

**Commonwealth of Massachusetts**  
 Executive Office of Energy and Environmental Affairs  
 Massachusetts Environmental Policy Act (MEPA) Office

**Environmental Notification Form**

*For Office Use Only*

EEA#: 13882

MEPA Analyst: Purvi Patel

*The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.*

Project Name: <b>Hood Park Master Plan</b>		
Street Address: <b>Rutherford Avenue</b>		
Municipality: <b>Charlestown (Boston)</b>	Watershed: <b>Charles River</b>	
Universal Transverse Mercator Coordinates: <b>UTM Zone 19T.</b> <b>329304.57 Easting, 4694066.92 Northing</b>	Latitude: <b>42.380144</b>	Longitude: <b>-71.073445</b>
Estimated commencement date: <b>Mid-2019</b>	Estimated completion date: <b>2034</b>	
Project Type: <b>Mixed Use</b>	Status of project design: <b>10% complete</b>	
Proponent: <b>Hood Park LLC</b>		
Street Address: <b>6 Kimball Lane</b>		
Municipality: <b>Lynnfield</b>	State: <b>MA</b>	Zip Code: <b>01940</b>
Name of Contact Person: <b>Mark Rosenshein</b>		
Firm/Agency: <b>Trademark Partners LLC</b>	Street Address: <b>500 Rutherford Avenue</b>	
Municipality: <b>Charlestown</b>	State: <b>MA</b>	Zip Code: <b>02129</b>
Phone: <b>(617) 331-4281</b>	Fax: <b>N/A</b>	E-mail: <b>mark@trademark.boston</b>

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?

Yes  No

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting: **N/A**

a Single EIR? (see 301 CMR 11.06(8))  Yes  No

a Special Review Procedure? (see 301CMR 11.09)  Yes  No

a Waiver of mandatory EIR? (see 301 CMR 11.11)  Yes  No

a Phase I Waiver? (see 301 CMR 11.11)  Yes  No

*(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)*

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

**301 CMR 11.03(6)(a)6. - Generation of 3,000 or more New adt on roadways providing access to a single location.**

Which State Agency Permits will the project require? **Consent for issuance of a building permit to the Commissioner of the City of Boston's Inspectional Services Department under Chapter 40, Section 54A**

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres: **N/A**

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Purni Patel

Summary of Project Size & Environmental Impacts	Existing	Change	Total
<b>LAND</b>			
Total site acreage	19.92		
New acres of land altered		0	
Acres of impervious area	18.49	-1.73	16.76
Square feet of new bordering vegetated wetlands alteration		0	
Square feet of new other wetland alteration		0	
Acres of new non-water dependent use of tidelands or waterways		0	
<b>STRUCTURES</b>			
Gross square footage	693,062*	1,042,694	1,735,756
Number of housing units	177*	200	377
Maximum height (feet)	71**	204	275
<b>TRANSPORTATION</b>			
Vehicle trips per day	5,398*	12,462	17,860
Parking spaces	1,671***	94	1,765
<b>WASTEWATER</b>			
Water Use (Gallons per day)	77,932	149,919	227,851
Water withdrawal (GPD)	0	0	0
Wastewater generation/treatment (GPD)	70,847	136,290	207,137
Length of water mains (miles)	0	0	0
Length of sewer mains (miles)	0	0	0
<p>* Includes 480 Rutherford Avenue and 100 Hood Park Drive, now under construction.  ** The current maximum "existing" height is 100 Hood Park Drive, which is now under construction.  *** The existing parking count includes 912 spaces in 100 Hood Park Drive and 90 spaces in 480 Rutherford Avenue, which are now under construction, as well as 669 surface lot spaces.</p>			
<p>Has this project been filed with MEPA before?  <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No</p>			
<p>Has any project on this site been filed with MEPA before?  <input checked="" type="checkbox"/> Yes (EEA ## 15849) <input type="checkbox"/> No An ENF for 480 Rutherford Avenue and 100 Hood Park Drive was noticed in the <i>Environmental Monitor</i> on April 25, 2018. The Secretary's Certificate was issued on May 25, 2018, stating that no EIR was required.</p>			

## **GENERAL PROJECT INFORMATION – all proponents must fill out this section**

### **PROJECT DESCRIPTION:**

#### **Describe the existing conditions and land uses on the project site:**

Hood Park is 19.92-acre site located on the west side of Rutherford Avenue between D Street and Bunker Hill Industrial Park in Charlestown. (See Attachments 1 and 2 for locus maps.) The site was formerly the headquarters for H.P. Hood Dairy operations, which sold the property and ceased usage for dairy production in the late 1990s. Currently, Hood Park is approved for approximately 1.2 million square feet of predominantly commercial development and structured parking.

There are currently three buildings on site. The first is 500 Rutherford Avenue, an approximately 368,750 square-foot (sf) office building. It is fully tenanted by 13 tenants, including Indigo Ag. Inc., Cambridge College, and the MA Teachers' Retirement System. The second is 510 Hood Park Drive, aka the Power House, an approximately 34,812 square-foot, fully occupied office building. It will be reconfigured to have 24,800 square feet of office space plus 10,000 square feet of retail space. Lastly, 570 D Street, aka the Cooler Building, is a 52,500 square-foot building located in the northwest corner of the Park. It currently houses some functions of Bunker Hill Community College.

The remainder of the site comprises surface parking lots and internal roadways. The site is nearly 100 percent impermeable. Green space is now limited to just small areas of lawn and plantings, immediately adjacent to the office buildings. Attachment 3 presents the existing conditions site survey plan.

Having recently undergone MEPA review, there are two buildings currently under construction on the southern edge of the project site. The first is 480 Rutherford Avenue. Being marketed as "The Harvey," in honor of Harvey Pearly Hood, it is a 177-unit residential building with 154 market rate units and 23 affordable units, including approximately 10,000 square feet of retail space and 90 parking spaces within the building footprint. The second is a 67,500-square foot building located in the southwest corner of the site at 100 Hood Park Drive. It is a 912-space above-grade parking structure with approximately 20,000 square feet of retail uses on the first floor, 50,000 square feet of office / lab lease space on the second floor, and five levels of flat plate parking above. These floors have been designed for conversion to future office use in the event parking demand no longer justifies a parking garage.

As shown on Attachment 4, a large portion of the site is located on filled tidelands. However, the site and associated filled tidelands are located more than 250 feet from the nearest currently existing high water line and are separated from the nearest currently existing high water line by numerous public ways. As such, the filled tidelands of the site are deemed to be landlocked tidelands and not subject to Ch. 91 licensing. In accordance with Chapter 91 and the Public Benefit Determination Regulations at 301 CMR 13.02, the Proponent will provide the information needed for a Public Benefits Determination in the future Environmental Impact Report.

#### **Describe the proposed project and its programmatic and physical elements:**

Hood Park LLC (the Proponent) proposes to revise the Park's existing City of Boston development approvals, granted in October 2000, by creating a mixed-use development to further the goals of Imagine Boston 2030 and the Rutherford Avenue/Sullivan Square reconstruction. The Proponent proposes to update the Park's Existing Year 2016 Master Plan (depicted in Attachment 5) in order to create a truly mixed-use development through the introduction of retail, hotel, lab, entertainment, and more residential uses to the Park. In order to integrate the Park into its surrounding neighborhood, the various uses will be distributed throughout the site and new vehicle, pedestrian and bicycle connections will be created across Rutherford Avenue, in conjunction with the redesign of Rutherford Avenue and Sullivan Square, per the current planning efforts of the City of Boston Transportation Department.

The Proposed Project will retain two of the existing buildings (500 Rutherford Avenue and 510 Hood Park Drive) as well as the two new buildings currently under construction (480 Rutherford Avenue and 100 Hood Park Drive). The Cooler Building at will be razed as part of the redevelopment.

Five new buildings are currently proposed in place of three buildings and two structured parking garages that are included in the existing Master Plan. The proposed new site plan is shown in Attachment 6. The proposed new Master Plan will add approximately 500,000 square feet of development to the Existing Master Plan for a total developed area of 1,735,756 FAR square feet. The new Master Plan will, however, still meet the existing underlying zoning allowance of a FAR of 2.0 within Planned Development Areas in the Charlestown neighborhood district.

The five new buildings proposed are shown schematically on Attachment 7a and 7b. They include: three new office buildings at (9, 13, and 15 stories), totaling approximately 710,814 square feet; a 23-story, 213,450 square-foot hotel at 45 Stack Street; and a 15-story, 173,478 square-foot, 200-unit residential building at 25 Supertest Street.

The Proposed Project will relocate the 1,765 parking spaces, currently approved under the existing Master Plan, within three proposed above-grade parking garages, into spaces distributed among a single 912-space garage and the remainder within above-grade parking levels on floors 2 through 5 of the proposed new buildings. The existing surface parking lots will be replaced by a new street grid designed to connect to Sullivan Square, the residential neighborhood to the east, to any future developments to the south and west. Landscaping designed for both active and passive programming will be distributed throughout the site with a central pond serving not only as a stormwater retention and filtration system, but also as a focal point for Hood Park.

The Proponent has commenced a series of design charrettes in the Charlestown neighborhood to determine the types, location, and configuration of open space and programming most needed in the community. Assuming the Charlestown community is supportive of substantial open space at Hood Park, the Proponent anticipates a coordinated effort with the Boston Planning and Development Agency, City of Boston Parks Department, and related City and State Agencies to coordinate the open space planning for Hood with Ryan Playground and proposed Sullivan Square Redevelopment Parcel A, currently proposed for open space uses.

*NOTE: The project description should summarize both the project's direct and indirect impacts (including construction period impacts) in terms of their magnitude, geographic extent, duration and frequency, and reversibility, as applicable. It should also discuss the infrastructure requirements of the project and the capacity of the municipal and/or regional infrastructure to sustain these requirements into the future.*

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

The Proponent considered several alternatives to the current Proposed Project. The Alternatives are depicted schematically in Attachment 7a-7f. Their impacts are summarized in the table below.

- **No-build Alternative.** Under the No-build alternative, Hood Park would remain in its existing state (but would include the completion of 480 Rutherford Avenue and 100 Hood Park Drive). See Attachment 7a and 7b. This alternative would leave large areas of the site largely unimproved as surface parking and would forego the myriad public benefits that are included as part of the current Proposed Project, including, but not limited to urban realm improvements, transportation improvements, new open space, new housing close to transit, and improved resiliency. See below for a more comprehensive list of mitigation and benefits included as part of the Proposed Project.
- **All-office Alternative, FAR 1.35.** In keeping with allowed uses at Hood Park, the Proponent considered an alternative of up to 1.2 million square feet comprised entirely of office uses. The Floor Area Ratio (FAR) would be approximately 1.35. See Attachment 7c and 7d. This alternative would, however, forego the benefits of creating a mixed use, live-work-play

environment that is sought by city residents. While it would have lower water and sewer demand, it would have greater peak-hour traffic impacts (lower total daily) than the Proposed Project.

- All-office Alternative, FAR 2.0. The Proponent considered a second all-office alternative at greater density that would have included up to 1.735 million square feet. The Floor Area Ratio (FAR) would be approximately 2.0, equal to the Proposed Project. See Attachment 7e and 7f. As with the other alternatives, this alternative would not have the same urban design benefits that are sought by the community and provided by the Proposed Project.

**Alternatives Impact Summary**

	Total SF*	Floor Area Ratio (FAR)	Total Vehicle Trips per day	Sewer Demand (gpd)
Alt. 1 No-build	690,562	0.8	5,398	70,847
Alt. 2 All Office	1,168,820	1.35	10,568	110,654
Alt. 3 All Office	1,735,756	2.0	16,090	153,178
Proposed Project	1,735,756	2.0	20,184	207,137

\* Based on Zoning FAR

*NOTE: The purpose of the alternatives analysis is to consider what effect changing the parameters and/or siting of a project, or components thereof, will have on the environment, keeping in mind that the objective of the MEPA review process is to avoid or minimize damage to the environment to the greatest extent feasible. Examples of alternative projects include alternative site locations, alternative site uses, and alternative site configurations.*

Summarize the mitigation measures proposed to offset the impacts of the preferred alternative:

In addition to programmed open space, the Proposed Project will include a host of other benefits, including but not limited to the following:

- Implementation of a truly mixed-use development that includes retail, hotel, lab, and more residential uses to the Park.
- Creation of a new integrated street, bike and pedestrian plan designed to knit the Park into the surrounding neighborhoods.
- Reconstruction of the Hood Park Drive/Rutherford Avenue to create an at-grade pedestrian crossing and both left- and right-turn exits from Hood Park. This location currently lacks these connections due to the current configuration of the Rutherford Avenue underpass.
- Construction of internal roadways will comply with BTM standards and the Boston Complete Streets guidelines. Internal streets will include bicycle lanes in each direction.
- Construction of a dedicated pedestrian and bicycle corridor along the entire length of the northern property line. This pathway will provide safe bicycle and pedestrian passage along D Street, while maintaining a workable right of way for the Massport rail line should rail service ever be reintroduced. This path will be able to connect to pathways that are planned as part of the Inner Belt Master Plan to the west and the shared-use linear park along the east side of Rutherford Avenue.
- Regrading and raising of the entire 20-acre Park by approximately three feet from base elevation 17 to base elevation 20, representing a significant improvement in the resiliency of the campus during storm and flood events as it elevates the park to the newer high storm surge elevation level recommended by the City of Boston.
- Construction of climate resilient, energy-efficient “green” buildings. All new buildings will be built so as to be LEED Silver certifiable or better. The Harvey residential building is being built as LEED Platinum and anticipates receiving certification, and the 100 Hood Park Drive Garage building is being constructed as LEED Silver Certifiable and in accordance with ParkSMART standards.
- Creation of new housing to meet the City of Boston’s goal to create 53,000 new housing units in the city by 2030 through the addition of approximately 200 residential units, including on-site affordable units complying with the City of Boston’s Inclusionary Development Policy.

- Increasing the City's real estate tax base by adding new development and increasing property values in the surrounding blocks.
- Entering into a Development Impact Project ("DIP") Agreement and provide significant Linkage funds to be used for affordable housing and job training in the City of Boston.
- Creation of more than 3,000 construction jobs over the next ten years.
- Making improvements to both on-site and off-site infrastructure systems, contributing to the sustainability of the Rutherford Avenue corridor and reducing the environmental impact of Hood Park on the City's water, sewer, stormwater, and energy delivery systems. This includes relocating current electric and tele/data service lines mounted on poles into concrete duct-banks to reduce potential storm interruptions due to downed wires and new water service mains, meters and loops through campus to provide redundancy in water and fire protection services.
- Improving the resiliency of Project area through the increased elevation of the overall Project Site and each individual development project above current and proposed sea level flood elevations.
- Providing free vehicle parking in the garage to Charlestown residents during local snow emergencies.
- Contributing \$48,000 to support public realm improvements in Charlestown or other neighborhood based initiatives (payable to the Boston Planning & Development Agency upon the execution of a lease(s) for at least fifty (50%) of the retail space within the Proposed Project).
- Installation and maintenance of a Bluebike Station bicycle sharing system on Hood Park campus. The Bluebike Station or other bicycle sharing system shall be operational or fully funded prior to or upon issuance of a Certificate of Occupancy for the next project within Hood Park, tentatively known as 10 Stack Street Office Building.
- Allocation of 4,000 square-feet of ground floor space within the Harvey, currently under construction, at no cost to the City of Boston or the non-profit community in Charlestown, for a term of ten years, for community programming in conjunction with Bunker Hill Community College, Cambridge College and the business employers on the Hood Park campus. The specific dollar values and level of required commitment for meaningful programming and engagement will be determined through the permitting and community engagement process.

If the project is proposed to be constructed in phases, please describe each phase:

Redevelopment of Hood Park is generally expected to proceed clockwise from the southeast corner. This phased redevelopment plan starts with the current construction efforts at 480 Rutherford, slated for occupancy in May 2019 and 100 Hood Park Drive slated for vehicle parking usage in August of 2019. Subsequent development will proceed with the office / lab uses at 10 Stack Street, and include the open green space surrounding the Power House building and the new entry drop-off at 500 Rutherford Avenue. Along with the utility, private street, intersection work at Rutherford Avenue (as part of the Rutherford Avenue corridor redesign) and pedestrian connections, these first phases will complete all construction work at the southern third of Hood Park. Subsequent phases will include additional passive and active landscaped spaces and the multi-modal transportation link at the northern boundary of the park, connecting to Spice and D Streets. Specific phasing of the remaining built components will be determined, on an ongoing basis in accordance with market demand and the evolution of traffic and access at the northern portions of the park. Full build out is expected to take approximately 15 years.

**AREAS OF CRITICAL ENVIRONMENTAL CONCERN:**

Is the project within or adjacent to an Area of Critical Environmental Concern?

- Yes (Specify \_\_\_\_\_)  
 No

if yes, does the ACEC have an approved Resource Management Plan? \_\_\_ Yes \_\_\_ No;

If yes, describe how the project complies with this plan.

Will there be stormwater runoff or discharge to the designated ACEC? \_\_\_ Yes \_\_\_ No;

If yes, describe and assess the potential impacts of such stormwater runoff/discharge to the designated ACEC