 124 Main Street Charlestown, MA 02129

CC: Director Brian Golden
City Councilor Edwards
Representative Danny Ryan

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I am a Charlestown resident and am excited that this project will revitalize an underutilized section of Charlestown. I think the developers have been very thoughtful in their planning and have proposed things that will be a real benefit to residents.

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The team has been very transparent throughout this entire process and has worked really hard to conduct outreach to the community and ensure that our voice was heard.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

Signed

26 TREMONT ST CHARLESTOWN MA 02120

Address

CC: Director Brian Golden

City Councilor Edwards

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I am a Charlestown resident and am excited that this project will revitalize an underutilized section of Charlestown. I think the developers have been very thoughtful in their planning and have proposed things that will be a real benefit to residents.

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The team has been very transparent throughout this entire process and has worked really hard to conduct outreach to the community and ensure that our voice was heard.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

Signed

26 TREMONT Street Charlestown MA 00129

Address

CC: Director Brian Golden
City Councilor Edwards

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I am a Charlestown resident and am excited that this project will revitalize an underutilized section of Charlestown. I think the developers have been very thoughtful in their planning and have proposed things that will be a real benefit to residents.

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The team has been very transparent throughout this entire process and has worked really hard to conduct outreach to the community and ensure that our voice was heard.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

Signed

26 TREMONT ST CHAPLESTOWN MY

Address

CC: Director Brian Golden

City Councilor Edwards

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

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For example, I am really looking forward to the opening of the Hood Park Green, the one-acre open space that the developers have committed to building on site. While I love living in the city I miss being able to walk down to the park and enjoy a picnic or reading outside, and this new park will give us the opportunity to have this escape without having to leave Charlestown.

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I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

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26 Tremont Street

Address

CC: Director Brian Golden

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465 pace Dr. Goston, Ma 02215

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452 Main Street #2 BOSTON, MA 02129

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Representative Danny Ryan

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We appreciate the number of meetings the developers have held. I (Melanie) have attended several and have also loured the Hood property. Our sense is that there is a lot of support among young families who might not be able to attend meetings on the subject due to childcare obligators.

Thank you for your consideration. We very much hope to see this project move forward for all the residents of Charlestown, and particular for our young families.

SPICETELY.

Mela-So & Nutheriel Stimett

38 Monument Avenue Charlestown, MA 02129

GC Director Brien Gusten City Councillor Edwards Representative Daviny Ryan

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Representative Danny Ryan

Affiliation: 100 Hood Park Drive

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

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February 26, 2019

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9<sup>th</sup> Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the Hood Park Project. I am an employee at a business currently housed at Hood Park. Having moved to my current place of employment in Hood Park from previous employment near Downtown Crossing, I miss the easy access to shops, restaurants, and entertainment afforded to me by the downtown location. Further, although conveniently located, the general appearance of the area around Sullivan Square is far from aesthetically pleasing; although this may not seem not highly significant, is a noticeable sacrifice in quality of commute, first impression to visiting clients, and daily view from the windows.

I am strongly of the opinion that the proposed Hood Park project will improve upon the issues listed above. The construction of new restaurants and shopping will be a significant boon in the current scarcity of easily-accessible dining and retail options. Further, the proposed greenway will be a welcome relief from the prevailing dominance of industrial buildings and parking lots, transforming Hood Park into what I hope will be a beautiful place to work.

I am not a particularly "important" person within my company. I have little-to-no direct approval nor veto power over Hood Park's decisions, whatever they might be. Frankly, there was no expectation on my part at all that I should be kept apprised of any developments to the Hood Park area. Nevertheless, I have been more than adequately informed of proposed changes to the Hood Park Project since I began working here. I have been very impressed with the level of transparency from the Hood Park Project, and I am pleased with what has been proposed. I can only hope that the success of the Hood Park Project inspires other areas nearby to undergo similar changes.

Sincerely,

Zachary Meskell

Tentindo, Kendall, Canniff & Keefe LLP

CC: Director Brian Golden

City Councilor Edwards Representative Danny Ryan

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9th Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing in support of the proposed Hood Park Master Plan Amendment and the 10 Stack Street office building development project. I live in Charlestown and believe that this development will include many benefits for residents, people working at Hood Park and for the Charlestown neighborhood.

The development team has proposed numerous amenities and community benefits, including the Kids Lab project, bike and walking paths, interim crosswalks to Hood Park, and generous allocations of open space as part of the proposed redevelopment.

I appreciate that the developers have held numerous meetings, including information about transportation improvements, resiliency and sustainability and open space planning. They have sought input from the community as part of the process and responded with modifications and improvements as a result of the community engagement process. There has been more than an adequate amount of time for people to share their feedback, and I strongly encourage the BPDA to support this project and approve the proposed 10 Stack Street development as part of an updated Hood Master Plan.

Thank you for your consideration,

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Signed

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Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9<sup>th</sup> Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I am a Charlestown resident and am excited that this project will revitalize an underutilized section of Charlestown. I think the developers have been very thoughtful in their planning and have proposed things that will be a real benefit to residents.

For example, I am really looking forward to the opening of the Hood Park Green, the one-acre open space that the developers have committed to building on site. While I love living in the city I miss being able to walk down to the park and enjoy a picnic or reading outside, and this new park will give us the opportunity to have this escape without having to leave Charlestown.

The team has been very transparent throughout this entire process and has worked really hard to conduct outreach to the community and ensure that our voice was heard.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

Signed

9 MONUMENT ST., CHARLESTOWN, MA 02129

CC:

Director Brian Golden City Councilor Edwards Representative Danny Ryan

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Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I want to see the proposed Hood Park project move forward. I live in Charlestown and this development will include many benefits for my family as well as our neighborhood overall. In Charlestown we lack a space for our kids that could include programs for after-school or during vacations and days off. The Kids Lab program proposed at Hood Park would give us that space and would help to fill a real gap here in our community.

As someone who enjoys walking and biking when I can, we know Rutherford Ave as it is now is less than ideal for those activities. The developers have committed to include walkways and bike paths which we sorely need in this area of town.

I appreciate that the developers have held a number of meetings and have sought input from the community as part of the process. There has been more than an adequate amount of time for people to share their feedback, and I think it's time that the city let this project move forward.

Thanks for your consideration,

Sincerely,

Damian A. Szary

31 Monument Avenue, Charlestown, MA

CC: Director Brian Golden
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The project team has gone above and beyond to involve the community throughout this process and has been transparent with what they are trying to accomplish.

Thanks for your consideration.

Sincerely,

Signed

CC: Director Brian Golden

City Councilor Edwards

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9<sup>th</sup> Floor Boston, MA 02201

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Signea

CC: Director Brian Golden

City Councilor Edwards

Representative Danny Ryan

Gabriela Rodniquez

Affiliation: Indigo Ag Employee

Boston Planning & Development Agency

One City Hall Square, 9<sup>th</sup> Floor

Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

Thank you for your consideration on the Hood Park project. Hood Park is an opportunity for growth in Charlestown and I am interested to see what the park will become. It is exciting that there will be new shops and restaurants in the area.

Thank you for your attention to this matter.

Sincerely,

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Sincerely, William A. Culderwood

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Dear Mr. Duverge,

I am writing to express my support for the proposed Hood Park project. I am a Charlestown resident and am excited that this project will revitalize an underutilized section of Charlestown. I think the developers have been very thoughtful in their planning and have proposed things that will be a real benefit to residents.

For example, I am really looking forward to the opening of the Hood Park Green, the one-acre open space that the developers have committed to building on site. While I love living in the city I miss being able to walk down to the park and enjoy a picnic or reading outside, and this new park will give us the opportunity to have this escape without having to leave Charlestown.

The team has been very transparent throughout this entire process and has worked really hard to conduct outreach to the community and ensure that our voice was heard.

I am very excited to see this project move forward and thank you for your consideration.

Sincerely,

Patrik Inderbitzin 22 Parker Street

Charlestown, MA 02129

CC: Director Brian Golden
City Councilor Edwards



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## Comment-00002960

Comment Name Comment-00002960 Opinion Oppose

Organization Project Hood Park Master Plan NPC

First Name diane Contact Diane Valle

Last Name valle Email

Street Address 20 mt vernon st Phone

Address Line 2 Approval Status Approved

City charlestown Display on Web

State MA

**Zip** 02129

CommentsSubmissionFormID 4,712

## **Comment Information**

Comments Raul,

I hope you are well. Do you mind helping collect public feedback regarding HOOD?

I tried to comment online to HOOD but the site will not load. Please include this comment which I support, for public feedback, and please confirm:

Hood was given an approval years ago to develop their property in the industrial zone in Charlestown with zoning that indicates 75' and 115'. They did not act on that approval. Now they are seeking to build skyscrapers in the one square mile of one of the most historic areas in the United States. Charlestown is the home of the Bunker Hill Monument which stands proudly at 221', built to commemorate a major battle in 1775 between the British and the American Revolutionists. It was the first public, obelisk and was the tallest monument in the USA until the Washington monument was built. It is the symbol of Charlestown and should not be overshadowed!

Allowing buildings to block this beautiful monument and national symbol from an interstate highway is simply wrong. If the approved density of 2.0 is not changing (which it absolutely shouldn't be) along the interstate corridor, why on earth would you give approval that is PRECEDENT SETTING that will create a barrier to a national symbol.

I have attended many meetings regarding HOOD but the one that is seared in my mind is the one regarding TRAFFIC. In that meeting the transportation experts "admitted" that the traffic gridlock that Charlestown is experiencing is real but clearly ignored. WHY? Charlestown has a current density of 17,000 residents/square mile vs the other neighborhoods at 14,000. Building skyscraper hotels and office buildings that will add to the mayhem called traffic gridlock will only make a very bad situation worse. And need I remind you about the air quality, created by the town being surrounded by major highways?

BPDA and the Mayor should be concerned about the health and safety of its constituents and not about lining the pockets of developers! Keep the zoning in Charlestown at 75'/115' and develop at Master Plan for Charlestown and give the residents a seat at the table.

The community has spoken however we have not heard, due to a process which disregards residents concerns, while developers curry favor with the few, passing out donations for their support.

Boston is unfortunately behaving in ways that Americans scorn in other countries, claiming democratic rights are denied.

Charlestown residents are stewards of our American history. Please hear us before our historic town is

homogenized into oblivion, and the residents are choked.

Thank you for your consideration.

Diane

Diane Valle

Created By Data User, 1/29/2019 2:34 PM

Last Modified By Raul Duverge, 1/29/2019 2:35 PM

## Approval History 1/29/2019 2:35 PM

Status Approved

Assigned To Raul Duverge

Actual Approver Raul Duverge

Comments

## 1/29/2019 2:34 PM

Status Submitted

Assigned To Raul Duverge

Actual Approver Raul Duverge

Comments

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February 27, 2019

Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square, 9<sup>th</sup> Floor Boston, MA 02201

Re: Hood Park Revised Master Plan & 10 Stack Street Development Plan

Dear Mr. Duverge,

I am eager to see the Hood Park project move forward. As a resident and school director in Charlestown, I know that this development will include many benefits for my family as well as our neighborhood overall. In Charlestown, we lack a space for our kids that could include programs for enrichment, after-school or during vacations and days off. The Kids Lab program proposed at Hood Park would give us that space and would help to fill a real gap here in our community.

As someone who enjoys walking and biking when I can, we know Rutherford Ave as it is now is less than ideal for those activities. The developers have committed to include walkways and bike paths which we sorely need in this area of town.

I appreciate that the developers have held a number of meetings and have sought input from the community as part of the process. I am grateful for their engagement with the community feedback process and dedication to giving back. There has been more than an adequate amount of time for people to share their feedback, and I think it's time that the city let this project move forward. I hope they can break ground and begin without hesitation.

Thanks for your consideration,

Sincerely,

Kelly Garvey Pellagrini

Co-Director Charlestown Nursery School

124 Main Street

Charlestown, MA 02129

CC:

Director Brian Golden
City Councilor Edwards