



City of Boston, Massachusetts
Office of the Mayor
MICHELLE WU

June 2, 2025

TO THE CITY COUNCIL

Dear Councilors:

This is the response to the 17F: Order requesting certain information under Section 17F relative to White Stadium. (**Docket #1019 filed on 5/5/2025**).

Sincerely,

Michelle Wu
Mayor of Boston

1. Given that the above-quoted language authorizes the use of roads in Franklin Park identified in the "TAPA", i.e., Transportation Access Plan Agreement between the Soccer Team and the Boston Transportation Department, and that at this point, the TAPA has not been agreed to and executed, precisely which paved roads intended for vehicular use did the Parks Commission vote on April 28, 2025 authorize the use of for private commercial purposes?

The Parks Commission vote on April 28, 2025, did **not** authorize any new or altered use of Franklin Park roads for private commercial purposes.

The presentation (see slide 32) shared during the public hearing outlined the proposed transportation circulation for Boston Legacy Football Club (BLFC) game days, including shuttle and rideshare drop-offs, pedestrian routes, and bike parking. These elements rely only on existing paved roads and do not alter the use or status of park pathways.

While the Transportation Access Plan Agreement (TAPA) remains in draft form and [open for public feedback](#), the Parks Commission's vote solely approved the White Stadium renovation plan: The Commission voted unanimously "to approve the plans for White Stadium as proposed by Boston Public Schools and Boston Unity Soccer Partners, which is sited at 450 Walnut Avenue on Assessing Parcel #1203486001, which is separate from and surrounded by Franklin Park, which is located in the neighborhoods of Roxbury, Dorchester, Mattapan and Jamaica Plain." The vote did not authorize or finalize any change of use of park roads.

2. Does the Parks Commission vote on April 28, 2025 to approve the plan for White Stadium as proposed by the Boston Public Schools and the Soccer Team grant the team an irrevocable license to use the Parks Department's Playstead Road and Pierpont Road, or any other new or existing park roads in Franklin Park, for private commercial purposes for the duration of the 10-to-30-year Usage Agreement?

No. The Parks Commission vote did not grant an irrevocable license to BLFC or any private entity to use Playstead Road, Pierpont Road, or any other Franklin Park roads for private commercial purposes.

3. Does the Parks Commission vote also represent a vote to approve the easement required to unearth the parkland by Walnut and Seaver Streets on the north side of White Stadium in Franklin Park in order to install a new utility system into White Stadium as laid out in the renovation plans?

No easements were granted by the Parks Commission for utility work related to the stadium project. Utility work outlined in the renovation plans (see slide 27) falls under the Construction

Access License Agreement (CALA)—a temporary, revocable agreement issued by the Boston Parks and Recreation Department that governs access and construction activities within a park. Both the East and West sides of the project have obtained a [CALA document](#) which is linked here for your reference.

4. Does the vote include a vote to approve the commercial use and dispositions of protected land for the utility work needed and use of the protected parkways, Playstead and Pierpont Roads (or any other roads in Franklin Park) for commercial purposes?

No. As noted in slide 27 of the public hearing presentation, all construction access and utility connections are covered under the temporary CALA agreement which is not an easement or other disposition of park property. The Commission's vote approved the overall stadium renovation plan, not a new commercial use of any Franklin Park roads.

5. Please provide the findings of any appraisals that were conducted regarding the commercial value of the pedestrian and vehicular access and egress rights and utility rights granted under Section 4.2(a)(ii) of the Usage Agreement. If none were done, please explain why not.

There were no appraisals conducted regarding the value of the existing public pedestrian and vehicular access and egress rights referenced in the Stadium Usage Agreement. The referenced provision does not grant any utility rights.

6. Exhibit D in the Usage Agreement (attached and annotated), and the attached site map included in the latest revised transportation plan, appear to show a new paved roadway through protected parkland from Pierpont Road to the northwest portion of the White Fund Parcel and the new stadium. (Please see the area highlighted in yellow in the attached site map.) It appears to be the only vehicular access to the White Fund Parcel, which has no frontage on any roadway. What is the purpose of the new roadway? Did the Parks Commission vote to allow the construction of this new roadway through protected parkland for private commercial purposes?

The presentation that was made to the Parks Commission at its public hearing on April 28, 2025 included plans (see slide 32) that showed a new paved roadway that leads to the loading dock at the facility. The primary purpose of this loading dock is to serve Boston Public Schools (BPS) operations. It supports equipment loading for BPS coaches and access to storage areas that were undersized in the original design. On occasion, BLFC may also use the loading dock for operational needs. The loading dock was not only reviewed by Park's Commission but was also shown and approved by the Boston Landmarks Commission.

The Parks Commission's vote did not authorize any new road through protected Franklin Park land for private use. The Parks Commission voted unanimously to approve the plans for White Stadium as proposed by Boston Public Schools and Boston Unity Soccer Partners.

