
SUPPLEMENTAL INFORMATION

HOOD PARK MASTER PLAN

Submitted to:
Boston Planning & Development Agency
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NOVEMBER 21, 2018

1.0 SUPPLEMENTAL INFORMATION FILING

1.1 Introduction

This document is intended as supplemental information to the Hood Park Master Plan Notice of Project Change document, dated September 14, 2018 and filed with the Boston Planning and Development Agency (BPDA). The purpose of this submission is to provide updated and revised data related to specific aspects of the proposed Master Plan including proposed heights, areas and parking capacities of buildings contained in the Master Plan proposal. The scope of the changes being submitted are limited to dimensional modifications and do not have an impact on the proposed density (remaining at 2.0 FAR) or the overall traffic volumes, infrastructure demands or similar aspects of the project which are affected by density increases or decreases.

1.2 Reasons for Revisions

As indicated in the Notice of Project Change, the Hood Park Master Plan is subject to the dimensional regulations defined by Article 62 of the Boston Zoning Code and more specifically to *Section 62-21 Planned Development Areas: Use and Dimensional Regulations*. The Notice of Project Change document assumed that Section 62-21 would be modified from the prior restriction of 115 feet of height in the area more than 300 feet west of Rutherford Avenue and 400 feet south of Cambridge Street to a height restriction of up to 300 feet in that zone. Based on that assumption the proposed Master Plan included “35 Supertest Street”, located in the northwest corner of the site and included in Phase 3 of the development, as up to 290 feet in total height. However, on November 7, 2018 the Boston Zoning Commission approved a revision to Section 62-21 which limited heights to 275 feet of total height and 250 of height to the top of the occupied floors. The lower height limitation results in a requirement that at least one building proposed in the Masterplan be lowered in total height to comply with the zoning language. However, in order to not “lose” allowed FAR as a result of simply eliminating floors from 35 Supertest Street to bring that building into compliance, several other buildings were increased in area, and one in height, to “absorb” the relocated FAR area removed from 35 Supertest.

Simultaneously, the Proponent has been pursuing approvals through the Massachusetts Environmental Policy Act (MEPA) process including filing a Draft Environmental Impact Report (DEIR) on October 1, 2018. The proponent has received initial comments on the Environmental Notification Form (ENF) submitted on July 2, 2018 and in response to the DEIR. Several agencies and organizations responding to the MEPA filings have strongly requested that Hood Park consider reducing the proposed parking count in the Master Plan. As a result of these requests the Proponent has examined the proposed parking capacity in the Master Plan and determined that a reduction in overall parking space capacity is justified.

1.3 Proposed Revisions

The original Master Plan approved in 2000 provided 1,765 spaces for approximately 1.2 million square feet of office development. A parking ratio of greater than 1 per 1,000 sf is no longer considered consistent with current market trends or Boston Transportation Department and BPDA goals for encouraging use of alternative mass transit options and discouraging single occupant vehicle commuting. Therefore, the Proponent is reducing the proposed parking capacity to 1,465 parking spaces, rather than the previously maintained number of 1,765 spaces, carried over from the original approved Master plan. This new, lowered parking count results in a ratio of approximately 0.85 spaces per 1,000 sf of total developed area. It is important to note that the new mixed-use concept at Hood Park results in an opportunity for shared parking usage between evening use residents and day use office workers which further justifies the lower than 1 per 1,000 ratio often proposed in large scale projects in the City of Boston. With the proximity to the Sullivan Station network of bus lines and subway access the Proponent believes that the lower parking ratio is both justified and supportable. In order to accomplish this reduction parking counts have been reduced at 100 Hood Park Drive, 10 Stack Street and 35 Supertest Street buildings. This spreads the reduction over each of the three proposed phases of the project with the greatest percentage of the reduction occurring in Phase III, which is proposed to be developed not less than 10 years in the future, after the Rutherford and Sullivan Square reconfigurations, when presumably the current trends for reduced demand for parking will have further proven the viability of a less than 1 per 1,000 ratio of parking. It is also important to note that by the time 35 Supertest Street is to be developed, accurate information will exist for years of actual parking usage on campus, at which time an adjustment to the parking ratio can be made, based on actual usage data at Hood Park and the Sullivan Square area. The new parking space counts being proposed are listed in the below Revised Table 1-2.

Based on the decision by the Boston Zoning Commission the Proponent reviewed the proposed heights for the project and is proposing to make the following revisions:

- 1) 35 Supertest will be reduced in height to 262.5 feet and reduced in area to 304,700 square feet. In order to accomplish the height reduction, in part, the Proponent is eliminating the above grade parking use previously contained on levels 3 through 5 in this building.
- 2) 30 Stack Street will be increased in height to 155 feet and increased in area to 157,400 square feet.
- 3) 10 Stack Street will have one level of below grade parking rather than the previously proposed two levels and will therefore have a reduced parking count of 80 spaces.
- 4) 100 Hood Park Drive will remain at the previously proposed height; however, the initial construction effort will increase to 100,700 square feet of area and the proposed addition will increase to 155,700 square feet of area. The parking count in the garage will be reduced to 872 spaces.

The above revisions, and a complete summary of the proposed components of the project are provided in detail in the below Revised Table 1-2 and Figure 1-12.

Table 1-2 REVISED Proposed Building Program

Building	Size (sf)	Height(feet)	Primary Use	Parking Spaces
Existing Buildings				
500 Rutherford Avenue	368,750	50	Office	
510 Rutherford Avenue	34,812	50	Office	
570 Rutherford Avenue	51,000	50	Office	
50 Hood Park Drive	161,283	75	Residential	90
100 Hood Park Drive	100,700	83	Office/Lab	872
Proposed Buildings				
10 Stack Street	343,800	232	Office/Lab	80
100 Hood Park Drive (Addition)	155,700	185	Office/Lab	
570 Rutherford Avenue (Demolition)	-51,000			
30 Stack Street	157,400	155	Office/Lab	290
45 Stack Street	6,050	20	Pop-up Retail	
35 Supertest Street	275,950	262.5	Office/Residential	
25 Supertest Street	122,300	171	Hotel (130	55
15 Supertest Street	12,000	20	Retail	
Street Parking Spaces				78
Totals	1,735,745			1,465
Total Lot Area	897,802			
Maximum FAR	1.999			

1.4 Conclusion

The Proponent is pleased to submit the above Revised Table 1-2 and below Revised Figure 1-12 to the BPDA and Charlestown community for review and comment as part of the ongoing Article 80 process. The Proponent believes that the lowered height will be perceived as a positive response to community comments regarding the project, resulting in reduced shadows and visual impact on the neighborhood. The reduced parking capacity should also be perceived as a positive effort to discourage vehicle commuting to Hood Park resulting in reduced traffic impacts in the Sullivan Square area. Finally, the relocation of the square footage from 35 Supertest Street to other buildings on campus does not result in any increase in density or traffic as it results in the same FAR of 2.0 as previously proposed.

We look forward to the opportunity to discuss these proposed revisions with the community in the upcoming meetings as part of the project review process.

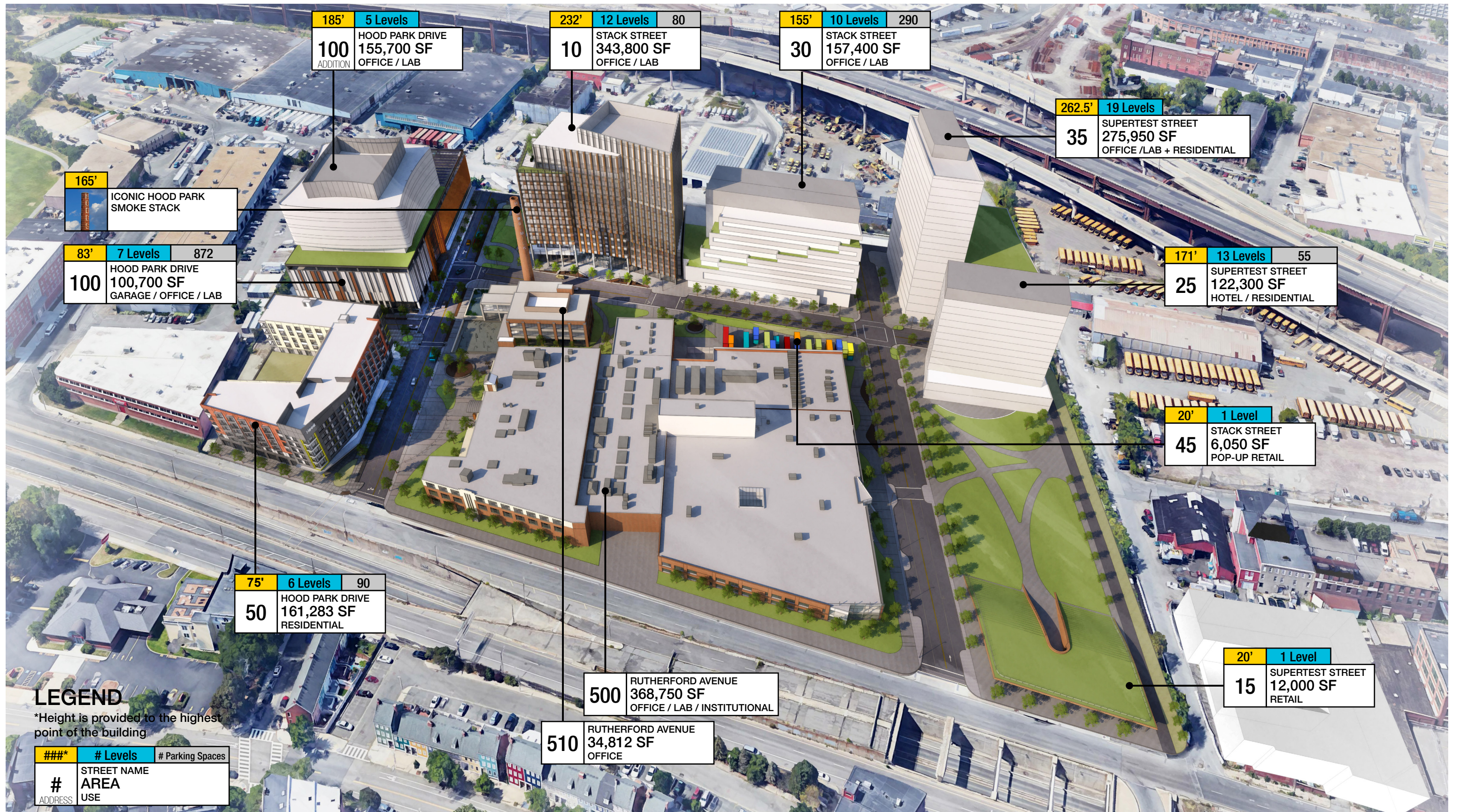


Figure 1-12
 Proposed Areas, Uses and Zoning Heights

Areas, Use, and Zoning Heights

Hood Park Master Plan/10 Stack Street—Charlestown, MA

