



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

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**Opposition to height increase Northpoint project**

1 message

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

Mon, Sep 25, 2017 at 8:53 AM

Raul,

I am a concerned Charlestown resident of 15 years. I am writing to express my opposition to the height increase of the northpoint development project. The height is inappropriate for the area as many residential neighborhoods border this area. We don't want shadows in our homes and parks! The proposed height is higher than the BH Monument. Such a high building belongs in city center not at northpoint. Please know Charlestown OPPOSES this!

Lesley Hauser, Esq.  
7 Adams St.  
Charlestown, MA 02129



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

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## Height Increase Proposed -

1 message

jan@huntercopr.com [REDACTED]  
To: raul.duverge@boston.gov

Mon, Sep 25, 2017 at 2:32 PM

Hi Raul,

As a business owner and resident of Charlestown I wanted to let you know, as I'm sure you are hearing from others, that the Parcel G proposed height increase is way too much. That would tower over the Bunker Hill Monument and take away from the aesthetics and appeal of the town. Its a no vote from me. And from most I've spoken to down the street in the City Square area. Simple question, why always taller and taller and taller? Its a bit too much.

Thanks,  
Jan Hunter

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Subject: Height Increase Proposed - Notice of Project Change (NPC) for North Point, Charlestown  
From: Diane Valle [REDACTED]  
Date: Sun, September 24, 2017 10:09 pm  
To: undisclosed-recipients;;

Dear Neighbors and Friends,

Your voice is needed now and in the future.

Email is an easy way to be informed, and to participate for the best results for our beloved community.

There is real estate development in every direction we look from Charlestown. This North Point project has impact on Charlestown, and as a precedent, and...

**"include increases in the height of the lab building planned for Parcel G from approx. 150 feet to approx. 248 feet and of the office building planned for Parcel H from approx. 150 feet to 175 feet."**

(FYI: *The Bunker Hill Monument stands 221 feet tall.*)

**PLEASE send your comments to Raul Duverge (see below)**

Thank you for being a concerned and active neighbor.

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Good Afternoon,

Attached for your review is the Notice of Project ("NPC") for the North Point project (the "Project"), a portion of which is in Charlestown, received by the Boston Planning and Development Agency ("BPDA") on September 1, 2017.

As described in the NPC, the proposed revisions to the Project include increases in the height of the lab building planned for Parcel G from approx. 150 feet to approx. 248 feet and of the office building planned for Parcel H from approx. 150 feet to 175 feet.

**Written comments from city departments, public agencies, elected officials, and the general public should be submitted to Raul Duverge by October 3, 2017 via email at [Raul.Duverge@Boston.gov](mailto:Raul.Duverge@Boston.gov) or at the mailing address listed at the bottom of this email.**



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

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**North Point height opposed**

1 message

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**Diane Valle** [REDACTED]  
Reply-To: [REDACTED]  
To: Raul.Duverge@boston.gov

Mon, Oct 2, 2017 at 10:11 PM

Dear Raul,

I am strongly opposed to the request to allow a variance of height for the North Point which include increases in the height of the lab building planned for Parcel G from approx. 150 feet to approx. 248 feet (higher than the Bunker Hill Monument) and of the office building planned for Parcel H from approx. 150 feet to 175 feet. (3/4 the height of the Bunker Hill Monument) This consistent push by developers to ignore building code and zoning requirements is exhausting our community. I am opposed to more height, more density and more safety issues that are related to variance development.

It is an insult to Charlestown for the BPDA to entertain a height allowance. It is an outrage that the height proposed exceeds the height of the Bunker Hill Monument, which currently can be seen from all directions and will be blocked by the proposed height increase.

Does the BPDA ever consider standing firm on "building planning and development" and consider the greater and lasting good?

This proposal is just one of the many projects that negatively impact Charlestown, which is the most historic Boston neighborhood. It is hard to imagine what is going on in the minds of those who "plan."

We are stewards to our history, caretakers of our current conditions and people, and innovators for the future. This proposed height offers no benefit or value, except perhaps to a developer, who will not be in our side of Boston, if at all.

We pray for relief of the onslaught of development, and seek SMART development.  
Please?

Best,

Diane

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**Diane Valle**  
**Boston Portfolio Properties, LLC**  
[REDACTED]

# Design Review

John Benson  
Chris Collier  
Jack Glassman  
Dan Kovacevic  
Bill Lamb  
Mark Spaulding  
Heather Taylor  
Annette Tecce

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

2 October 2017

Raul Duverge, Project Manager  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 022201

**Re: North Point Notice of Project Change for BPDA Article 80 Review, September 1, 2017**

At our regularly scheduled meeting on 18 September 2017 the Charlestown Preservation Society (CPS) Design Review Committee (DRC) reviewed the Notice of Project Change by DivcoWest Real Estate Investments for North Point Parcels G and H in the North Point area of Cambridge and Boston, MA. Our meeting followed the 6 September 2017 Public Hearing on the proposal held at the Bunker Hill Community College. Two of our members representing the DRC spoke at the hearing.

We submit the following comments and requests:

Transportation – Gilmore Bridge:

Pedestrian improvements: We applaud the pedestrian improvements and building adjacency proposed alongside the Gilmore Bridge at Parcel H. These will certainly contribute to a safer and more attractive environment in this area close to the Bunker Hill Community College Orange Line T station. We strenuously urge Boston - Cambridge - Mass DOT coordination to create similar improvements along the full length of the bridge, specifically including the sidewalk alongside Parcel U in Cambridge, to connect pedestrians and bicyclists all the way to O'Brien Highway.

Traffic levels: We understand from the Notice of Project Change (NPC) document that the vehicle traffic impacts on the Gilmore Bridge have been approved over the course of many years by State and local authorities and that they are therefore non-negotiable at this time. However, we urge that the Travel Demand Management provisions in the NPC be implemented as specified and later modified as needed to improve pedestrian, bicycle, and vehicular conditions on the bridge in the future.

It is encouraging to note that Mass DOT improvements to the structure, layout, and traffic capacity of the Gilmore Bridge are said to be planned, but in the absence of details of them and of written commitments to make such improvements, their sufficiency to address current demands and the additional needs of the North Point project cannot be assessed or relied upon.

Urban Design:

Parcel H: We believe that the exterior façade design of Parcel H needs to be examined in the context of other projects built and proposed for North Point. We do not think that the building fits well into the project group as we understand it. Depending on the color scheme selected for the metal panels, the building may look as though it is trying to be a conspicuous signature building which we do not believe is appropriate in this location. In addition, its vertical curtainwall design theme does not appear to soften the building's unvaried apparent massiveness. We ask that the project architect consider modifying the building massing and façade design and that the BPDA review these as the design is developed further.

Building signage: To avoid inappropriate brightness radiating towards the historic Charlestown neighborhood, corporate identification signage proposed for the G and H buildings should be located only on the facades which predominantly face viewers traveling along the axis of I-93 in this area. Furthermore, the height, size, and brightness of these should be regulated so as to identify the building only and to avoid inappropriate brightness in the night sky.

Thank you for your consideration of these issues. We would be pleased to be kept informed of the design as it progresses.

Sincerely,



William P. Lamb, Chair  
Design Review Committee