BOARD APPROVED

MEMORANDUM **JANUARY 17, 2018**

TO: **BOSTON REDEVELOPMENT AUTHORITY**
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY (BPDA)*
AND BRIAN P. GOLDEN, DIRECTOR

FROM: JONATHAN GREELEY, DIRECTOR OF DEVELOPMENT REVIEW
MICHAEL CHRISTOPHER, DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW/GOVERNMENTAL AFFAIRS
TIM CZERWIENSKI, PROJECT MANAGER, DEVELOPMENT REVIEW
COREY ZEHNGEBOT, SENIOR ARCHITECT/URBAN DESIGNER
PHILLIP HU, PLANNER

SUBJECT: 60 KILMARNOCK STREET, FENWAY

SUMMARY: This Memorandum requests authorization for the Director of the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency ("BPDA") to: (1) issue a Scoping Determination waiving the requirement of further review pursuant to Article 80, Section 80B-5.3(d) of the Boston Zoning Code (the "Code") for the 60 Kilmarnock Street project located in Fenway (as further described below, the "Proposed Project"); (2) issue a Certification or Partial Certification of Compliance under Section 80B-6 of the Code upon successful completion of the Article 80 review process for the Proposed Project; (3) execute and deliver a Cooperation Agreement, an Affordable Rental Housing Agreement and Restriction, an Affordable Housing Agreement, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

* Effective October 20, 2016, the BRA commenced doing business as BPDA.

The 60 Kilmarnock Street project site is located on several parcels totaling approximately 2.16 acres. The first group of contiguous parcels comprises 60 Kilmarnock Street, 70-80 Kilmarnock Street, and 59-75 Queensberry Street and is bounded by existing buildings from 72 to 100 Peterborough Street to the north; existing residential buildings to the east; Queensberry Street to the south; and Kilmarnock Street to the west (the "East Site"). The East Site is approximately 74,263 square feet and currently contains two existing commercial buildings, two surface parking lots, and two parking garages containing approximately 300 parking spaces. The second group of contiguous parcels comprises 67-75 Kilmarnock Street and is bounded by Private Alley 933 to the north, Kilmarnock Street to the east, Queensberry Street to the south, and an existing residential building to the west (the "West Site"). The West Site is approximately 19,689 square feet and currently contains a single story retail building and a surface parking lot. Collectively, the East Site and the West Site are the "Project Site." The Project Site is in close proximity to the Back Bay Fens, commercial and entertainment amenities on Boylston Street and Brookline Avenue, and the Longwood Medical Area and educational institutions.

The Project Site is well-served by public transportation, and is within approximately a half mile of several Green Line Stations including Kenmore, Fenway, and Longwood, as well as the Yawkey commuter rail station. The Project Site is served by the 55 MBTA bus route.

DEVELOPMENT TEAM

The development team consists of:

Proponent:	60 Kilmarnock (Boston) Owner, LLC Jay Doherty John Sullivan Jacob Vance Michelle Bleau Adam Gibbons Richard Kershaw Mark Callahan Kathryn Perez
Architect:	CBT Architects Philip Casey

	David Nagahiro Henry Celli
Legal Counsel:	Goulston & Storrs PC Matthew Kiefer Peter Kochansky Jessica Caamano
Environmental/Permitting Consultant:	VHB Seth Lattrell Heidi Richards Quan Tat
Transportation Consultant:	VHB Sean Manning Ryan White
Civil Engineer:	VHB Mark Junghans Will Nichols
Landscape Architect:	Halverson Design Robert Adams

DESCRIPTION AND PROGRAM

The Proposed Project comprises approximately 426,500 square-feet of residential development with a small retail component. The East Site will contain approximately 366 units, an approximately 2,100 square foot retail space, and an approximately 1,100 square foot meeting/office space in an eight (8)-story, approximately 340,500 square foot building (the "East Building"). The West Site will contain approximately 77 units in an eight (8)-story, approximately 86,000 square foot building (the "West Building"). The East Building will have underground parking with approximately 165 spaces; the West Building will have underground parking with approximately 58 spaces. Parking and loading will be accessed from private alleys.

ARTICLE 80 REVIEW PROCESS

The Proposed Project is subject to Large Project Review under Article 80 of the Code. On December 13, 2017, in accordance with the BPDA's policy on mitigation as outlined in the Executive Order Relative to the Provision of Mitigation by Development Projects in Boston, the Proponent submitted a Letter of Intent for the Proposed Project. An Impact Advisory Group ("IAG") was formed as part of the review process.

On July 9, 2018, the Proponent filed a Project Notification Form ("PNF"), which initiated a 30-day public comment period, which was subsequently extended to September 10, 2018. Notice of the receipt by the BPDA of the PNF was published in the Boston Herald on July 9, 2018. The PNF was sent to the City's public agencies, as well as to the IAG members, pursuant to Section 80A-2 of the Code.

Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on July 23, 2018, with the City's public agencies where the Proposed Project was reviewed and discussed. Members of the IAG were also invited to attend the Scoping Session.

The BPDA sponsored a publicly advertised meeting on the project on August 8, 2018 at Simmons University. Advertisement for the public meeting ran in the *Boston Sun*, the *Boston Guardian*, and the *Fenway News* on July 26, July 27, and August 3, respectively. The meeting notice was also posted on the BPDA website, and distributed to the BPDA Fenway mailing list. The BPDA sponsored an additional public meeting on September 5, 2018 at the Fenway Community Center. Advertisement for the public meeting ran in the *Boston Sun*, the *Boston Guardian*, and the *Fenway News* on August 23, August 24, and August 31, respectively. The meeting notice was also posted on the BPDA website, and distributed to the BPDA Fenway mailing list.

On July 24 and August 28, 2018, the BPDA hosted IAG meetings at Simmons University. The meetings were open to the public, and were posted on the BPDA website and distributed to the BPDA Fenway mailing list.

On September 20, 2018, the BPDA issued a Request for Supplemental Information on the Proposed Project. The Proponent filed a response to that request on October 18, 2018. The BPDA sponsored a publicly advertised meeting on the response on November 7, 2018 at Simmons University. Advertisement for the public meeting ran in the *Boston Sun*, the *Boston Guardian*, and the *Fenway News* on

October 25, October 26, and November 2, respectively. The meeting notice was also posted on the BPDA website, and distributed to the BPDA Fenway mailing list.

The BPDA sponsored additional IAG meetings on November 8, 2018 and January 10, 2019, both at Simmons University. The meetings were open to the public, and were posted on the BPDA website and distributed to the BPDA Fenway mailing list.

The Proposed Project comes under the jurisdiction of the Boston Civic Design Commission ("BCDC") pursuant to Article 28 of the Code. The Proposed Project was approved by BCDC on Tuesday, January 8, 2019.

ZONING

The Proposed Project is located within the Fenway Neighborhood Zoning District, Article 66 of the Code. It is also located in the Neighborhood Design Overlay District, the Groundwater Conservation Overlay District, and the Restricted Parking Overlay District. The Proposed Project is located in two residential subdistricts: the Multifamily Residential/Local Services subdistrict and the Multifamily Residential-2 subdistrict. For the purposes of zoning calculations, the East Site and the West Site are considered separate zoning lots.

The uses contemplated for each site are allowed by-right in both subdistricts; except that the 1,100 square foot meeting/office space in the East Building may require zoning relief, depending on the classification of the expected use. Additionally,, if the retail use in the East Building is a restaurant, it would require a conditional use permit.

In both subdistricts, the maximum Floor Area Ratio (FAR) is 4. The FAR of the East Building will be approximately 4.6, and the FAR of the West Building will be approximately 4.2, so variances will be required. Both buildings will require variances to exceed the maximum Building Height of 75 feet. As the Proposed Project evolves through the design review process, variances for Usable Open Space per Dwelling Unit may be required. A variance will be required for a portion of the rear setback of the East Building. The East Building is providing approximately 165 parking spaces, fewer than the 278 required by the minimum parking requirement, so a variance will be required. A conditional use permit will be required because the Proposed Project is within the Groundwater Conservation Overlay District.

COMMUNITY BENEFITS AND MITIGATION

MITIGATION

- **K Street Clubhouse**
  The Project Site is currently home to K Street Clubhouse ("K Street"), a meeting place for people in recovery from various addictions that focuses on the LGBTQ communities. K Street hosts 19 meetings a week and has been in the neighborhood for more than 30 years. The Proponent has agreed to the following accommodations for K Street:
  - The Proponent has executed a tenant-at-will agreement with K Street for its current space until demolition on the Project Site begins;
  - The Proponent has committed to providing K Street with a temporary space during the construction period of the Proposed Project so that its operations can continue uninterrupted;
  - The Proponent will provide K Street with a long-term lease for an approximately 1,200 square foot space in the East Building.

- **Transportation and Public Realm Mitigation**
  - The Proposed Project will remove approximately 300 game-day and event parking spaces from the West Fens neighborhood. This removal, combined with the change in use, will result in reductions of peak hour traffic compared to current game-day and event conditions.
  - The Proponent will make the following public realm improvements in the areas immediately adjacent to the Project Site:
    - Re-pave portions of the public streets adjacent to the Project Site;
    - Replace and/or improve sidewalks and curbing adjacent to the Project Site; and
    - Replace and/or install trees in the public sidewalks adjacent to the Project Site, consistent with the context of the West Fens neighborhood.

COMMUNITY BENEFITS

In addition, the Proponent has agreed to provide the following community benefits to improve the Fenway neighborhood:

1. A contribution to the Friends of Ramler Park, a non-profit group that manages the City-owned Ramler Park.
    1. Recipient: Friends of Ramler Park
    2. Use: Improvements to and funding for an endowment fund for Ramler Park
    3. Amount: $100,000
    4. Timeline: $25,000 will be due within 60 days of issuance of a building permit by the City of Boston Inspectional Services Department ("ISD"). $50,000 will be due upon issuance of a certificate of occupancy by ISD. $25,000 will be due within a year of issuance of a certificate of occupancy.

2. A contribution to Operation P.E.A.C.E., a neighborhood nonprofit serving youth and seniors.
    1. Recipient: Operation P.E.A.C.E. Northeast
    2. Use: Upgrades including new furniture, storage, and technology, as well as youth programming.
    3. Amount: $20,000
    4. Timeline: The contribution will be due within 60 days of issuance of a building permit by ISD.

3. A contribution to the Fenway Community Center.
    1. Recipient: The Fenway Community Center at Viridian, Inc.
    2. Use: Funding for the Fenway Community Center.
    3. Amount: $10,000
    4. Timeline: The contribution will be due at issuance of a certificate of occupancy by ISD

- The Proposed Project will improve the condition of the private alley on the East Site, transforming the existing service alley into a more welcoming, pedestrian-friendly area (within some of the areas of the alley owned by the Proponent).

- The Proposed Project will create approximately 500 construction jobs, as well as permanent full- and part-time jobs associated with the on-site retail and property management.

- The Proposed Project will replace auto-dependent uses on the East Site with a more contextual residential development with a street façade consistent with neighboring buildings.

INCLUSIONARY DEVELOPMENT COMMITTMENT

The Proposed Project is subject to the Inclusionary Development Policy, dated December 10, 2015 ("IDP"), and is located within Zone A, as defined by the IDP. In Zone A, projects may meet this requirement through income restricting 13% of the units on-site ("On-Site IDP Units"), income restricting units in an area near the project, at a rate of 18% of the total units ("Off-Site IDP Units"), or through a contribution to the IDP Fund, also based on 18% of the total units.

On June 14, 2018, the BPDA Board approved an arrangement whereby the Proponent would make a $6 million contribution toward preserving affordable housing at the Newcastle/Saranac Apartments (Parcels 57 and 59 in the South End Urban Renewal Area). In exchange for having made this contribution, the Proponent has received credit for twenty-eight (28) Off-Site IDP Units.

Given that the total units in the Proposed Project is up to 443 units, if all IDP Units were to be provided on-site, the Proposed Project would be required to provide 57 units. The Proposed Project has received credit for 28 Off-Site IDP Units, which translates into 20.22 On-Site IDP Units. Therefore, the Proposed Project has a remaining commitment of 37 On-Site IDP Units.

The Proposed Project will have both rental and homeownership units, and the Proponent shall designate at least three (3) of the homeownership units as On-Site IDP Homeownership Units. Of the On-Site IDP Homeownership Units, at least half will be made affordable to households earning not more than 80% of AMI, and the remainder will be made affordable to households earning greater than 80% of AMI but not more than 100% of AMI. The remaining units will be On-Site IDP Rental Units, which will be made affordable to households earning not more than 70% of the Area Median Income ("AMI"), as published by the BPDA and based upon data from the United States Department of Housing and Urban Development ("HUD").

The location of the On-Site IDP Units will be finalized in conjunction with BPDA staff and outlined in (1) an Affordable Rental Housing Agreement and Restriction ("ARHAR"), pursuant to which rental prices and income limits will be adjusted

according to BPDA published maximum rents, as based on HUD AMIs, as available at the time of the initial rental of the IDP Units, and (2) an Affordable Housing Agreement ("AHA") for the homeownership, pursuant to which sales prices and income limits will be adjusted according to BPDA published maximum sales prices and income limits, as available at the time of the initial sale of the IDP Units.

IDP Units must be comparable in size, design, and quality to the market rate units in the Proposed Project, cannot be stacked or concentrated on the same floors, and must be consistent in bedroom count with the entire Proposed Project. In addition, in accordance with BPDA policy, fifteen percent (15%) of the IDP Rental Units should be built out as accessible for persons with a mobility or sensory disability (also known as "Group 2" units). These units may come from the units already required under Massachusetts building code.

The ARHAR and the AHA must be executed along with, or prior to, the issuance of the Certification of Compliance for the Proposed Project. The Proponent must also register the Proposed Project with the Boston Fair Housing Commission upon issuance of a building permit, and submit an Affirmative Marketing Plan (the "Plan") to the Boston Fair Housing Commission and the BPDA during the construction period. Preference will be given to applicants who meet the following criteria, weighted in the order below:

(1) Boston resident;
(2) Household size (a minimum of one (1) person per bedroom); and
(3) First Time Homebuyer (where applicable).

Where a unit is built out for a specific disability (e.g., mobility or sensory), a preference will also be available to households with a person whose need matches the build out of the unit. The City of Boston Disabilities Commission may assist the BPDA in determining eligibility for such a preference.

The On-Site IDP Units will not be marketed prior to the submission and approval of the Plan. The On-Site IDP Units may not be sold or rented prior to being marketed and filled with income and asset eligible tenants or buyers. A covenant will be placed on the On-Site IDP Units to maintain affordability for a total period of fifty (50) years (this includes thirty (30) years with a BPDA option to extend for an additional period of twenty (20) years). The household income and assets of any subsequent renter or buyer of the On-Site IDP Units must fall within the applicable

income and asset limit for each On-Site IDP Unit. The BPDA or its assigns or successors will monitor the ongoing affordability of the On-Site IDP Units.

The Proponent agrees to finalize the number of rental On-Site IDP Units and/or to make a partial unit contribution to the extent required by IDP upon finalization of the Proposed Project's unit count during the later phases of design.

RECOMMENDATION

BPDA staff believes that the PNF adequately describes the Proposed Project's potential impacts, satisfying the criteria for the issuance of a Scoping Determination Waiving Further Review under Section 80B-5 of the Code. It is therefore recommended that the BPDA authorize the Director to: (1) issue a Scoping Determination waiving the requirement of further review pursuant to Article 80, Section 80B-5.3(d) of the Code for the Proposed Project; (2) issue a Certification or Partial Certification of Compliance under Section 80B-6 for the Proposed Project upon successful completion of the Article 80 review process; and (3) execute and deliver a Cooperation Agreement, an Affordable Rental Housing Agreement and Restriction, an Affordable Housing Agreement, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

Appropriate votes follow:

VOTED: That the Director of the Boston Redevelopment Authority (the "BRA") be, and hereby is, authorized to issue a Scoping Determination under Section 80B-5.3(d) of the Boston Zoning Code (the "Code") which (i) finds that the Project Notification Form adequately describes the potential impacts arising from the 60 Kilmarnock Street project, located in the Fenway neighborhood of Boston(the "Proposed Project"), and provides sufficient mitigation measures to minimize these impacts; and (ii) waives further review of the Proposed Project under subsections 4 and 5 of Section 80B-5 of the Code, subject to continuing design review; and

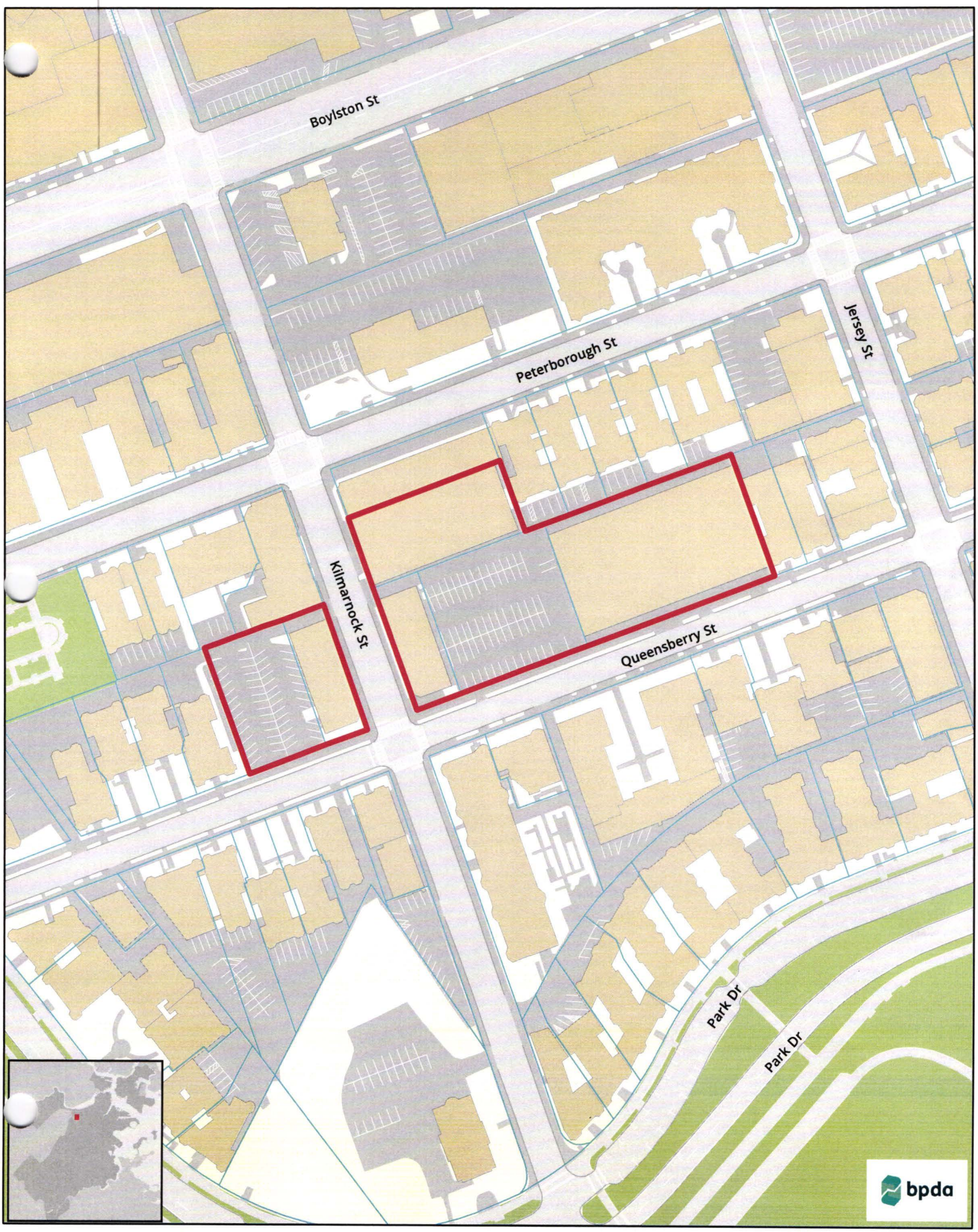
FURTHER VOTED: That the Director be, and hereby is, authorized to issue a Certification or Partial Certification of Compliance under Section 80B-6 of the Code

for the Proposed Project upon the successful completion of all Article 80 processes; and

FURTHER VOTED: That the Director be, and hereby is, authorized to execute a Cooperation Agreement, an Affordable Rental Housing Agreement and Restriction, an Affordable Housing Agreement, and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project, all upon terms and conditions determined to be in the best interests of the BRA.

60 Kilmarnock Street

1:1,600



60 Kilmarnock Street

1:1,600

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Tim Czerwienski <tim.czerwienski@boston.gov>

IAG Member Comments - Response to Supplemental Information

Fredericka Veikley [redacted] Fri, Nov 2, 2018 at 7:40 PM

[redacted]

Re: 60 Kilmarnock St. - incomplete responses by CCF to public comments

To: Tim Czerwienski

Thank you for sending the Cabot Cabot and Forbes' supplemental information to public comment letters that were submitted under Article 80 Development Review and Approval, which requires the proponent to address "all comments and feedback received during the comment period" (per BPDA September 19 memo).

Unfortunately, CCF did not address "all comments and feedback" submitted. Rather, the CCF response was largely a re-stating of their intentions to build what they already told us they intend to build. (For example, the response to requests for a 7-story as-of-right rendering was a re-statement of their plan to build an 8-story building). Nearly all of the serious questions and issues from individuals were simply not addressed. Will BPDA ensure the proponent responds to each comment letter raised before the project goes forward?

Especially noticeable in its absence was a formal response regarding the many issues raised around IDP precedent and procedures. The one statement supplied, however, was very alarming: "*The Proponent will continue to work with the City* (WHO?) *and the Newcastle/Saranac development team to reach agreement on how the Project will meet compliance with* ***the remainder of its IDP obligation***." (HOW DOES ANY "DEVELOPMENT TEAM" GET THE AUTHORITY TO DECIDE WHERE TO DIRECT IDP FUNDS?)
This jarring assumption is outside Article 80 procedures, and ignores directives of the IAG, Fenway residents, and the purpose of Fenway zoning.

As an IAG member and participant in the multi-year creation of Fenway Zoning, I am adamant that ALL OF THE REMAINING AFFORDABLE HOUSING (IDP) FUNDS REMAIN ON SITE as originally intended by Fenway zoning, with the purpose of mitigating the cost of workforce housing for qualified recipients in the Fenway. **I urge BPDA to respect this provision and ensure that all of the remaining affordable funds be directed on-site, *within* the development.**

I will be out of town all next week and will not be able to attend in person. Please see that these comments are conveyed at the upcoming meetings.

Thank you,

Freddie Veikley, Fenway resident and member of the IAG

Tim Czerwienski <tim.czerwienski@boston.gov>

60 Kilmarnock Street

Mathew Thall [redacted] Mon, Nov 5, 2018 at 4:38 PM
To: tim.czerwienski@boston.gov
[redacted]

Ladies and Gentlemen at BPDA

I write to strongly support the transfer of Inclusionary Development Policy funds that are obligated by the developer of 60 Kilmarnock Street to the Newcastle Saranac Preservation project that will be developed by Fenway CDC and Schochet Associates. The preservation of 97 units of affordable housing is absolutely critical for the City. I have been advised that The City currently plans to make no public funding commitment to this Section 13A project and has represented to the developers and other lenders that IDP funds will be the only "public" funding that will be available from Boston to save housing that will otherwise become student dormitories or investor owned condominiums. Exactly why BPDA needs to poll citizens to endorse a plan for providing critical capital to preserve low income housing in one of the most expensive neighborhoods of Boston is a mystery to me.

So... this citizen is asking you to do the right thing and allow or direct Cabot Cabot and Forbes to provide the IDP funds to the preservation project As you know, if these funds are not formally committed in the next 60 days the developers will be unable to close on the purchase of the at-risk property and it will most certainly be lost from the City's affordable housing stock.

Tim Czerwienski <tim.czerwienski@boston.gov>

Mass Alliance of HUD Tenants comments on Newcastle Saranac/Kilmarnock IDP Transfer

Carey Cabrera <[redacted] Wed, Nov 7, 2018 at 5:35 PM

[redacted]

Hello all,

Please see following comments from the Mass Alliance of HUD Tenants on Newcastle Saranac/Kilmarnock IDP Transfer-

"To Whom it May Concern:

Since 1983, the Mass Alliance of HUD Tenants (MAHT) has organized tenants in privately-owned, subsidized housing developments to save their homes as affordable housing. We have helped tenants save more than 8,600 apartments, one building at a time. In the Fenway, these include St. Botolph Terrace (52 apartments) on Mass Avenue and Burbank Gardens (55 apartments) in recent years, and Symphony Plaza (400 apartments) in the past.

Two years ago, MAHT began organizing tenants at Newcastle Saranac, an expiring use 13A property that has provided a home to 97 low and moderate income families in Boston. We have worked with the Tenants Association, led by incredible resident leaders including Rahel Berhe, in their negotiations with the city, state and potential buyers of the development. Tenants sought to save their as deeply affordable housing to protect those who live there now, and to provide affordable homes for families in search of housing stability in the midst of our city's housing crisis.

This transfer of IDP funds from Kilmarnock to Newcastle Saranac is key to preserving this housing for the people who currently live there, as well low and moderate income families who come after them. Without this money, Schochet Companies and the Fenway CDC will be unable to buy the property and save these homes. If the deal falls through, the tenants will be at serious risk of being put out on the street due to rising rents when current state restrictions expire in 2021. The loss of this building as affordable housing would also be a detriment to neighborhoods like the Fenway that have been gentrified and struggle to maintain the racial and socio-economic diversity that Newcastle Saranac provides today.

Newcastle Saranac is immediately across the Orange Line tracks from the historic Fenway Urban Renewal District, in what used to be the adjacent South End Urban Renewal District. It is located in the heart of the Greater Northeastern University area, which has spilled over the tracks in the past decade. For all practical purposes, the buildings are part of the greater Fenway neighborhood. Additionally, there are no other projects currently "in the pipeline" in the Fenway neighborhood that could accept this transfer, making Newcastle Saranac the best choice for these funds. In addition, more affordable units will be preserved at Newcastle Saranac than could be created at Kilmarnock, if the IDP commitment was made on site. About 30 project based MRVP units at Newcastle Saranac are affordable to very and extremely low income people, and more than 50 units affordable to low and moderate income families. On site inclusionary units at Kilmarnock would most likely be priced for higher income people. By contrast, the Newcastle Saranac preservation deal will provide incredibly needed deeply affordable housing and protect the most vulnerable members of our community.

Tenants at Newcastle Saranac love where they live. Many of them have lived in Boston their whole lives, and those who haven't have built their lives here in our city. Please approve the transfer of IDP money to Newcastle Saranac to prevent displacement and save their homes as affordable housing.

Sincerely,

Michael Kane, Director, Mass Alliance of HUD Tenants"

Thank you,

Carey Cabrera

Tenant Organizer

Mass Alliance of HUD Tenants

42 Seaverns Ave, Jamaica Plan MA 02130

[redacted]

Tim Czerwienski <tim.czerwienski@boston.gov>

Preservation of Newcastle-Seranac Affordable Housing with Fenway IDP funds

Joanne McKenna <[redacted] Wed, Nov 7, 2018 at 5:21 PM

[redacted]

I am writing to support the transfer of IDP funds from 60 Kilmarnock to Newcastle-Saranac to preserve the affordable housing for the 97 households at significant risk of displacement. As one of the owner/residents of the First Fenway Cooperative, I understand the direct connection between long term community stability and the preservation and expansion of affordable housing opportunities.

Newcastle-Saranac, affordable state-subsidized property, is facing an urgent situation with a possible loss of its affordable housing and displacement of 97 households due to the expiration of the state subsidy. Newcastle-Saranac needs to be preserved given the fact that the property is steeply affordable and includes 60 family sized units (2+ Bedrooms). Newcastle-Saranac is not directly in the Fenway, but it is close, located immediately adjacent to the Fenway neighborhood. They are our immediate neighbors and need our help. In addition, at the time of the $6 million-dollar transfer there were no suitable alternative Fenway sites or projects that would fit within the required timeframe

The lack of affordable housing is a huge issue and crisis in Boston. Various agencies need to work together to find solutions that ensure safe affordable housing for all of our residents. I urge Cabot, Cabot and Forbes (CC&F), the BPDA and the City of Boston to approve an initial transfer of $6 million to Newcastle-Saranac. I support the transfer of additional funds, as necessary, to ensure the preservation of 97 units of affordable housing in perpetuity.

Only by working together will we, as a City, be able to make progress in providing safe affordable housing for all of our residents. Due to the efforts of DND, BPDA, CEDAC, Mass Housing and DHCD together with the Fenway CDC, we are on the path to preserving Newcastle-Saranac as affordable housing and keeping Mayor Walsh's promise to keep Boston home for people of all people, not just the wealthy. Please honor the good work of all of these agencies and neighbors by approving this request.

Sincerely,

Joanne McKenna, First Fenway Coop Owner and Fenway CDC Board Member

149 Mass. Ave. Boston, 02115

Tim Czerwienski <tim.czerwienski@boston.gov>

Newcastle-Saranac housing

Karla Rideout <[redacted]> Wed, Nov 7, 2018 at 7:09 PM

[redacted]

I am writing to support the transfer of IDP funds from 60 Kilmarnock to Newcastle-Saranac to preserve the affordable housing for the 97 households at significant risk of displacement. Our city is quickly becoming a place where low and middle income people cannot reside. I have lived in the First Fenway Cooperative since its inception in 1980, and I understand the direct connection between long term community stability and the preservation and expansion of affordable housing opportunities.

Newcastle-Saranac, affordable state-subsidized property, is facing an urgent situation with a possible loss of its affordable housing and displacement of 97 households due to the expiration of the state subsidy. Newcastle-Saranac needs to be preserved given the fact that the property is steeply affordable and includes 60 family sized units (2+ Bedrooms). Newcastle-Saranac is not directly adjacent to the Fenway. At the time of the $6 million-dollar transfer of these IDP funds there were no suitable alternative Fenway sites or projects that would fit within the required timeframe

The lack of affordable housing is a huge issue and crisis in Boston. Various agencies need to work together to find solutions that ensure safe affordable housing for all of our residents. I urge Cabot, Cabot and Forbes (CC&F), the BPDA and the City of Boston to approve an initial transfer of $6 million to Newcastle-Saranac. I support the transfer of additional funds, as necessary, to ensure the preservation of 97 units of affordable housing in perpetuity.

Only by working together will we, as a City, be able to make progress in providing safe affordable housing for all of our residents. Due to the efforts of DND, BPDA, CEDAC, Mass Housing and DHCD together with the Fenway CDC, we are on the path to preserving Newcastle-Saranac as affordable housing and keeping Mayor Walsh's promise to keep Boston home for all people, not just the wealthy. Please honor the good work of all of these agencies and neighbors by approving this request.

Sincerely,

Karla Rideout

149 Mass. Ave.

Boston

B

Tim Czerwienski <tim.czerwienski@boston.gov>

Preserving the Affordable Housing in the Newcastle/Saranc Development and the Economic Diversity of the Fenway Neighborhood

Jonathan Cohn <[redacted] Thu, Nov 8, 2018 at 6:30 PM

[redacted]

Dear Councilors, Representatives, Senator, and Members of the BPDA Leadership,

I am writing today to thank you for your support for the Fenway CDC's proposal to use Inclusionary Development funds from the 60 Kilmarnock project to preserve affordable housing at the Newcastle-Saranac development on Columbus Avenue.

I live just several blocks away at 270 Huntington Avenue, adjacent to the iconic Huntington Theatre. In my five years there, I have appreciated the diversity of the neighborhood, especially the economic diversity it has been able to maintain due to affordable housing stock that has been preserved.

The units in the Newcastle/Saranc are expiring use properties. If no steps are taken over the next few months, the 97 households there would be at risk for displacement as their homes are converted to market-rate apartments.

As new towers go up around the city and sterile, unaffordable new neighborhoods like the Seaport are created, the urgency of preserving and building affordable housing is clear.

Sincerely,
Jonathan Cohn
Fenway resident

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Tim Czerwienski <tim.czerwienski@boston.gov>

Applying the 60 Kilmarnock St. IDP Funds to Preservation Affordable Housing at Newcastle-Saranac

ERIC DANIEL <[redacted]> Thu, Nov 8, 2018 at 4:00 PM

[redacted]

As a follow up to the meeting last night about the project at 60 Kilmarnock Street, I am writing to express my continuing support for the proposed use of IPD funds generated by the project to preserve the steeply affordable housing at the Newcastle-Saranac apartments. After a very frank discussion, compassion for the current residents of the project prevailed over some frustration with the crisis-driven plan and its development process.

The meeting turned toward consensus after an insightful discussion of the need for new, predictable sources of revenue dedicated to expanding and maintaining the city's supply of affordable housing. The unpredictable flow of IDP funds and the difficulties of applying funds generated in a neighborhood to its specific needs were discussed as well. At the end of the meeting, neighborhood groups and residents were in agreement that their shared values were the important thing, and that the scarcity of resources may have contributed to the earlier tension.

It should also be mentioned that the developer CCF is in favor of this plan and continues to be willing to provide the IDP funds in advance.

In sum, I urge the BPDA to approve and expedite the use of IDP funds generated by the 60 Kilmarnock Street project to help preserve the affordable housing at Newcastle-Saranac; for I believe that there is now a deep and unified consensus supporting

the plan.

Eric Daniel
221 Massachusetts Avenue
Boston, MA 02115-3519

[redacted]

Tim Czerwienski <tim.czerwienski@boston.gov>

Comments on 60 Kilmarnock Street from an IAG Memeber

Edward Ballo [redacted] Fri, Nov 9, 2018 at 4:00 PM

[redacted]

Dear Tim,

Thank you for leading and moderating the public and IAG meetings for the 60 Kilmarnock Street project over these last few months.

Your efforts have not gone unappreciated!

A bit of context about myself and my commitment to building a better 60 Kilmarnock Street.

I have been living in the Fenway since 1995, and since 2004 have been the proud owner of a small condo at 62 Queensberry Street. I purchased my condo through the City of Boston First Time Home Buyer Program. ***My building is DIRECTLY across the street from the 60 Kilmarnock building parcel***.

First and foremost, I do **NOT** object to the development of the parcel. The site in its current state, is woefully underused and adds nothing to the character and vibrancy of Queensberry Street or the West Fens. Further, the current site does not reflect the reality of real estate development or the economy in the city of Boston.

That said, I do have concerns about the development of the site and I have teased these out below:

1. **IDP Funding and the Newcastle-Saranac Building:** The public meeting of November 7 was pivotal for me in the sense that all parties present, (concerned

neighbors, IAG members, Fenway CDC and K Street representatives) **support saving Newcastle-Saranac.** Many of us at the meeting found the input of the residents of Newcastle-Saranac to be quite compelling. At issue however, are two items which both revolve around the IDP process and funds. First, is the transparency (or lack thereof) of the actions of the Fenway CDC to allow IDP funds destined for Kilmarnock St. to be used to save Newcastle-Saranac, and second is the fate of any unused IDP monies. As to the question of transparency, Fenway CDC has apologized for the lack of public notification and involvement, explaining the urgency of the Newcastle-Saranac purchase. Further, the CDC has explained to my satisfaction, that this was an exceptional situation, which is *highly unlikely* to be repeated in the future. The Fenway CDC has a long history of creating, sustaining and advocating for housing affordability and I place my confidence in the better judgment of this agency. As to the question of any leftover IDP monies, I strongly **urge the city to require that these funds go to 60 Kilmarnock** and further, that the city explore the possibility of using any IDP funds already in city coffers to **enhance affordability opportunities** at 60 Kilmarnock.

2. **Height, seven stories versus eight**: As was deftly pointed out in our most recent IAG meeting with developers on Thursday evening, November 8th, the height restrictions in the West Fenway were the result of years of work between various agencies. The "Urban Village" plan along Boylston Street was created which allowed for greater density and height. In the last 10 years this three-block section has been transformed from what was a fast food/gas station/open parking lot "strip" into a vibrant extension of the Back Bay and critical link between Back Bay and the Longwood Medical area. By the same token, the same agencies that crafted these height and density restrictions recognized the unique character of the residential enclave directly behind Boylston Street which extends over to the Back-Bay Fens and which encompasses the Kilmarnock Street parcel. The height restriction here is 7 stories to protect the character of the neighborhood, character that no doubt drew Cabot, Cabot and Forbes (CCF) to the site in the first place! Therefore, I sincerely appeal to the city to cap the CCF development at **SEVEN STORIES** and that **no height variance be issued**.

An interesting aside with regards to the 7 or 8 story debate, is that during at least two public meetings with the developer, it was alluded to that once a project moves from 7 to 8 stories, different construction methods come into play. This was presented as a wood-frame at 7 stories to steel-frame at 8, with steel being preferable for safety and re-sale value. The 7 to 8 stories "breaking point" struck me as odd. I work at MIT and I took the question to a professor who holds an appointment in the Department of Civil (and Environmental) Engineering and who

has over 50 years of experience not just in real estate and construction, but who also specializes in the (relatively new) field of "flexible construction and design". This professor said simply that from a building technologies point of view, one can build with steel for whatever height one wishes, and to allude to the contrary is disingenuous.

3. **Massing/Design:** I do want to take this opportunity to applaud CCF and the architectural team at CBT for their sensitivity and willingness to modulate the design to date. Their efforts to accommodate K Street, reduce the scope of the retail component along the Kilmarnock Street and modulate the façade (to reduce the appearance of bulk and echo the neighboring buildings) display a willingness to work with the community. It is my hope that this willingness will continue for the benefit of those of us who will live near this project for decades to come.

Best Wishes,

Ed Ballo

Ed Ballo

Admissions and Program Assistant

Technology and Policy Program

Institute for Data, Systems, and Society

Massachusetts Institute of Technology

77 Massachusetts Avenue, Room E17-373

Cambridge, MA 02139

U.S.A.

"You will not be punished for your anger, you will be punished by your anger."

Buddha

"If we cannot do great things, we can do small things in a great way."

Melnea Cass (1896-1978) Civil Rights Advocate:

B

Tim Czerwienski <tim.czerwienski@boston.gov>

Comments on Kilmarnock project and Newcastle IDP funds

Conrad Ciszek [redacted] Fri, Nov 9, 2018 at 8:45 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

Dear Tim:

I am writing to you today to submit a written version of my comments and concerns regarding the Kilmarnock project and the use of IDP funds for the New Castle housing.

As stated at the meeting last Wednesday, there is an emergency situation that exists with regards to the loss of affordable housing at Newcastle where many individuals and families are at risk of homelessness. As indicated, based on the current program structure, a sale of the property and expiration of the current program will not enable these tenants to obtain housing vouchers. Therefore, they will be lead no option but to either pay for what will essentially be excessive market rate rental levels far beyond their income means or be involuntarily displaced risking homelessness and residency in the streets. Given most if not all of their financial situations the ladder situation maybe what they would ultimately face, which can be dangerous for families with elderly and young children.

The aforementioned prediction can be totally avoided if the mayor, Sheila Dillon, the BPDA, and other parties act responsibly by allocating the IDP funds for the Fenway CDC to purchase and rescue the property. The use of IDP funds in this regard will ensure the rescue and preservation of this essential affordable housing property for the current tenants and future Generations who need affordable housing and then already scarce and merciless housing market for low and moderate-income individuals.

This is an opportunity for the Mayor and his administration to step up demonstrate that they are truly committed to affordable housing. Just stating that there is a commitment for affordable housing at speeches, political campaign events, rallies and ribbon cutting ceremonies are meaningless without any action or follow up. This is the opportunity for the mayor and his administration to follow through on their commitments in these speeches with regards to affordable housing. If the IDP funds do not rescue Newcastle and Newcastle transforms into high-end exorbitantly priced rental housing, million dollar condos, or perhaps another dorm for a a nearby Collegiate institution that pays little to no property taxes, then the mayor and the administration will be on the record for failing to save these families and individuals from being involuntarily displaced and potential homelessness. Therefore, in the best interest of virtually rescuing many vulnerable elderly, disabled and low-income families from facing displacement and homelessness I strongly urge that the IDP funds from the Kilmarnock project be used for the rescue of Newcastle housing. I am confident that the mayor and the administration Will fulfill their claim for commitments to affordable housing by doing the right thing in this regard. Thank you for this opportunity to accept my comment. I am carbon copying my neighbors and fellow community members as well as our elected officials to demonstrate and confirm I submit a comment and position on this proposal.

Thank you for this opportunity to allow me to express my position.

Sincerely,

Conrad Ciszek
Fenway resident

Sent from Yahoo Mail on Android

Saint Cecilia
PARISH

Tim Czerwinski, AICP
Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, Massachusetts 02201

RE: **60 Kilmarnock Street – Support of Transfer of IDP Funds to Preserve Newcastle-Saranac & K-Street Clubhouse**

I am writing on behalf of Saint Cecilia Parish, which also operates McBride House and St. Cecilia House located at 70 Queensberry Street and 108 Kilmarnock respectively. The properties abut the proposed development at 60 Kilmarnock Street. As an abutter and a religious institution whose service area includes the Fenway neighborhood, we wish to convey our support for the preservation of K-Street Clubhouse as well as the transfer of the necessary IDP funds from 60 Kilmarnock to Newcastle-Saranac to preserve the affordable housing for the 97 households who are at significant risk of displacement.

Newcastle-Saranac, which has been and, hopefully, will continue to be affordable housing, needs to be preserved particularly given the fact that the property is steeply affordable and includes 60 family sized units (2+ Bedrooms). Newcastle-Saranac is located immediately adjacent to the Fenway neighborhood. We should not forsake our obligation to be of service to neighbors in need due to arbitrary boundaries that only serve to limit our collective ability to craft solutions that ensure safe affordable housing for all of our residents. The distance between the Fenway border and Newcastle-Saranac is measured in feet not miles. We commend Cabot, Cabot and Forbes (CC&F), the BPDA and the City of Boston with respect to the approval of an initial transfer of $6 million to Newcastle-Saranac. We also support the transfer of additional funds, as necessary, to ensure the preservation of these 97 units of affordable housing in perpetuity.

We also applaud CC&F and BPDA for working diligently to craft a solution that ensures resolution of the K-Street Clubhouse's potential displacement. The Clubhouse, particularly during this time of significant struggles to stem the tide of addiction, is a significantly important and unique community asset of great service to the Fenway neighborhood and the City of Boston. The planned build out of a new, permanent location for K-Street Clubhouse by CC&F is an extraordinary community asset that is human centered and a benefit that will continue to save lives.

Sincerely,

Reverend John Unni
Pastor

18 Belvidere Street | Boston Massachusetts 02115 | T 617 536 4548 F 617 536 1781 | www.stececiliaboston.org

Tim Czerwienski <tim.czerwienski@boston.gov>

Transfer of Inclusionary Development Program (IDP) funds from 60 Kilmarnock Street

Colleen Fitzpatrick [redacted] Fri, Nov 16, 2018 at 3:56 PM

[redacted]

Dear Public Officials,

Please accept the following comment with regard to the incoming development at 60 Kilmarnock St, submitted on behalf of Judy Burnette of 20 Charlesgate West

November 13, 2018

Subject: Transfer of Inclusionary Development Program (IDP) funds from 60 Kilmarnock Street

to Newcastle-Saranac at 599-627 Columbus Avenue

I am writing in support of Fenway CDC's effort to transfer and use Inclusionary Development Program (IDP) funds from the proposed residential development at 60 Kilmarnock Street to Newcastle – Saranac located at 599- 627 Columbus Avenue where 97 households are at risk of displacement. Transfer of IDP funds would enable the Fenway CDC to preserve these units as affordable housing into perpetuity.

As a long-term Fenway/Kenmore resident at Our Ladies Guild House (OLGH) at 20 Charlesgate West wherein the owners are attempting to evict older residents in an attempt to move away from its charitable mission of providing affordable housing to low income women, students, and women in retirement in order to rent to students and professional women at market rate, I understand the potential of displacement of residents in the Fenway CDC service area who face the loss of their affordable housing that could occur unless FCDC is able to preserve these affordable housing units.

It is my understanding that Fenway CDC, a non-profit affordable housing developer, has the support of the City of Boston and Mass Housing. Fenway CDC will be the 100% owner of Newcastle-Saranac.

Boston has an affordable housing crisis. The Fenway CDC has built a team of Boston and Massachusetts public entities that view the Newcastle-Saranac project as a means to alleviate to some extent this crisis.

I believe that this a worthy and much-needed project. I wholeheartedly support the Fenway CDC, the team it has built, and its foresightedness in addressing the growing need for affordable housing.

Yours truly,

Judy Burnette

20 Charlesgate West

Boston, MA 02215

From: Judy Burnette [redacted]
Sent: Friday, November 16, 2018 1:53 PM
To: Colleen Fitzpatrick
Subject: Revised Letetr of Support

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2 attachments

Letter in support of FCDC.docx
22K

Letter in support of FCDC.docx
22K

Tim Czerwienski <tim.czerwienski@boston.gov>

60 Kilmarnock Street Project

Brenda Lew [redacted] Sat, Nov 17, 2018 at 9:11 AM
To: tim.czerwienski@boston.gov

To: Tim Czerwienski
Project Manager
Boston Planning and Development Agency

From: Brenda Lew
Fenway Resident

Re: 60 Kilmarnock Street Project

The project should **not** exceed the zoning height and be no more than 7 stories high. While other changes have been made, this is one that needs to happen.

We do support their use of emergency IDP funding to save the Newcastle-Saranac Project tenants. In the future, should such a need arise in the Fenway, the BPDA should take note of their support on this occasion.

Brenda Lew
Fenway Resident
Resident

ers come out in support of using the required Inclusionary Development funding to save 97 households of steeply affordable housing at Newcastle-Saranac, 599 Columbus Ave. There is no other affordable housing project closer to the site where these funds could be used. However, our neighbors at Newcastle-Saranac are at risk of losing their affordable apartments, and would surely be displaced without this intervention.

Tim Czerwienski <tim.czerwienski@boston.gov>

60-80 Kilmarnock

john bookston [redacted] Sun, Nov 18, 2018 at 11:16 PM
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Tim Czerwienski, Project Manager
Boston Planning and Development Authority
One City Hall Square
Boston MA 02201

Re: 60 Kilmarnock Street
via E-mail: Tim.Czerwienski@boston.gov November 18, 2018

Dear Tim:
The preferred solution for the neighborhood is to insist on on-site low income and middle income units if a builder wants any exemption from regulations. We want a mixed-income neighborhood to thrive in Fenway.
The pre-negotiation of any conditions is unfair to a neighborhood.
John Bookston, as an individual, not on behalf
the FCA.

November 18th, 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Via Email

Re: 60 Kilmarnock Street
Cabot, Cabot & Forbes

Dear Mr. Czerwienski,

I am writing as an Impact Advisory Group (IAG) member to comment on Cabot, Cabot & Forbes' (the Proponent, CC&F) Supplemental Information Document & Public Meeting Presentation for 60 Kilmarnock Street (the Project), submitted respectively on October 18th and November 7th, 2018. As an IAG member and resident, I have several serious concerns with the Project which have been repeatedly expressed in writing, public meetings, and IAG meetings but not adequately addressed.

It is disappointing as long-time Fenway resident who has taken considerable time to serve on an IAG and to formally submit detailed written comments that the BPDA and Proponent are not taking the public process seriously. My previous questions and comments remain unanswered. Despite the IAG's role to identify project impacts and recommend mitigation, payments were negotiated prior to the seating of the IAG and are being finalized at City Hall without public consideration or scrutiny; while IAG and resident comments about height, density, and affordability remain ignored. There is a difference between what comprises a real public process and one that pays it lip service. Each public meeting has essentially been an updated presentation by the Proponent, based on their goals, with slight evolution based on comments from the Boston Civic Design Commission, rather than a formal response to public & IAG comments. This conduct by the Proponent and the BPDA creates the appearance that both approval of the Project and direction of IDP and mitigation funds are a forgone conclusion. Such conduct does not inspire confidence that *any* resident's participation, either as IAG representatives or members of the public, will have a measurable effect on this project or any project's outcome.

The Supplemental Information Document plainly states the Proponent did not address, "all written comments and feedback" submitted in response to the Project Notification Form; rather, like the public meetings, the Proponent provided overly broad synopsis from their viewpoint, re-stating their intentions to build what they already stated they wanted to build.

I request that substantive, detailed responses to questions submitted to the BPDA be provided to the public and the IAG before the conclusion of Project review, and that until these numerous issues are resolved in a continuing public process, that no Project approval be allowed by the BPDA.

Most egregiously, despite multiple requests throughout months of review, a developed zoning-compliant version of the project was never presented at a public meeting. Three simple renderings were presented to the IAG on November 8th and, despite assurances at that meeting, these images were not

posted on the BPDA's website for the public. These renderings simply removed the top floor and were not accompanied by any supporting plan changes, comparative elevations along Kilmarnock of Queensberry Streets to provide an appropriate comparison of scale, an estimate of project differences by square feet, unit numbers and type, or plans of how configurations to accommodate zoning compliance might retain unit counts. The renders the IAG viewed were based on an older iteration of the project prior to revisions in response to BCDC comments. This minimal effort has the appearance of providing nothing beyond eyewash to the IAG without exerting a reasonable effort to develop a zoning compliant alternative. It is unfortunate that the BPDA does not appear to be taking a position to require the proponent to provide a serious alternative scheme which complies with zoning.

The Proponent further appears adamant about constructing these buildings at 89' height out of steel, which leads me to believe they are marketing to upmarket rather than mid-market. It is a significant cost escalation in labor & material to construct the buildings out of steel rather than the contemporary practice of five stories of fire retardant treated wood over a 1-3 story noncombustible steel or concrete podium; it is an additional expense to exceed the 75' hi-rise construction requirements & 85' height limit on wood buildings in the building code. The only financial motivation to develop buildings of this scale in steel rather than lumber over a podium is the ability to obtain greater floor to floor heights to command higher market pricing. This is contrary to neighborhood's goals for creation of middle-income housing in the pre-war core of the Fenway. Numerous public comments to the BPDA have requested a zoning-compliant height. Public meeting input and written comments all have also stressed this neighborhood's desire for mid-market housing - the type of housing that is lacking in the Fenway. If a neighborhood has voiced this desire, and if all data supports the legitimacy of these requests, it is incredible to comprehend the lack of responsiveness of the Project to these requests.

In my previous comments, I detailed my concerns regarding excess height due to issues of scale and the risk of escalating detrimental real estate speculation in the Fenway. It is disturbing to me as an IAG member and a resident, that I must beg a city agency to enforce zoning regulations and not kowtow the whims of a developer or other political interests. What does it do to the rule of law, if the law is so malleable in interpretation, not equitably enforced, and so quickly discarded by those with the authority to enforce it? The community came together to write the Fenway zoning, it is the law, and to ignore it is to ignore the community. It is a further shame to read that as we lose our zoning compliance and our affordability, that funds negotiated outside of this Article 80 process are going to preserve what we don't have and continue not to get – mid-market housing for a neighborhood that greatly needs it.

I request the Proponent present a serious zoning-compliant proposal for the IAG and the public to review, including exploration of wood framed structures to better achieve affordability.

With regards to the Inclusionary Development Policy funds, I am alarmed at the statement in the Supplemental Information Document, *"The Proponent will continue to work with the city and the Newcastle Saranac development team to reach agreement on how the Project will meet compliance with the remainder of its IDP obligation."* Why is the Newcastle Saranac development team allowed to negotiate behind closed doors with the city to determine the allocation of IDP funds? How is that not a conflict of interest when those parties stand to benefit from offsite development and a usurpation of the role of the IAG to identify potential strategies for mitigating project impacts? Why is the City indicating that it can't guarantee that IDP money won't ever be allocated prior to the IAG process again in violation of policy?

When this subject came up at the most recent public meeting, the BPDA confirmed there are discussions at the city level to determine whether to allocate all Project IDP funds to Newcastle Saranac. Prior to the seating of the IAG, and in violation of city policy, a significant amount of IDP funds (approximately six million dollars) were allocated to this South End development with the justification from the City that this was part of an emergency preservation effort. At the most recent public meeting, the Proponent indicated they now required the entirety of IDP funds in order to make the project viable. It is unclear how the offsite project went from being "preserved" with half of the IDP contribution, to remaining "at risk" without the entirety of the IDP fund. Whereas the Proponent already contributed a large sum to the co-developer and the city has other resources and major development projects underway, I request other neighborhoods engage in burden sharing to ensure remaining IDP funds are used for on-site affordable unit creation in the Fenway.

In the Fenway, great differences and impacts exist between projects that create affordable on-site housing to mid-income residents and those that don't. The City should not remove the entirety of housing benefits for a neighborhood with desperate need for working family housing to give entirely to another neighborhood.

I said this in my last letter and the argument remains,

"This is yet another case where affordable housing creation funds from neighborhood projects, which were intended for on-site or at least in-neighborhood workforce housing development, have been sent outside the neighborhood as part of a major project without community stakeholder input. The city seems to be fine with the creation of high end luxury housing and the preservation of low income housing, with most funds leaving the neighborhood, while ignoring the middle class in the Fenway. It is a consistent problem that working middle class families are driven out of the neighborhood due to rising housing costs and a lack of units appropriate to accommodate families. The creation of workforce housing for the middle class was identified as a priority in our consensus based zoning and trend of the neighborhood thanks to city policy and action has been to stratify the community and drive out the middle, often to the financial benefit of other neighborhoods which have not undertaken the process of rezoning."

I request the remaining IDP Project funds to be utilized on-site, in a project which complies with the Fenway's zoning.

I demand the Article 80 review to follow regular order and stop being the appearance of process without real process. I don't know how many more times I can repeatedly take the time to write and attend meetings to express the same comments and concerns for them to be duly ignored.

Sincerely,

Matthew Brooks
Impact Advisory Board Member

CC: City Councilor Josh Zakim
Yissel Guerrero, Mayor's Office of Neighborhood Services

Gregory J. Dorchak, J.D., Ph.D.
IAG Member
16 Queensberry St
Boston, MA 02215

November 18, 2018

Mr. Tim Czerwienski
Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 60 Kilmarnock Street, Fenway – IAG Comments

As an IAG member, this development creates at least two neighborhood impacts that need to be addressed. The first, in how it will contribute to the issues faced by the neighborhood's middle income residents, and the second in how its height will impact the community.

Middle-income residents

A strong neighborhood offers a full spectrum of price-points in housing stock, ranging from units for low income homebuyers to luxury housing stock, and most importantly, everyone in between these two poles.

As luxury units in the Fens—which would include those proposed in this development—drive the more moderate priced housing upwards, residents earning the middle-range of the spectrum are being priced out of the city. These legitimate needs of the neighborhood seem ignored by this current development. At one open meeting, a developer laughed at the idea that families earning $80,000-$100,000 would need units considered "affordable." But these same families could not afford even a studio apartment offered in this development, nor could they afford most of the options available in the West Fens. Even though there is not an "apples to apples" comparison, when comparing this new development to the existing older housing stock in the West Fens, the prices of the existing older housing stock will still be driven up by this development.

A report from the Boston Foundation issued last month showed that the city lost more than 15,000 middle income households, while gaining 43 thousand high-income households and 30 thousand low-income households. This report showed that families earning the area's median income, cannot afford to live in the city—including the West Fens. This report illustrated the impact of developments like this one.

Additionally, this month the city issued a report detailing the inventory of income-restricted housing. While it is nowhere near as stark as Back Bay, Fenway is at the lower end of neighborhoods with income-restricted housing inventory. This shows the lack of city concern, overall, for the Fenway neighborhood.

This development will impact this neighborhood by making it more difficult for middle-income residents who are here, to continue to stay here. This is not an abstract concern, but one that has played out in data, and is the failing of how this city has already addressed developments like this one. This development will make it more difficult for middle-income residents to move into

the neighborhood. This can be mitigated by securing housing stock for middle-income residents as part of this development.

Height

Allowing a variance to build this development at eight stories creates dangerous precedent. If allowed, it will entice developers to purchase property on Queensberry and Peterborough with the goal of making a nine or ten story development. These streets are some of the most underrated and beautiful streets of Boston, and they are that way because of their unique design. While this development arguably takes the place of an existing blighted parking lot, allowing the variance to allow such a structure invites other developers to destroy the uniqueness that gives this neighborhood its character. More so, the stark contrast between restaurant row on Peterborough and the new development is striking, even with the design changes that attempt to mitigate that appearance.

Thank you for the opportunity to comment.

_____

Gregory J. Dorchak, J.D., Ph.D.
IAG Member

Tim Czerwienski, Project Manager
Boston Planning and Development Authority
One City Hall Square
Boston MA 02201

Re: 60 Kilmarnock Street
via E-mail: Tim.Czerwienski@boston.gov November 18, 2018

Dear Tim:

I am writing as a Fenway resident to comment again on the proposed project (the "Project") by Cabot, Cabot, and Forbes (the "Proponent") located at 60-80 Kilmarnock Street in the West Fenway.

I attended the IAG meeting held at Simmons College on November 8 and have viewed all project documents and comments. My comments repeat previous concerns that impact community ability to meaningfully participate in its own development and meet its housing needs, existing procedural concerns, as well as project-specific requests.

1) Groundwater Conservation Overlay District (GCOD) interpretation: I was an initial member of the group who met to develop the Groundwater Overlay and its representation. I repeat that GCOD was developed after Fenway zoning, and that zoning variances for neighborhood development never considered what future protection overlays would bring to development massing and housing. Had it done so, it may well have calculated this into Article 66. The city's interpretation has contributed directly to the Project's increased height, its calculation for affordability, and ensuing offsite contributions. I request a revisitation by the BPDA of this interpretation. A protection solely meant to assure compliance with environmental standards was never meant to result in increased height and impact or adverse impact to housing affordability and stability.

2) Affordability: I have viewed documents detailing city housing contributions and neighborhood affordable units created through Article 66. A brief summary is that potential for housing creation at the 80-120% range has been lost through offsite contributions over the past decade. These payments have been supported by the city in lieu of onsite affordability, resulting in net loss of a range of housing that our zoning indicated was needed. I urge the Proponent and the BPDA to explore the ability to add units in this range to its remaining onsite development.

3) The city, though apologetic for the pre-negotiation of offsite contributions to expiring use projects, is unwilling to state its assurance not to repeat these practices in future development, either for our neighborhood or others. I believe this position to be a detriment for our zoning and community, in as much as I support the need for affordable housing in the city. These conversations should not result in pitting a community against itself. Why can we not both save expiring use housing in Boston as well as provide needed onsite housing within our own communities, especially where a project with significant mass and impacts is proposed? This discussion of process and a larger conversation about how the city responsibly plans for and funds extensions of existing housing stock deserve to be had in a way that engages all of us.

We have lost IDP funds to help secure Saranac, but I ask that the city work concertedly to locate additional funds as needed through other resources. It is highly unfair for a community to be robbed

of the ability to realize onsite development of housing while experiencing its development impacts. Please help us to negotiate a fair outcome for all.

The following comments are to the specific project proposal:

4) Height: Roughly as many written comments about preservation of expiring use housing were made about the project's height, with a request for compliant 75' height. There has not been any detailed exploration of what a project could accomplish without steel construction to bring down height, construction costs, and increase unit affordability. Because this issue impacts inner-core housing, project market price, as well as influences speculation for future development, I ask that the BPDA require a serious exploration of measures that make this project height compliant.

5) Unit breakdown: This community has yet to understand the types of units being provided by the Project, and the number and detail of affordable, mid-income, and market-rate rental and owner housing being proposed. Without these calculations, the community is not adequately able to weigh relative benefits of the Project. Multiple resident comments have stressed concern for the types of housing (whether large enough to provide housing for families or affordable enough to allow stability) in the Project. I respectfully request that these details be provided in full before the close of the public process, and that our community be able to respond.

6) Mitigation and impacts: I am happy to see that K Street's relocation is being actively planned for in the Project. I voiced at the IAG meeting my additional concern that the Proponent address the impacts to Tapestry restaurant, which has a 9-year lease on its property and has invested considerable resources in its construction and operation.

7) Public realm: At the presentation, several items were discussed that could potentially improve public realm conditions – consideration of the #55 bus route and sidewalk width, designing open spaces to deter loitering, needed upgrades of lighting from existing fixtures to the current city standard, and safety concerns for back alley patios and fencing. These comments were made by residents familiar with the West Fenway and I hope they will be incorporated into the design.

Thank you for this opportunity to comment,

Marie Fukuda
120 Norway St. #14
Boston, MA 02115

November 18, 2018

To: Mr. Tim Czerwienski
Project Manager, BRA/BPDA

From: Fredericka Veikley
IAG Member Representative

Re: 60 Kilmarnock Street
Cabot, Cabot and Forbes (CCF), Proponent

As a member of the IAG, and a long term resident of the West Fenway, I submit these comments:

IDP Funds

The Mayor and the City are fully aware of the damaging exodus of middle class housing for the future viability of Boston, and have stated the desire to reverse this trend.

Housing for middle class working people is extremely scarce, and resources to remedy the dearth are equally scarce. How to address the problem was a major effort in the Fenway zoning process. The consensus was that IDP funding from Fenway developments is most beneficial for neighborhood stability when affordable units are included *on-site,* making sorely needed working class housing available *within* the project. This opportunity is squandered when BPDA preemptively takes Fenway's much-needed resources away from the Fenway, and away from middle class housing. Such a move makes one question just how committed the City is to retaining a middle class, or will the Fenway further devolve into a student mecca and entertainment center, with out-of-reach housing for high income residents at one end, and subsidized housing for low income residents at the other?

Boston's planning agency has a prescribed role as long-term City planner. That role always included securing a strong middle class. That role is abandoned if the BRA works behind the scenes and outside the IAG process to take CCF's IDP money for short term funding of a South End project instead. First presented as an emergency measure to preserve low income housing, it has morphed into a move to bankroll it – a project that should be tapping into the numerous other public and private resources available to it that are *not* available for middle income housing . With no loud, politically charged demonstrators to demand middle class housing (they have all had to leave the City) we must depend upon our city's planning agency to look squarely at the problem and use the resources available for what they were intended, to remedy the harmful vacuum created by the exodus of the Fenway's middle class "spine". I urge the BRA to ensure all remaining "non-emergency" IDP funds are directed to on-site units.

Zoning parameters

Throughout this process, the quest to get honest answers to honest requests to CCF for information has become a cat and mouse game. Most obvious is the avoidance of effort by CCF to comply with repeated requests to produce serious zoning-compliant design alternatives and serious discussions that examine the best building options for our neighborhood. This vacuum leaves the City and the public ill-equipped to make any further decisions about the project's viability.

I request that further project review for 60 Kilmarnock be postponed until this and the numerous other unresolved issues are responded to and resolved in a continuing public process.

Here's a summary of my thoughts regarding the proposed 60 Kilmarnock Street project:

Retail

The Fenway, obviously, has changed dramatically in recent years. Whereas once there were few retail options (one grocery, Shaws, and the restaurant row on Peterborough), now the neighborhood is flooded with various stores and restaurants, many of which overlap. There are two department stores (Marshalls and Target), three Starbucks (one on Brookline, another tucked into Target and yet another inside Shaws). Beyond that, there are five other coffee houses. There are various bars, burger joints, and steak houses, as well as a plethora of pizza joints, Mexican options, several Asian restaurants, and at least seven or eight other major eateries. Also, a huge food court is set to open in the Landmark building. This list excludes what's nearby over on Landsdowne Street and in Kenmore Square. If this is not a glut, I don't know what is. The way I see it, the section of the Fenway south of Boylston has long been an actual neighborhood with roots, and this new construction will certainly have a negative impact on the relatively low-key "neighborhoodiness" of that. One positive concession to the locals would be to construct the building as a living space only. Also with regards to retail, the issue of the fate of the restaurant Tapestry needs to be resolved before construction begins. This is an important neighborhood establishment and deserves the same consideration afforded K Street.

Parking

During a recent IAG meeting, this was brought up and I know many consider it a major issue. Currently, the streets of the Fenway are clogged enough as it is. Adding upward of 800 new residents to the neighborhood (with one parking space for every two apartments in the new development) is only going to compound the problem. One gentleman at the meeting claimed to

have studied the issue, and he concluded with some certainty that there are currently *too many spots* in the Fenway. Obviously, he does not live here. I am a resident of the Trilogy building and, with rare exception, spots in our building (which we pay $325 a month for) are often hard to come by, especially during any weekday (during office hours) and game days. Add to that that the Trilogy is now picking up the slack from the abutting Pierce building, which was constructed with very few spaces, and you have a serious problem.

Construction Impact

Having lived through the complete reconstruction of the Fenway over the last decade, this is a major issue, and the residents who expressed concern about what this will mean in their day-to-day lives for the next several years will come to discover that the upcoming tear down and build up will likely be *much worse* than they can imagine. The noise is a grinding constant. There are also sudden street closures and unexpected detours, flying dust, peculiar odors, as well as little consideration for the people who live here. Crews show up at all hours (sometimes in the middle of the night) and start jackhammering and plowing with backhoes, digging holes and covering them over. A few weeks later, crews often return to the exact same spot and repeat the process. Makes you wonder if there is any oversight at all. I tried to talk to a supervisor during one of these late-night episodes and I was pretty much laughed at; something to the effect, "Don't like it, move." And, yeah, good luck with calling 311. Totally ineffectual.

The Future of the Fenway

This, to me, is the most important issue of all. A question needs to be asked: What will the Fenway become? What will it look like in, say, 10 years? My wife Christine and I have lived in this neighborhood since 1997. We've had a plot in the Fenway Victory Gardens for more than 10 years and Christine has been a board member. We participate in this community and we appreciate greatly what it has to offer: the abundant green space, small

parks like the Kelleher Rose Garden and Ramler, the museums, the ball park. Christine and I have raised a daughter here. Astrid was born at Brigham & Womens in 2004. She currently attends Boston Latin School. The thing is, what we have done with raising a child here is way more the exception than the rule. At our daughter's school, virtually none of her classmates live in this neighborhood. Frankly, the Fenway has a reputation as not being conducive toward family life, especially toward middle-class families. The main reason for that: it is too expensive for what you get. We currently live in what's called an affordable unit in the Trilogy, but "affordable" is a misnomer.

The vast majority of the people who live at the Trilogy – as well as the other new constructions like the Pierce, the Harlo, and the Viridian – are either here from other countries, students with wealthy parents, or med students at the local hospitals. Add to this a serious recent influx of Airbnbs (quite often hidden from view), and it all adds up to a transient populace that by and large does not contribute to the neighborhood in any civic-minded fashion. They are short-timers who come and go. And because they can afford the steep rents, their presence forces up the market rates, which impacts those families like mine who are struggling to stay here.

Hearing at the recent meeting that a 400-square-foot studio apartment may go for a half a million dollars means that a middle-class family like mine will not be able to buy in. And all those people who have been attending these meetings, likely few if any of them will be able to afford to buy in, either. We've been told that this development is being designed for middle-income people, but if you do the math, that's simply not the case. So the trend toward ever-steeper rents and high-priced condos will continue unabated, and likely this new building will be filled with transients who will not add to the quality of life in the Fenway, which currently has residents at both the lower and higher end of the income spectrum, but virtually no one representing anyone in-between.

Ultimately, it would be nice to feel as though the actual residents of the Fenway can have a hand in the fate of this neighborhood. As has become the case, people from outside the neighborhood, including some members of the Fenway CDC who don't live here, have far more power and say-so in what happens here; they are essentially dictating what will become of the Fenway and, frankly, not only is that not fair, but how can any outsider understand what it is like to actually live in this neighborhood? The answer: they can't.

It is my belief that, in the end, what we are going to wind up with, like so many gentrified neighborhoods, is a community of strangers.

-Eliot Wilder

Tim Czerwienski, Project Manager
Boston Planning and Development Authority
One City Hall Square
Boston MA 02201

Re: 60 Kilmarnock Street
via E-mail: Tim.Czerwienski@boston.gov November 19, 2018

Fenway Civic Association was first approached by the developer CCF in January 2017. In a series of informative meetings it appeared that the workforce of the Fenway would finally get a by right housing project that would help alleviate the desperate shortage of housing for median income workers in the neighborhood. The project as first iterated was to be a wooden structure that would come in according to CCG with a market price 20%-30% less per square feet than a comparable steel structure. CCF bragged about their capabilities with these types of structures and presented themselves as specialists at fulfilling this type of market niche in other neighborhoods and cities. The prospect of housing being built that would serve the average wage earner in the Fenway was exciting and well overdue. It is the expected payoff for the neighborhood after sacrificing extreme height and density developed on Boylston Street. These were developments that did create many around 260 affordable onsite units and significant benefits to the BPDA's offsite fund - benefits paid for by the Fenway by allowing the urbanization of Boylston Street.

The Fenway was rezoned in a consensus process that began in 1998 and ended in 2003. The lengthy public process led to a consensus to create growth and benefits from the Boylston Street and entertainment district of the neighborhood. The internal residential streets were protected from outsize development that by tight FAR and Height restrictions in the zoning. FCA and the remaining middle class of the Fenway had hoped and expected that the 60 Kilmarnock Street project would come in as zoning compliant and in doing so serve the unmet needs of the Fenway for workforce housing.

Today as we near the end of the public process with the Kilmarnock street project we find a project bloated in height and FAR in order to pay for DIP benefits that some are advocating should not and will not remain in the Fenway. It is highly disturbing that our neighborhood is giving up excess height and FAR in the protected residential area and that the benefits created thereby are being used to save housing in another neighborhood. The concept that half of the affordable units be used in this manner is understandable once you accept the poor planning and subsequent mishandling of a much needed expiring use in the South End. The exigent circumstance created by an expiring use process gone bad created the need to raise the $6 million to assure the purchase of the expiring use property. That action is understandable though the process by which this occurred is dubious at best.

The latest concept pushed forward by the co-developers (CCF & FCDC) that no benefits should remain in the Fenway is simply wrong and should not occur. Neighborhoods that have developments that cause harm and need mitigation should be the neighborhood to receive that mitigation. In this emergency case, having half the mitigation benefits move to the South End is a reasonable and right thing to do. To move all of the mitigation from the project out of the Fenway is simply wrong.

Tim Horn
President FCA

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
11/18/2018	Pablo	Chacon		Oppose	I am opposed to the tearing down of the restaurant Tapestry. It has become a staple of Fenway since they first opened and are part of the community. Also unfair, the fact that they have a long lease and are being forced out of it by wanting to shut down the street when construction starts.
11/17/2018	Rahel	Berhe	Newcastle/ Saranac	Support	Sent from my iPhone Begin forwarded message: From: rahel berhe <rahelb842@hotmail.com> Date: November 7, 2018 at 11:58:46 AM EST To: Carey Cabrera <careyc@saveourhomes.org> Subject: Rahel Comments letter To whom it may concern, My name is Rahel Berhe, head of the Tenants Committee at the Newcastle-Saranac establishments. We have been organizing for years for the sole reason -to save our homes from the unjust rent increases and to prevent as many family displacements as possible. It has been an extremely confusing, scary time for our tenants; some have even moved out in seek of a stable living. When Fenway CDC informed us of the generous contributions from the Kilmanorch project, we were more hopeful than ever. Because for so long, we were told that it looks promising, my thoughts were; ?is this the monetary gap needed to save our homes!" The collaborate efforts from MAHT, Schochet Companies, Fenway CDC and the residents of NCS, have been perpetual. Our residents are grateful for any movement towards saving our homes. Why do we work so hard? Boston is moving towards a direction that is not accommodating nor inviting to the middle class or poverty stricken families. We are families who have invested years of commitment to our community. Living, working and resting our heads in Boston?s Southend, some would say are ordinary life function; however, to New Castle - Saranac tenants, it?s much more. We are special because of the diverse group of ethnicities residing in these units. We enjoy the parks; we take advantage of the libraries, city sports for our children and annual activities the South end offers its residents. We exchange morning and evening salutes, as well as, captivating life stories.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
					We are special because of the diverse group of ethnicities residing in these units. We have the pleasures of exchanging tasty recipes and stories with our communities, as well as, our neighboring communities. Living here on Columbus Ave., makes commuting possible without much added stress. We are hard working families who support children, grandparents and many more. Living here provides easy access to essentially all public transit lines, which aides with managing our own work schedules with our children?s drop off and pick up times. It?s imperative that we maintain such building that house diversity. This city benefits from our children?s laughter and fun. The South end benefits from our residents by the unique perspectives our family bring forth. At the end of the night we are all the same, regardless of how much we make or what we look like. We all have the right to be here- to learn, grow from and with another, to benefit from and live together. If we don?t save our buildings, then it?s a lose-lose situation. Families will be displaced and with much detrimental effects. We thank you for your commitment to the residents and family of Newcastle-Saranac. Sincerely, Rahel Berhe
11/16/2018	Aklilu	Dessalegn		Support	Housing cost has to be affordable for everyone, no blaming a working family who struggle to get out of poverty.
11/8/2018	Meghann	Ward	Tapestry	Oppose	CC&F needs to resolve with the us (the owners of a nine year lease at 69 Kilmarnock). Approval of this plan prior to resolution is a sure way to put us out if business.
11/8/2018	Allen	Finn		Oppose	Tapestry has a lease, it?s a neighborhood staple; these people can?t just come and knock it down in order to drop another glut of overpriced apartments into the Fenway. That would reduce quality of life during and after construction.
11/8/2018	Ceillie	Clark-Keane		Oppose	I strongly oppose this project.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
11/8/2018	Amy	Kacprowicz		Oppose	My husband and I have been residents of this neighborhood since 2015. We are strongly opposed to the construction of over 400 apartments along this city block. In a neighborhood already rife with parking issues, I cannot imagine that adding only 250 parking spaces will suffice, based on the traffic of tenants and their visitors. Additionally, we have so enjoyed the community created by local restaurants, such as Tapestry. We have met new friends and enjoyed meeting our neighbors during our time there. It would be an absolute shame to fail to honor their lease agreement. I am proud to be part of a community that has embraced a small business led by a female chef. I am sure that both the Fenway community, and the city of Boston, would think it a disgrace to see a female-led restaurant forced out of its space by this development. I think it important that CC&F treat the current tenants with the respect that the members of Fenway community show to each other everyday.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
11/8/2018	Meghann	Ward	Tapestry	Oppose	Dear Mr. Czerwienski, As we stated at the community meeting held November 7, 2018 regarding the above mentioned development, my father and I are the owners of Tapestry restaurant located at 69 Kilmarnock St. Tapestry is a family owned small business serving the Fenway community since opening in 2016. The project under consideration by the Boston Planning and Development Agency includes the demolition of our restaurant and the construction of an eight story building. This plan is misleading given the fact we hold a 9 year lease on the building and parking lot used by our customers. If this plan is approved by the BPDA in its current form and construction commences, this will be tantamount to the city of Boston authorizing Cabot, Cabot & Forbes (CC&F) to shut our restaurant down and put us out of business. We have communicated with CC&F our willingness to work out a mutually acceptable solution, but their tactic seems to be ignore our overtures with the hope of BPDA concurrence with the plan submitted and inevitable closure of the restaurant. When this issue was presented at the November 7th community meeting, there was widespread and strong vocal support from the community that before the project receives approval, there is a resolution regarding Tapestry and CC&F. We believe the city of Boston has been and always will be sensitive to how growth in a community impacts local businesses. The redevelopment of the six parcels on Kilmarnock and Queensberry Streets exemplifies a classic struggle of a local business trying to survive in the face of unprecedented development. Development done in a way to enhance local businesses is key to community preservation. This
					can only be achieved if the developer collaborates with the local business and shows a real desire to resolve differences. To ensure CC&F is not disingenuous in their negotiation with us, we are requesting the approval of the permit be withheld and construction not commence until there is an agreement between the two parties. Anything short of this will empower CC&F to quickly move forward with the development and discount any endeavor for a resolution. Thank you for your consideration of this matter and hope the BPDA remains sensitive to the impact of local business. Respectfully Meghann E. Ward Chef/Owner Kevin A. Ward Owner, Managing Partner.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
11/8/2018	Nick	Aldwin	Resident of Fenway	Support	Hi, As a Fenway resident for many years, it has been great to witness the dramatic transformation of the area. I'm excited about this project -- the garage and the parking lots have long been one of the less appealing parts of the neighborhood. Like many others, I'm concerned about the possibility of a project of this magnitude being too dramatic for the neighborhood. Having seen the plans and the revisions, I'm relatively satisfied that the character of the neighborhood is being taken into account. I had one question/consideration. The west building is going to be replacing the restaurant currently known as Tapestry, formerly Church. It has been great to have a nice sit-down restaurant in the area, especially one with a relaxed outdoor patio open Fall-Spring. I'm hard-pressed to think of another -- most in the area are more fast-food / faster paced, like Restaurant Row (which I do also love, but for different reasons); on the other side of Boylston, there's Yard House, but that caters to a different sort of crowd and is much busier. Have you thought at all about encouraging such a restaurant to take up residence in the new retail building? Specifically, it would be great if you could consider designing provisions for a restaurant patio next to the retail location, in the Kilmarnock alley plaza. I understand space is tight there; perhaps the ground-level footprint could be pulled back for a bit of an overhang to allow for outdoor space. The loss of Tapestry/Church could be made up for with a nice restaurant with 3 season outdoor seating. Otherwise (and pending other comments and revisions), I'm looking forward to the project making our neighborhood a better place. Thanks, Nick
11/7/2018	John	LaBella		Support	It is impossible to support this project UNLESS tge IDP funds all go to a Fenway or Fenway-adjacent very-low or extremely low project, such as Newcastle Saranac. If the funds go on site to units that are not 30% or 50% AMI, or to another project that is not Fenway or Fenway-adjacent, then I oppose. This page needs to have a CONDITIONAL SUPPORT option...

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
11/7/2018	Timothy	Coakley	Fenway CDC	Support	I support the 60 Kilmarnock Street project and in particular am highly interested in seeing the associated IDP requirement being directed towards the deeply affordable housing preservation project known as Newcastle-Saranac which is located at 599-627 Columbus Avenue. The IDP funding source is a critical element of protecting existing housing for 97 families at the Newcastle-Saranac location. I would be only too happy to discuss this aspect of the project further with anyone from the BPDA or other interested party at their convenience. Thank you.
11/7/2018	Timothy	Coakley	Fenway CDC	Support	I support the 60 Kilmarnock Street project and in particular am highly interested in seeing the associated IDP requirement being directed towards the deeply affordable housing preservation project known as Newcastle-Saranac which is located at 599-627 Columbus Avenue. The IDP funding source is a critical element of protecting existing housing for 97 families at the Newcastle-Saranac location. I would be only too happy to discuss this aspect of the project further with anyone from the BPDA or other interested party at their convenience. Thank you.
11/7/2018	Helen	Murphy	Fenway CDC	Support	I support the transfer of IDP contribution from the proposed 60 Kilmarnock development to preserve 97 homes at Newcastle-Saranac. The residents at Newcastle-Saranac are extremely vulnerable to eviction and require this transfer to remain in their homes as their subsidy is quickly expiring. Affordable housing adds diversity and value to the community. This development has a responsibility to provide inclusionary development and protect and preserve extremely much needed affordable housing at Newcastle-Saranac.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
11/7/2018	Mia	Jean-Sicard		Support	This project will be a great relief for our neighborhood because it is not luxury housing and will provide space for K Street Clubhouse to remain. The CCF developers are also going above and beyond to provide inclusionary development funds to Newcastle Seranac. This will ensure that people within our community will not be displaced. This will set a precedent for other developers to build new housing while keeping inclusionary development funds as close as possible to our neighborhood and will benefit and protect the integrity of our neighborhood for many years to come. Thank you CCF for standing out from other developers by preserving our community, specifically by ensuring that the people of K Street and New Castle Seranac will continue to be a long-lasting part of it.
11/7/2018	John	LaBella		Neutral	I would support this ONLY if the complete IDP funds go to Newcastle Saranac.
11/7/2018	John	LaBella		Neutral	I would support this ONLY if the complete IDP funds go to Newcastle Saranac.

boston planning & development agency

MEMORANDUM

TO: **Tim Czerwienski, Project Manager**
FROM: **Urban Design**
DATE: **September 10, 2018**
SUBJECT: **60 Kilmarnock Street**
Expanded Project Notification Form

URBAN DESIGN COMPONENT

The 60 Kilmarnock project consists of two proposed building located in the middle of the West Fenway neighborhood. The west building is proposed at 84,000 square feet and eight stories of residential with below-grade parking. The east building is proposed at 337,000 square feet and eight stories of residential and retail/restaurant with below grade parking. The proposal replaces surface parking, low-slung parking garages and single-story retail with uses more appropriate for this residential neighborhood.

The project has the unique opportunity to knit together the two sides of the neighborhood across what has been a hollow core. This is a generational opportunity to repair and improve an increasingly important residential neighborhood in Boston.

In response to these comments, an urban design supplement should be submitted in order to provide enough information to evaluate the project as proposed. Details of submission requirements are outlined in this memorandum.

The design of the two buildings began with a comprehensive analysis of the existing West Fenway neighborhood including the height, massing with important open space, and the building stock, with its remarkably consistent masonry character. The plan of the two buildings as developed from much of that analysis makes a strong attempt to knit the two sides of the neighborhood back together across Kilmarnock Street.

Based on comments from the community and BPDA staff that the buildings were relating more architecturally to the new development on Boylston Street than to the existing neighborhood, significant advances in the design have been occurring. Advances include removal of the through passage on the east building, refinement of the Peterborough Street facade, and a larger development of the fenestration, bay, and masonry strategies. The staff of the BPDA looks forward to working with the proponent on continuing the development of these buildings.

Issues that should be addressed in the design supplement and continuing design review include those raised in our meeting of September 17, in the BCDC meetings of August 7 and September 11, as well as the following:

continued next page

- Massing strategy. While already well-developed and thoughtful, look at the West Building and whether some reshaping to relate it more directly to the East Building might not be a stronger move. Look at how the East Building is eroded - would simplifying this slightly give a stronger read to the rhythm of the courtyards and possibly gain useful space?
- The design of the bridge over Private Alley 935, including retaining the view to the Prudential Building and reducing the visual impact of that element. This is also affected by the design of the alley space beyond; making that appealing and visually attractive could draw people in. Consider making the bridge more of/growing from the building. Consider the bridge as a special case of a courtyard.
- The East Building courtyards, understanding that it is early in design, need clarification. The logical and expected solution is that entry occurs at courtyards and this should be explored.
- Understanding the programmatic desire for balconies, note that these are not a feature of the West Fenway. Is there a way to design them so that they could be understood in that context more clearly? This might be material and/or design cues from neighborhood metal elements like fences or ornament..
- Continue the development of the building material palette. The use of many facade materials, while an appropriate contemporary expression, continues to link these buildings to the other recent buildings on Boylston Street and less to the West Fenway neighborhood. To enhance that knitting together of the neighborhood, look at focusing on the various masonry elements. Metal should be secondary. Wood is not likely to be successful in this location because of the immediate relationship to other buildings. Also, look at introducing masonry piers to break up large expanses of glazing. This should continue to be a building of this decade, but with a little refinement to bring it more into the neighborhood venacular and less of the commercial Boylston corridor.
- In short, strengthen and simplify your design elements along the lines suggested in part by your own studies, and be more deliberate about where you reference datum lines as a scaling device.

Excerpt from the draft minutes for the August 7, 2018 meeting of the Boston Civic Design Commission:

Next was a presentation for **60 Kilmarnock Street.**
Jay Doherty, of Cabot, Cabot & Forbes: The project site is a former taxicab garage. The project aspires to create a mix of mid-rise condominiums and rental units. The team has worked to preserve affordable housing at Newcastle-Saranac as part of the Inclusionary Development Policy requirements for the project.

Philip Casey, Principal at CBT (PC): The site spreads across both sides of Kilmarnock Street, nestled in the Fenway neighborhood. The massing consists of cloistered courtyards for privacy and scale in contrast with commercial rows. The site section depicts the transition from high-rise buildings along Boylston Street, with this project stepping down to the Fens; we propose eight stories of residential and ground-floor commercial use at this site. The project contributes to a network of open spaces and pocket parks and draws on the variety of architectural detail and materiality already existing throughout the neighborhood. The design consists of modules of bays, datums drawn from the neighborhood, and setbacks that respond to the surrounding neighborhood. At the ground floor, retail space is concentrated closer to Peterborough adjacent to "Restaurant Row," a coveted restaurant space. Retail in this project compliments and hopes to improve the operations of the restaurants. The roof level will be a programmed green space with residential amenities. The project's parking ratio just above .5.

David Hacin (DH): Does the glazing of the facade closest to Peterborough allow for future development over the existing one-story restaurant?
PC: There is a 10' setback from the property line, and restaurant row is currently built-out to a 0' lot line condition.
DH: For a project like this we definitely need to see a model to understand the context. I really appreciate the thoughtfulness you've given to the neighborhood architectural context. The Queensberry elevation feels successful as a contemporary interpretation. I struggle with where the massing is stretching to capture a little more FAR than feels appropriate, at the building bridge connections over alleys. The bridge connection feels hospital-like, and it changes the character from a careful, neighborhood apartment scale to a mega-block. I would encourage you to think about the building on the other side of the alley/restaurants as a little more modest, and with its own access point. Have you had discussion with the restaurant owners about program at the roof of their space? This space

will be highly visible to residents--could it be a green roof or civic facade? There should be a service corridor/alley between their building and this project.
Without seeing a model, building 3 on the corner of Queensberry on the west side of Kilmarnock feels big, though I appreciate the goal of trying to create something strong at the corner.
PC: Thank you for your thoughts. I think the bridge connection needs some further thought.
David Manfredi (DM): I give you a lot of credit for Queensberry Street. The courtyards are appropriate for the residential scale, and the form is sympathetic to the street. While these buildings are taller than the surrounding residential, the rhythm is interpreted in nice modern ways. I am comfortable with the scale on the east side of Kilmarnock Street, but less certain about the facade facing Peterboro. The massing reads as institutional. I had a similar reaction to DH on the west side of Kilmarnock, but I'm most concerned about this imposing tower corner. Generally I feel very good about the massing and detailing. I recognize the existing condition with the beloved Restaurant Row, but that calls on you to think about the side adjacent to these restaurants more carefully.
Deneen Crosby (DC): The project has nice open spaces and courtyards. When you come back, we need to understand the vocabulary of street trees. The building bridge over the alley bothers me. These should be spaces for informal circulation, and the alley should respond to the character of the neighborhood.
Linda Eastley (LE): I really like that you're picking up on the courtyard experiences. However, it looks like the ground floor is the least interesting part of the composition, and I want it to be the most interesting. What would the street entries be? How does it scale in relation to the public realm? Incorporate more images around the courtyards at Design Committee. We may all be saying something similar in anticipation of future development at Restaurant Row. I agree that it feels there needs to be some separation of a service alley for better access in the future. Show us your thinking.
DH: I'm guessing that the sizes of the restaurant are a function of the egress. If there were a service corridor behind would it allow these buildings to remain?
William Rawn (WR): I'm wondering about the planning implications for this neighborhood more broadly. I always assumed that the Fenway neighborhood supported taller, denser development along Boylston in a civic exchange for protection of the scale, quality, and affordability of the rest of the neighborhood. We need to see a model that includes this scale relationship. I'm not convinced that there are many 6-8 story buildings in the area. Yes we want to encourage growth, housing, but do we want to encourage development that is twice as big as its neighbors? Which alleys are public and which are private? Mapping will be important.

Mike Davis (MD): I think the civic trade is a pretty fair description of what we have seen on Boylston Street. In the absence of a model, elevation studies, etc., I am not convinced that this proposal is integrated in the neighborhood context. Borrowing language of scale from Boylston on this site concerns me. Of course this project is beautiful, and your renderings are persuasive and exquisite. But we need to look at this in more simple, master planning first. Your diagramming is isolated and we need a more broad analysis of the neighborhood.

With that, and no public comment, the **60 Kilmarnock Street Project** was sent to Design Committee.

TO: Tim Czerwienski

FROM: Katie Pedersen

DATE: September 10, 2018

RE: Environmental Comments in response to the 60 Kilmarnock Street Expanded Project Notification Form

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60 Kilmarnock (Boston) Owner, LLC, an affiliate of Cabot, Cabot & Forbes and the CIM Group (the "Proponent") proposes the redevelopment of six parcels located at 60, 67-75, and 70-80 Kilmarnock Street and 59-75 Queensberry Street in the Fenway neighborhood of Boston (the "Proposed Project Site"). The Proponent proposes the development of approximately 443 residential units with approximately 7,800 square feet of retail and/or restaurant area, approximately 250 parking spaces, and 443 bicycle parking spaces (the "Proposed Project").

Shadow

The shadow analysis illustrations are difficult to evaluate, as the Expanded Project Notification Form (EPNF) contains three illustrations per page, thus the Proponent shall be required to provide one 8 ½ x 11 illustration, per page, for each of the following date and time detailed below:

> Existing (no-build) and build conditions for the hours of 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox and winter solstice and for 6:00 p.m. during the summer and fall.

Wind

The objective of a qualitative analysis is evaluate the anticipated pedestrian level wind conditions and determine how best to maintain comfortable and safe pedestrian level wind

conditions. RWDI conducted a qualitative analysis using the Proposed Project's building massing and computer based wind simulation techniques combined with regional wind climate. Additionally, RWDI reviewed wind data, quantitative wind tunnel test results for other developments studied by RWDI, and their extensive experience to evaluate the anticipated pedestrian level wind conditions on and around the Proposed Project Site. Yet, the narrative does not provide the level of detail necessary to support the conclusions drawn. Accordingly, the Proponent shall be required to provide a comprehensive narrative to support the assertion that winds at all pedestrian areas on and around the Proposed Project Site are expected to meet the effective gust criterion, and no dangerous wind conditions are predicted for both the No-Build and Build configurations.

Noise

The results of the noise assessment demonstrate that the Proposed Project is anticipated to comply with all applicable City of Boston, Commonwealth of Massachusetts and Federal (including Housing and Urban Development noise standards) regulations and guidelines. No further study shall be required.

Solar Glare

The Proponent has stated that the Proposed Project is designed to minimize the potential for solar glare that could adversely impact traffic safety along nearby roadways and solar heat gain in nearby buildings. However, the Proponent further stated that the exterior building materials have not yet been finalized, but, do not anticipate the inclusion of highly reflective glass in any of the building façades. Thus, no further study shall be required at this time.

Air Quality

The results of the air quality analyses demonstrate that the Proposed Project is anticipated to comply with all applicable regulatory requirements, including, the 1990 Clean Air Act

(inclusive of all applicable Amendments), as applied to the City of Boston and the Commonwealth of Massachusetts. No further study shall be required.

Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

September 13, 2018

Mr. Jay Doherty
c/o Cabot, Cabot & Forbes
185 Dartmouth Street
Boston, Massachusetts 02116

Re: 60 Kilmarnock Street - Article 37 Green Building Comment Letter

Dear Mr. Doherty,

The Boston Interagency Green Building Committee (IGBC) has reviewed the Expanded Project Notification Form (EPNF), which includes a Sustainability Narrative, LEED Checklist and Climate Change Preparedness and Resiliency Checklist, all of which were submitted in conjunction with this project for compliance with Boston Zoning Article 37 Green Buildings.

The EPNF indicates that the project will use the LEED v4 BD+C: New Construction rating system. The IGBC accepts the rating system selection. However, the IGBC does not accept the 41 point commitment, as the IGBC has found that projects tend to earn fewer points post construction, thus it is unlikely that this project will fulfill Article 37 requirements. Accordingly, additional points should be identified to ensure that the project is compliant.

The IGBC requests that project team target LEED Gold and, at minimum, identify additional credit points sufficient for achieving LEED Silver (50 points). The project team should prioritize strategies that both support the City of Boston's Resiliency and GHG emissions reduction goals including "Carbon Neutral 2050" and will ensure that the project exceeds the minimum requirements including:

- Improving the building envelope design to exceed ASHRAE 90.1-2013 baseline conditions for the corresponding building envelope components.
- Contact utility and state DOE and CEC representatives *as soon as possible* and identify potential utility and state-funding for energy efficiency and clean/renewable energy support for the project. Provide specific information on all utility and state energy efficiency and renewable / clean energy assistance including energy modeling that will be afforded to the project.
- Include Solar PV on the building. Proponent or third party ownership is acceptable. Please provide system(s) location, size, and output information.

Please follow up with your Boston Planning and Development Agency (BPDA) Project Manager in responding to IGBC comments and the provision of the requested information and items including a summary of the preliminary whole building energy model and an updated Climate Change and Resiliency Checklist.

As the project progresses but prior to seeking the building permit, please check the Article 37 Green Building and Climate Resiliency Guidelines page for updated information. In order to demonstrate compliance with Zoning Article 37, the following documents must be submitted to your BPDA Project Manager and the IGBC for review and approval:

- Design / Building Permit Green Building Report, including an updated LEED Checklist, final building energy model, and supporting information
- Excel version of the updated LEED Checklist.
- Signed Design Affidavit.
- Updated Climate Resiliency Checklist (please update your earlier online Climate Resiliency report).

Please let me know if you have any questions or if I can be of any assistance.

Sincerely,

Katie Pedersen, on behalf of the IGBC

Cc: Tim Czerweinski, BPDA
IGBC

B

Tim Czerwienski <tim.czerwienski@boston.gov>

Project Notification Form Submission: 60 Kilmarnock Street (Fenway)

Carrie Marsh <carrie.marsh@boston.gov> Mon, Sep 17, 2018 at 2:17 PM
To: Tim Czerwienski <tim.czerwienski@boston.gov>

The project at 60 Kilmarnock Street proposes 443 new households with marginal onsite open space. The residents of this development will therefore rely on public open space in the immediate vicinity for their active recreational needs. This public open space will also provide significant amenity to the project.

The impact of this added density on public open space should be mitigated at a rate that is commensurate with the scale of the project, and that reflects the added amenity that the public open space will provide to this development. A contribution for impact mitigation may be made to the City's Fund for Parks for open space use in the Fens.

Further, if pets are to be allowed, facilities to accommodate the needs of animals should be provided onsite in order to mitigate the impacts on public open space.

Thank you.
[Quoted text hidden]

[Quoted text hidden]

CITY of BOSTON
Martin J. Walsh, Mayor

To: Tim Czerwienski, BPDA

From: Zach Wassmouth, PWD

Date: August 6, 2018

Subject: 60 Kilmarnock Street PNF - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the 60 Kilmarnock Street PNF.

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.

Construction Within The Public Way:
All work within the public way shall conform to Boston Public Works Department (PWD) standards. Any non-standard materials 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.

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. This shall include all sidewalk abutting the project on both Kilmarnock and Queensberry Streets. The reconstruction effort also must meet current Americans with Disabilities Act (ADA) and Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections, specifically the intersection of Kilmarnock Street and Queensberry Street. 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.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the public right-of-way.

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

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. Any landscape program must accompany a LM&I with 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

CITY of BOSTON
Martin J. Walsh, Mayor

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.

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 BPWD 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,

Zach 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

Mayor's Commission for Persons with Disabilities

Martin J. Walsh, Mayor

August 15, 2018

RE: 60 Kilmarnock Development, Boston, MA 02215
Expanded Project Notification Form
Boston Planning and Development Agency

The Disability Commission has reviewed Expanded Project Notification Form that was submitted for the 60 Kilmarnock Development, in Boston, MA (the Fenway). Since the proposed project is planned to be a vibrant destination area for housing and and retail, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

Therefore, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and/or explained:

67-75 Kilmarnock Building

- **Accessible Residential Units**
  - Will the building have apartments for rent or condominiums for sale?
    - If residential units for rent, please indicate the location of Group 2 units in the building.
    - If residential units are for sale, would you consider including Group 2 units in the building portfolio, although not required by Massachusetts Architectural Access Board?
  - At the Scoping Session select ground-level units were described to have to have stoops. We do not support this as this limits persons with disabilities and those who would like to age-in- place, as well as the visitability to these particular units, even if an accessible entry is given through the interior of the building. We would support that exterior stoops incorporate an accessible flush condition (ex. sloped walkway, ramp) in order to allow for an equitable experience for persons with disabilities.
- **Accessible Parking:**
  - The Accessibility Checklist and associated diagrams provides incomplete information regarding the number and location of accessible parking spaces in the building.
    - What is the total of accessible parking spaces? How many of these are designated as "Van Accessible" with and 8 ft access aisle? We would support a number and locations that are consistent with *521 CMR Section 23.00: Parking and Passenger Loading Zones*.

- **Accessible Route and Sidewalks:**
    - Renderings and landscape plans show the use of unit pavers or alternative materials for a "welcome mat" feature in the pedestrian right-of-way. We do not support this as the difference in material and contrast is a barrier to constituents with low-vision, as it may be perceived as a step or a hole causing hesitation and confusion.

60 Kilmarnock / 70-80 Kilmarnock / 59-75 Queensbury Street Building

- **Accessible Residential Units**
    - Will the building have apartments for rent or condominiums for sale?
        - If residential units for rent, please indicate the location of Group 2 units in the building.
        - If residential units are for sale, would you consider including Group 2 units in the building portfolio, although not required by Massachusetts Architectural Access Board?
    - At the Scoping Session select ground-level units were described to have to have stoops. We do not support this as this limits persons with disabilities and those who would like to age-in- place, as well as the visitability to these particular units, even if an accessible entry is given through the interior of the building. We would support that exterior stoops incorporate an accessible flush condition (ex. sloped walkway, ramp) in order to allow for and equitable experience for persons with disabilities.
- **Accessible Parking:**
    - The Accessibility Checklist and associated diagrams provides incomplete information regarding the number and location of accessible parking spaces in the building.
        - What is the total of accessible parking spaces? How many of these are designated as "Van Accessible" with and 8 ft access aisle? We would support a number and locations that are consistent with *521 CMR Section 23.00: Parking and Passenger Loading Zones*.
- **Accessible Route and Sidewalks:**
    - Renderings and landscape plans show the use of unit pavers or alternative materials for a "welcome mat" feature in the pedestrian right-of-way. We do not support this as the difference in material and contrast is a barrier to constituents with low-vision, as it may be perceived as a step or a hole causing hesitation and confusion.
    - Renderings and landscape plans show the use of "stepping stone"-like paving on private property. Per *521 CMR Section 20.10: Accessible Route – Changes in Levels*, we support a paving surface that is smooth and continuous to provide equitable access to the courtyard areas of the development.

General Comments

- **Accessible Building Amenities:**
    - Per *521 CMR Section 35: Tables and Seating*, we support the inclusion of wheelchair accessible furniture in all common, retail and outdoor patio spaces.
- **Accessible Route and Sidewalks:**
    - Please provide details on all walkways and plazas within the development, including unit paving and decking materials, dimensions and slopes. We support the use of cast-in-place concrete to ensure that the surface texture is smooth and continuous (minimize joints) and for the ease of maintenance.

- Please provided detailed and dimensioned landscape plans demonstrate the development's compliance with Boston Complete Streets.
    - Updated plans should reflect bringing reciprocal pedestrian ramps into City of Boston standards.
    - We would support ensuring that building setbacks allow for the installation of sidewalks that meet the design standards put forth by Boston Complete Streets Design Guidelines as well as other desired sidewalk uses (retail space or sidewalk cafes), so the site is accessible and functional for residents as well as visitors.
    - The project site is located in Boston Groundwater Conservation Overlay District; If the recharge wells are proposed for sidewalk, we would support their location to be in the furnishing zone.
  - Due to the number of public realm improvements proposed, we encourage the Proponent to schedule a meeting with architectural staff, prior to Public Improvement Commission hearings.
- **Community Benefits**
  - Accessibility extends past compliance through building code requirements. For example, by providing employment and other opportunities for persons with disabilities, the development becomes an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities?
- **Wayfinding**
  - Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?
- **Variances**
  - Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.
- **Construction**
  - There are multiple City of Boston on-street HP-DV parking spaces on Kilmarnock Street and Queensbury Street, located adjacent to the site. Should any of these parking spaces be affected due to construction activities, relocated areas will require approval from the Commissioner. Additionally, the Commission shall be notified before construction starts.
  - Please provide more information on the phasing of the overall development.

Commission's General Statement on Access:

The Mayor's Commission for Persons with Disabilities supports barrier-free design and construction in all buildings throughout Boston, including renovation projects as well as new structures. We work with City departments and developers to ensure compliance with local, state, and federal building codes including Boston Complete Streets, Massachusetts Architectural Access Board (MGL, 521 CMR) and the Americans with Disabilities Act (ADAAG, 28 CFR). Designing or constructing structures that are non-compliant with these requirements is a violation of the law unless it can be demonstrated that it would be structurally infeasible to do so.

Priorities for accessibility other than building design and construction include: ensuring maintenance and upkeep of accessibility features; posting signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and

removing barriers in existing buildings wherever "readily achievable" (*"easily accomplishable and able to be carried out without much difficulty or expense"*).

The Commission is available for technical assistance and design review to help achieve accessibility compliance and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to all of Boston's diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.

Kristen McCosh, Commissioner
Mayor's Commission for Persons with Disabilities
kristen.mccosh@boston.gov

Reviewed by:

Patricia Mendez AIA, Architectural Access Specialist
Mayor's Commission for Persons with Disabilities
patricia.mendez@boston.gov
617-635-2529

Sarah Leung, Architectural Access Project Coordinator
Mayor's Commission for Persons with Disabilities
sarah.leung@boston.gov
617-635-3746

Boston Water and Sewer Commission

980 Harrison Avenue
Boston, MA 02119-2540
617-989-7000

August 7, 2018

Mr. Tim Czerwienski
Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 60 Kilmarnock Street, Fenway
Project Notification Form

Dear Mr. Czerwienski:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed 60 Kilmarnock Street project located at 60, 67-75, 70-80 Kilmarnock Street and 59-75 Queensbury Street in the Fenway neighborhood of Boston.

The proposed project site consists of six parcels: 60 Kilmarnock Street (Parcels One and Two); 67-75 Kilmarnock Street (Parcels One and Two); 70-80 Kilmarnock Street; and 59-75 Queensbury Street. The total site area is approximately 2.16 acres. The site currently contains a taxi cab maintenance and parking facility, retail buildings, and event parking areas. The proponent, 60 Kilmarnock (Boston) Owner, LLC, proposes to demolish the existing buildings and construct approximately 443 residential units in two buildings along with ground floor retail space and 250 below grade and surface parking spaces.

According to the PNF, the proposed water demand is approximately 88,440 gallons per day (gpd). The Commission owns and maintains an 8-inch Southern Low PCI water main installed in 1922 and lined in 1990 in Kilmarnock Street and an 8-inch Southern Low PCI water main installed in 1898 in Queensbury Street. The Queensbury Street water main is scheduled to be replaced with a new 8-inch DICL water main in 2019.

According to the PNF, the proposed sewage generation is 80,400 gpd, an increase of 71,933 gpd. For sewage and storm drainage service, the site is served by a 22-inch by 15-inch sanitary sewer and a 22-inch by 40-inch storm drain in Kilmarnock Street and a 30-inch by 36-inch sanitary sewer and a 15-inch storm drain in Queensbury Street.

The Commission has the following comments regarding the PNF:

General

1. Prior to the initial phase of the site plan development, 60 Kilmarnock (Boston) Owner, LLC should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.

2. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued.

3. All new or relocated water mains, sewers and storm drains must be designed and constructed at 60 Kilmarnock (Boston) Owner, LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.

4. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent

inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.

5. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at http://bostoncompletestreets.org/

6. 60 Kilmarnock (Boston) Owner, LLC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, 60 Kilmarnock (Boston) Owner, LLC will be required to apply for a RGP to cover these discharges.

7. The project sites are located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.

8. It is 60 Kilmarnock (Boston) Owner, LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, 60 Kilmarnock (Boston) Owner, LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

Water

1. 60 Kilmarnock (Boston) Owner, LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. 60 Kilmarnock (Boston) Owner, LLC should also provide the methodology used to estimate water demand for the proposed project.

2. 60 Kilmarnock (Boston) Owner, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, 60 Kilmarnock (Boston) Owner, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If 60 Kilmarnock (Boston) Owner, LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.

3. 60 Kilmarnock (Boston) Owner, LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. 60 Kilmarnock (Boston) Owner, LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.

4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, 60 Kilmarnock (Boston) Owner, LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. 60 Kilmarnock (Boston) Owner, LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. 60 Kilmarnock (Boston) Owner, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

In conjunction with the Site Plan and the General Service Application the 60 Kilmarnock (Boston) Owner, LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.

- Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.

- Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.

2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. 60 Kilmarnock (Boston) Owner, LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.

3. The Commission encourages 60 Kilmarnock (Boston) Owner, LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.

4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. 60 Kilmarnock (Boston) Owner, LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, 60 Kilmarnock (Boston) Owner, LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.

5. 60 Kilmarnock (Boston) Owner, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, 60 Kilmarnock (Boston) Owner, LLC will be required to meet MassDEP Stormwater Management Standards.

7. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.

8. The Commission requests that 60 Kilmarnock (Boston) Owner, LLC install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. 60 Kilmarnock (Boston) Owner, LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.

9. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. 60 Kilmarnock (Boston) Owner, LLC is advised to consult with the Commission's Operations Department with regards to grease traps.

10. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.

11. The Commission requires installation of particle separators on all new parking lots greater than 7,500 square feet in size. If it is determined that it is not possible to infiltrate all of the runoff from the new parking lot, the Commission will require the installation of a particle separator or a standard Type 5 catch basin with an outlet tee for the parking lot. Specifications for particle separators are provided in the Commission's requirements for Site Plans.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/afh

cc: Jay Doherty, 60 Kilmarnock (Boston) Owner, LLC
M. Connolly, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail

Boston
Groundwater Trust

229 Berkeley St, Fourth Floor, Boston, MA 02116
617.859.8439
www.bostongroundwater.org

September 4th, 2018

Tim Czerwienski, AICP, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201-1007

Subject: 60 Kilmarnock Street Expanded Project Notification Form (EPNF) Comments

Dear Mr. Czerwienski:

Thank you for the opportunity to comment on the 60 Kilmarnock Street Expanded Project Notification Form (EPNF) located in the Fenway. The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in sections of Boston where the integrity of building foundations is threatened by low groundwater levels and to make recommendations for solving the problem. Therefore my comments are limited to groundwater related issues.

The project is located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code. As stated in the document and confirmed via phone conversation with the proponent's Geotechnical Engineer, the project will be designed and constructed to comply with the requirements of Article 32.

Compliance with the GCOD requires both the installation of a recharge system and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots. As stated in the document, the planned foundation construction will be conducted inside the limits of an excavation support system installed around the basement limits. The excavation support system will be installed as a cut off wall within the underlying clay layer and will be relatively impermeable to maintain groundwater levels. Depending on the final building loads, the new building loads may be supported on shallow spread footings bearing in the top of the Marine Clay following the installation of ground improvement or on deep foundations deriving their support in the underlying Glacial Till or Bedrock. The basement walls will consist of cast-in place concrete walls with waterproofing. In addition, the document also states that temporary construction dewatering will be required within the limits of the support of excavation system during excavation for the below grade space. Intermittent pumping will be used as needed to allow for construction in-the-dry for the below grade parking level.

The proposed construction is not anticipated to have adverse effects (lowering) of short-term or long-term groundwater levels within the vicinity of the site because construction of the below grade will require only minor dewatering for temporary, minor periods of time within the limits of the excavation, to facilitate excavation in the dry. Primarily, the dewatering will remove water draining from soils to be excavated.

The proponent's Geotechnical Engineer confirmed via phone conversation that the above design is still very much in the concept phase and they will update the Trust on the final design specifications.

Before the GCOD zoning approval can be put in place, the proponent must provide the BPDA and the Trust a letter stamped by a professional engineer registered in Massachusetts that details how it will accomplish what is stated in the document and meets the GCOD requirement for no reduction in groundwater levels on site or on adjoining lots.

As stated in the document, a program of monitoring existing observation wells located in the vicinity of the site will be conducted prior to and during construction to document groundwater levels. The Project team shall coordinate with the Trust and confirm which observation wells will be monitored and reported. The groundwater level data should be furnished to the Trust and the Agency on a weekly basis.

I look forward to continuing to work with the proponent and the Agency to assure that this project can have only positive impacts on area groundwater levels.

Very truly yours,

Christian S. Simonelli

Christian Simonelli
Executive Director

CC: Kathleen Pederson, BPDA
Maura Zlody, EEOS

Tim Czerwienski <tim.czerwienski@boston.gov>

60 Kilmarnock Street Public Meeting

Swydan, Laila [redacted] Wed, Jul 25, 2018 at 9:33 AM
To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Hi Tim,

I won't be able to make it to this meeting. I'm writing as a resident of Fenway neighborhood. If it is at all possible to include a good percentage (30%?) of low, moderate and 120% AMI units in this complex that would be great. I'm sure you know many of u who have lived in the neighborhood are being di placed by kyrocketing rent and all the e new buildings. It is really frustrating and it would be nice if the city can push for more moderately priced housing instead of more of these expensive 'luxury' box buildings. Fenway already has 5 new high-rises, none of which are full (because who can afford them???) – how many more do we need? My answer to that is zero.

Thanks for your time. Laila

The proposed project is located at 60, 67-75, 70-80 Kilmarnock Street and 59-75 Queensberry Street. It will include a total of approximately 443 residential units in two buildings, totaling 420,800 square feet, separated by Kilmarnock Street, along with ground floor retail space fronting on Kilmarnock Street, and landscaped areas and other amenities and services for residents. The proposed project will also include 250 below-grade and surface parking spaces.

Laila Swydan, LICSW

VA Boston Healthcare System

Acting Clinic Director, General Mental Health Clinic

150 South Huntington Street, 4D-96

Jamaica Plain, MA 02130

Phone: [redacted]

B

Tim Czerwienski <tim.czerwienski@boston.gov>

Hello Tim: From Thomas Jones at 11 Park Drive (Fenway)

tjonesbari@aol.com [redacted] Wed, Jul 25, 2018 at 12:25 PM
To: tim.czerwienski@boston.gov

Dear Tim,

We attended last evening's IAG meeting at Simmons College regarding the proposed project labeled 60 Kilmarnock. We did not have the opportunity to speak with you and did not raise any questions but chose to simply listen and absorb. We attend these meetings often and frankly do not always "enjoy" the experience. We are progressives and wholeheartedly upport thi much needed development in what i currently an eye ore and a wa te of urban opportunity A owner of a condo on Park Drive for 16 years, we always wondered when that garage would be purchased and the land used more wisely. Thankfully, it appears that will ultimately happen.

We love thi city and love the Fenway We were impre ed by the developer of thi wath of land and encourage the proposed mix of condos and rentals; making it possible for folks to put down roots and hopefully participate in the quest to always improve the neighborhood. The need for retail on Kilmarnock (please let it be a sit-down restaurant with a wait staff and bar. We have enough "glorified fast food" ...."Oath", "Eventide", "Cava", "Blaze", "Sweet Greens" .... and list goe on and on The activity that will be brought to that parcel i important and hould be vital and alive The material mix of stone, brick and glass pays homage to the present architecture while presenting itself as a 21st century set of buildings. Important. Boston needs to look ahead in its architectural designs. We are too provincial; too conservative. And finally, the access routes between the buildings and the revitalization of the alley are great ideas.

The biggest concern we have is the issue of neighborhood parking. Can you please help us address this exploding problem? As we add residents and reduce parking spots due to valet, garage access, loading docks and more, it is becoming alarmingly difficult to find a resident space at the end of a long day of work. Can we be assured that ALL of the pace on Queen bury be re ident pace only? Can you po ibly work with the city and the DCR to dra tically reduce the number of "visitor spaces" that currently line the entire left side of the inner circle of Park Drive? Every weekday morning, I watch as the "vultures circle" in quest of day-long free parking so they can jump on the T and go to work downtown. It is their discovered secret. Those spaces remain "visitor" until 10 PM ! We firmly believe that this is unnece ary Re ident de erve to have tho e pace We a k you to plea e e plore all of the opportunitie po ible to assist us with adding resident parking spaces in this neighborhood. I have lived in the Fenway for 36 years! Two decades ago, the issue of parking was low on the totem pole. But today our neighborhood has literally thousands more living here while the parking options have shrunk. We can support the projects but respectfully request that you meet us in the middle and help u fi thi problem Creatively, we have even envi ioned the po ibility of re ident only parking from 10 PM until 8 AM on the right side of the OUTER lanes of Park Drive. It would accomplish two things: 1) Give the residents more options for parking 2) Slow down the traffic! Folks have discovered that they can use Park Drive as an "expressway" to avoid the traffic lights on Boylston Street. With no exaggeration, the traffic often moves at 50 mph. It is an accident waiting to happen a car after car ignore the cro walk while hundred of high chool and college tudent attempt to navigate the street crossing. We need to address these issues ... please.

I apologize for taking up this much of your time as I am fully aware that you must receive a lot of these messages. Thank you for your concern for our neighborhood and would o appreciate your advocacy in the e i ue

Most sincerely,
Thomas Jones and Robert Curtis
11 Park Drive, #33
Boston, MA 02215
[redacted]

Tim Czerwienski <tim.czerwienski@boston.gov>

60 Kilmarnock Street project - Request for additional light/shadow study

David Stryer [redacted] Tue, Aug 7, 2018 at 9:07 PM
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Hi Tim,

I wanted to follow-up concerning our conversation after the Impact Advisory Group Meeting for the 60 Kilmarnock Street project on 7/24. One of my concerns is the impact the new building will have in regards to the sunlight our building gets. Pages 148-151 of the Project Notification Form (http://www.bostonplans.org/getattachment/845682c2-ed21-410e-bae8-481f21071de7) show that the proposed building will cast new shadows over our building. I believe the area is zoned for up to 75 ft, which is taller than the taxi garage that's there now, and the developer is looking for an exemption to build even taller, which will block even more sunlight. Is it possible for an additional light/shadow study to be performed?

Thanks,
David Stryer
108 Peterborough Street

NIXON PEABODY

NIXON PEABODY LLP
ATTORNEYS AT LAW

NIXONPEABODY.COM
@NIXONPEABODYLLP

Matthew R. Lynch
Partner
[redacted]

100 Summer Street
Boston, MA 02110-2131
617-345-1000

BY HAND DELIVERY

August 13, 2018

Boston Planning and Development Agency
Boston City Hall, Ninth Floor
Boston, MA 02210
Attention: Tim Czerwienski, Project Manager

Re: Redevelopment of six parcels located at 60, 67-75 and 70-80 Kilmarnock Street and 59-75 Queensberry Street, Boston, Massachusetts (collectively the "Project Site")

Dear Mr. Czerwienski:

This firm represents The Gromit Group LLC ("TGG"). TGG presently leases the land (the "67-75 Land") and building thereon (the "67-75 Building") located at 67-75 Kilmarnock Street, Boston, Massachusetts (the 67-75 Land and the 67-75 Building being herein referred to collectively as the "67-75 Property") pursuant to a Lease Agreement (the "67-75 Lease") with the current owner of the 67-75 Property, 60 Kilmarnock (Boston) Owner, LLC (the "Kilmarnock Owner").

It has come to our attention that the Kilmarnock Owner has submitted to the Boston Planning and Development Agency ("BPDA") an Expanded Project Notification Form (the "EPNF") for Large Project Review under Article 80B of the Boston Zoning Code for a residential development project with a ground floor retail component at the Project Site (the "Proposed Project").

According to the EPNF, the 67-75 Property is part of the Project Site. The 67-75 Property is referred to in the EPNF as the "West Site". According to the EPNF, the Proposed Project includes the demolition and removal of the 67-75 Building and the removal of the surface parking lot located on the 67-75 Land and the construction on the 67-75 Land of an eight story residential building with one floor of parking below grade (the "67-75 Proposed Project").

The EPNF makes no mention of the 67-75 Lease or the rights of TGG thereunder, including TGG's exclusive right to use and occupy the 67-75 Building and four (4) designated parking spaces on the 67-75 Land until the end of the term of the 67-75 Lease. The term of the 67-75 Lease is scheduled to expire on August 22, 2022. However, under the terms and provisions of the 67-75 Lease, TGG has the option to extend the term of the 67-75 Lease for an additional

NIXON PEABODY LLP
ATTORNEYS AT LAW

NIXONPEABODY.COM
@NIXONPEABODYLLP

five (5) years. If TGG exercises such option to extend, then the term of the 67-75 Lease will expire on August 22, 2027.

Given that the 67-75 Building and a portion of the 67-75 Land are subject to the 67-75 Lease for at least four (4) (and possibly nine (9)) more years, the BPDA should not approve the 67-75 Proposed Project portion of the Proposed Project at this time. Therefore, the BPDA should require that the Kilmarnock Owner submit a revised Expanded Project Notification Form that does not include the redevelopment of the 67-75 Property.

The construction of the portion of the Proposed Project on the "East Site" referred to in the EPNF will have a significant adverse impact on the operation of TGG's business in the 67-75 Building. Therefore, the BPDA should impose appropriate restrictions on the construction of the "East Site" portion of the Proposed Project to minimize the impact of such construction on the operation of TGG's business in the 67-75 Building.

Sincerely,

Matthew R. Lynch
Partner

MRL/emb

cc: The Gromit Group LLC
60 Kilmarnock (Boston) Owner, LLC

B

Tim Czerwienski <tim.czerwienski@boston.gov>

60 Kilmarnock Street, Fenway. Not a single unit for Family-Friendly Housing

Ed Allan <[redacted]> Sun, Aug 12, 2018 at 11:21 PM
To: tim.czerwienski@boston.gov

[redacted]

Dear Mr. Czerwienski,

This is to follow up the report in the July 27, 2018 about the July 24 IAG meeting. Although this is one day late, it still will arrive before the BRA opens on Monday morning, and I hope you AND the IAG AND other stakeholders can consider these comments. Unfortunately, I could not find a list of the members of the IAG or e-mail addresses for Mr. Vance or Mr. Ca ey A a native Bo tonian, I am di tre ed that in keeping with it typical practice, the BRA i rubber tamping thi major project.which does not contain ONE single unit of Family-friendly housing -- at ANY price.

The Sun reports: Jacob Vance, senior development manager for Cabot, Cabot & Forbes, said the units would be studio, one, and two-bedrooms split between "mid-market condominium housing" and rental units." Certainly it is great that this project will bring over 440 units of housing to the City. But of these 443 units, there is NOT ONE SINGLE UNIT where in the 21st century people can raise a boy and a girl in the city OR provide multi-generational housing to a child and an aging parent or other relative -- AT ANY PRICE. This major deficiency has obvious negative impacts, both now and for the future, with respect to addressing the housing needs of the city's residents and damaging the long-term stability both of the Fenway neighborhood and of the City as a whole. What is somebody who already has a family supposed to do? All told, there is only a trivial number of three-bedroom units in the construction pipeline. And what is somebody likely to do when they anticipate an addition to their family? (HINT: MOVE -- outside of the city.)

I encourage you to ask your BRA colleagues AND the proponents if they would be prepared to bring up their own families, which may have adolescent boys and girls both, in a two-bedroom unit. And go back to the drawing board while it is still feasible to make minor adjustments. For comparison, the BRA just approved the "Shawmut Avenue/Washington Street Block," with an anticipated 536 units, with number of 3-bedroom income-restricted units expected to be the same as the number of 1-bedroom units, all to be onsite.

Also, I note from the article that in lieu of contributing any new low-income housing, the developers plan to contribute to buying the Newcastle/Saranac Apartments at 599 Columbus Ave. (corner of Northampton Street) in the South End, which provides 97 units of EXISTING low and moderate income housing. I'm not clear on how this benefits anyone.

Sincerely,

Edward Jay Allan
32 Milford St.
Bo ton 02118
[redacted]

B

Tim Czerwienski <tim.czerwienski@boston.gov>

Comment Letter: 60 Kilmarnock Inclusionary Funds

Nickolas Faynshteyn [redacted] Sat, Sep 1, 2018 at 9:18 AM
Reply-To: Nickolas Faynshteyn [redacted]
To: [redacted]

To Whom It May Concern:

All over the city of Boston those dependent on subsidized housing are being displaced due to rising property values and expiring subsidy contracts. In many cases this is pushing people to move out of the city, or even worse, become homeless. We are in an affordable housing crisis and the only way we can resolve it is by government agencies working hand in hand with nonprofit liked the Fenway CDC to help pre erve and build more affordable hou ing

The current situation with Newcastle-Saranac's expired state subsidy has put 97 households at risk of displacement. This is an extremely urgent situation that needs to be dealt with as soon as possible as the current owner will sell these apartments at market price unless a feasible preservation alternative exists. Residents have already received notices and fear they will have to leave their homes. Yet, there is an opportunity to prevent these families from having to leave their homes. The Fenway CDC is proposing to use the IDP funds from 60 Kilmarnock so as to preserve housing at Newcastle-Saranac. Newcastle-Saranac includes 60 family sized units (2+ Bedrooms), more than the amount that would be created on-site at 60 Kilmarnock. There is concern

In order to create a feasible path to the successful preservation of Newcastle-Saranac, the Fenway CDC together with the City of Boston's Department of Neighborhood Development ("DND"), Massachusetts's Department of Housing and Community Development ("DHCD"), Community Economic Development Assistance Corporation ("CEDAC"), Boston Planning and Development Agency ("BPDA") and Ma Hou ing determined that the off ite affordable hou ing obligation, in the form of IDP funds, from the owner/developer of 60 Kilmarnock would be required to execute the transaction. The BPDA approved an initial transfer of $6 million in IDP funds from 60 Kilmarnock to Newcastle-Saranac by Board vote dated June 14, 2018. This initial payment has created a viable path to preserving the homes of 97 families a affordable in perpetuity

As someone who grew up in the Fenway area, as a grandchild of long-standing Fenway residents (over 20 years), and as a recently graduated student in the Fenway area, I am in complete support of Fenway CDC's proposal for the tran ference of the e fund

Thank you,
Nickolas Faynshteyn

Nickolas "Nakhie" Faynshteyn
(personal pronouns he/him/his)
[redacted]

B

Tim Czerwienski <tim.czerwienski@boston.gov>

Email from Fenway Resident in support of transferring IDP $ from 60 Kilmarnock to Newcastle Saranac

John LaBella [redacted] Sat, Sep 1, 2018 at 7 23 PM
Reply-To: [redacted]

I am emailing you to request the transfer and use of Inclusionary Development Program ("IDP") funds from the proposed residential
development at 60 Kilmarnock Street (West Fenway) to Newcastle-Saranac at 599-627 Columbus Avenue (Fenway/South End/Lower Ro bury)

Although I am a resident of the Fenway and Newcastle-Saranac is *technically just outside the Fenway*, I know that building and as
far a I'm concerned it i a part of my neighborhood I al o know that the alternative to thi tran action would be the it conversion to market rate housing which would displace most if not all of the existing households.

I wa thrilled to hear that thi initiative ha the ble ing of the City of Bo ton' Department of Neighborhood Development ("DND"),
Massachusetts's Department of Housing and Community Development ("DHCD"), Community Economic Development Assistance Corporation
("CEDAC"), Bo ton Planning and Development Agency ("BPDA") and Ma Hou ing

I know some individuals are criticizing the transfer of IDP funds outside of the Fenway neighborhood, but I hope that these three
con ideration
1. Saving the units,
2. the logistic proximity to the Fenway is a matter of a few steps, and
3. the broad level of consensus and support across many city agencies

will persuade you as well to support this initiative.

The 60 Kilmarnock project is currently being reviewed through the BPDA's Article 80 process which includes public meetings and a
public comment period. The next meeting is September 5th at 6pm at Fenway Community Center and the comment period end September
10th.

Be t wi he ,

John LaBella

P O Bo 231104
Boston, MA 02123
[redacted]

Tim Czerwienski <tim.czerwienski@boston.gov>

60 Kilmarnock Street Project Comments and Questions

Brenda Lew <rrbel@verizon.net> Tue, Sep 4, 2018 at 3:12 PM
To: tim.czerwienski@boston.gov

To: Tim Czerwienski
Project Manager
Boston Planning and Development Agency

From: Brenda Lew
Fenway Resident

Re: 60 Kilmarnock Street Project Comments and Questions

The proposed buildings are too tall and exceed the zoning and other Kilmarnock and Queensberry Street housing.
The height should not exceed 7 stories.

While the buildings are shown in alignment with adjacent buildings,
the facades and materials do not appear to in harmony with the adjacent buildings.
(Additional newer reference is 75 Peterborough Street.)
The existing sidewalks width should be maintained along with tree plantings.
However, the sidewalk at the Kilmarnock Street side of 108 Peterborough street is too narrow now for pedestrian traffic and baby strollers.
The new building should be setback further to match the existing wider sidewalk.

The entry to 70-70 Kilmarnock should be moved to the corner of Kilmarnock and Queensberry similar to the plan on the opposite corner.
This corner is now active for drop offs and the #55 MBTA bus stop.

What is the level of the basement and how does it compare with the basement levels of adjacent buildings?
Does it meet the groundwater and flooding requirements?
Examples are St. Cecilia House at 108 Kilmarnock Street and adjacent 108 Peterborough both had flooded basements
in 1996 Fenway heavy rains, in the Fenway. Tenants had to evacuate the building.
The mechanical equipment was later relocated to the roof and ground level.
Basements of older adjacent Queensberry Street buildings may have gotten wet floors but did not cause evacuations.

250 parking spaces are too many for this area already heavy with traffic.
An area is shown for bike storage, but no parking spaces will encourage use of other alternative means of transportation:
Zip Car, Uber, MBTA, walking.

What is the level LEED certification that they are aiming for? Platinum, Gold?

The project should have more “affordable” apartments that provide housing not for undergraduate students,
but long-term tenants who will be part of the community.

There should be more one and two bedrooms for professionals, couples and families with only a few studios.
Most apartments in the area are one bedroom.

Operation P.E.A.C.E.
Partnerships in Education And Community Enrichment

Request for Funding Proposal, 60-80 Kilmarnock Street Development

Operation P.E.A.C.E. (Partnerships in Education And Community Enrichment) was founded in 2001 in Boston's Fenway neighborhood. Our mission is to empower youth, families, and seniors through a mix of social, education, and technology resources.

"I come to Operation P.E.A.C.E. because it's a fun place where everyone can be themselves."

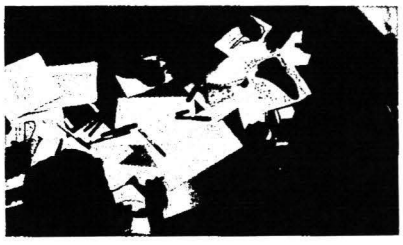
-Jada, After School participant since 2011

Operation P.E.A.C.E. is seeking funding for the free youth programs we offer the Fenway community, including After School and KidZone, a drop in playgroup for families with children under the age of 5 years. As the number of families in the Fenway rises, we expect an increase in the need for resources.

After School:
At this time, we are able to serve up to 15 youth in our After School. Due to the majority of youth remaining in the program for multiple years, we have served over 50 children since 2008. Funding for staff and supplies would secure the continuation of our quality program for another decade.

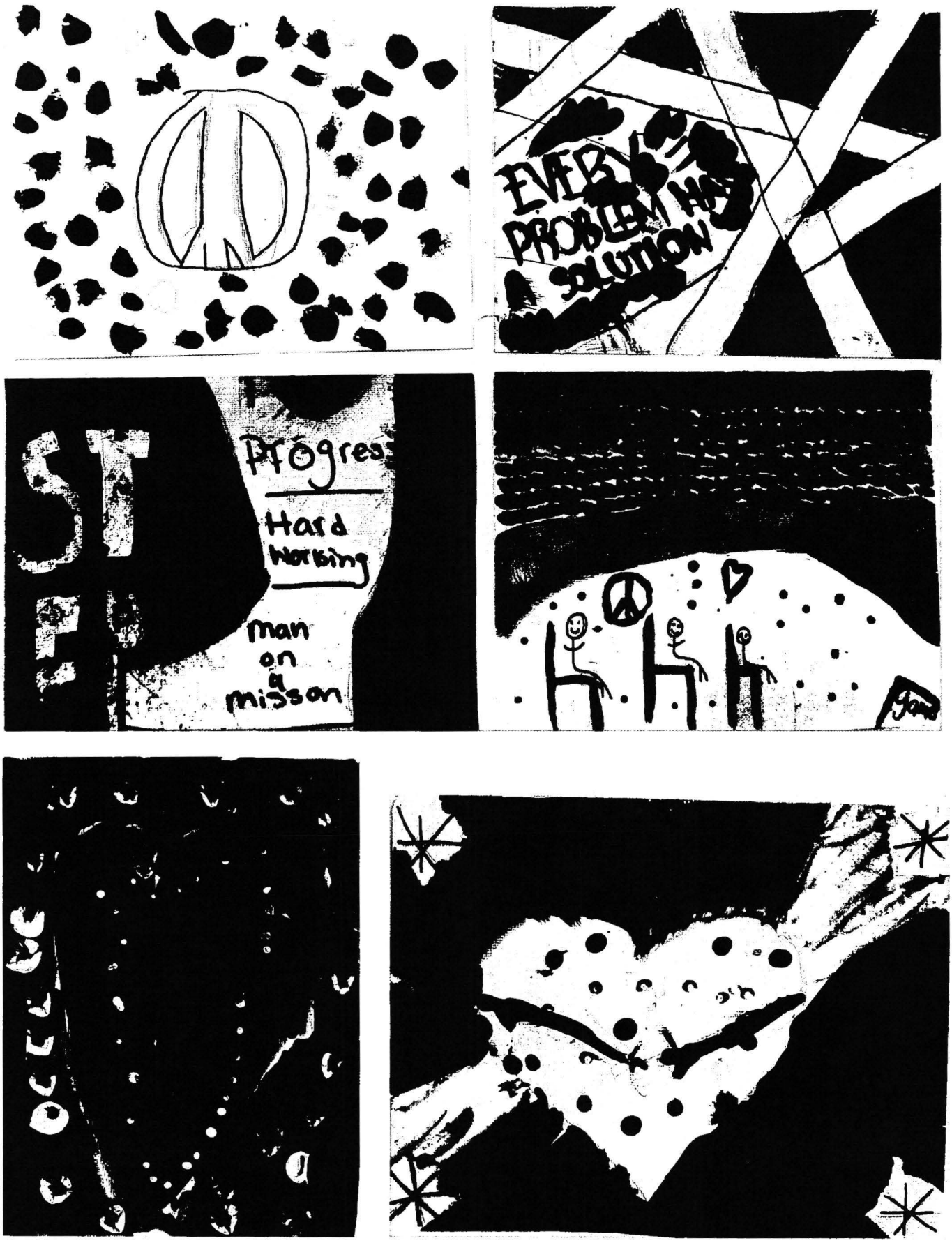
KidZone:
KidZone began in January 2017 with the idea of providing a social gathering point for new families with young children. KidZone is offered in partnership with the Fenway Community Center, where the playgroups take place. Since 2017, over 55 families (68 adults and 75 youth) have attended.

	Funding for 1 Year	Funding for 5 Years	Funding for 10 years
After School	• After School Staff Person @ $16/hour, 3 hours a day, 4 days a week, 40 weeks a year ($7,680) • Healthy After School Snacks @ $40/week for 40 weeks ($1,600) • Supplies/ Trips/Incentives ($1,220) TOTAL: $10,500	$52,500	$105,000
KidZone	$150/ KidZone to cover cost of supplies, snacks, and instructors TOTAL: $1,500	$7,500	$15,000
TOTAL	**$17,000***	**$65,000***	**$125,000***
**includes $5,000 for onetime classroom upgrades for PEACE youth center (furniture, storage, technology, etc)*			



"The Operation P.E.A.C.E. program has helped the children in the community more than anyone can imagine."

– After School parent



Operation P.E.A.C.E. students created artwork to show how they feel about our youth programs.

El Pelón Taqueria
Fenway/ Chestnut Hill
"Authentic Mexican since 1998"

August 27,2018

To Whom It May Concern:

We have been a neighbor and a partner with Operation Peace for several years. I write to let you know how critical their mission is to the vibrancy and success of the community and businesses in the Fenway.

We have worked with them on events and programs over the years and have seen the good they have done for children, seniors, and families. For business like ours to be successful we need to operate in a healthy community that provides a future and opportunities for everyone.

The Fenway is going through significant redevelopment because of the livability nurtured by groups like Operation Peace. I have watched the work they have done and think it is critical the fabric of our neighborhood. Mallory and Operation Peace are what makes the Fenway feel home to my business and employees.

Please do not hesitate if I can be of assistance expanding my remarks.

Sincerely,

James Hoben
Presidente
El Pelón Taqueria
[redacted]

5 September 2018

To Whom It May Concern:

I write this letter on behalf of Operation P.E.A.C.E. in Boston's Fenway neighborhood. I first encountered the organization nearly a decade ago in my position as President of the Board of Trustees of the Mission Hill / Fenway Neighborhood Trust—a non-profit corporation that issues grants for local projects and programs. Since that time, I have learned first-hand of the great work they do for the community by providing free youth, family, and senior programs in my role as the founding President of the Board of Directors of the Fenway Community Center at Viridian.

As a Fenway resident that has raised a family in the neighborhood, I can speak to the importance of community resources for families. Fenway does not have an elementary school, and so programs such as the after-school and KidZone play group are vital in engaging and connecting neighborhood parents and youth. With more young families moving to the Fenway, I see an increased need for free family services.

Operation P.E.A.C.E. helps create a neighborhood that is engaged, vibrant, and connected. The senior center, youth center, and community programs bring residents from all walks of life together in spaces where they can grow and nurture one another.

Brick-and-mortar redevelopment has the power to change a neighborhood's identity in a positive way. I hope that 60-80 Kilmarnock Street will support Operation P.E.A.C.E. programs, thereby preserving the heart of the Fenway neighborhood.

Please feel free to contact me if you have any questions or need more information.

Sincerely,

Lauren Dewey Platt, PhD
41 Park Drive
Boston, MA 02215

August 29, 2018

Hello,

My name is Dafne Douce. I am the mother of 5 children and we have lived in the Fenway community for 9 years. From the time I have met Mallory and signed my children in Operation PEACE after school and summer program, mine and my kids life has changed dramatically. The Operation PEACE program has helped the children in the community more then anyone can imagine.

I can especially speak for my children- before they joined Operation PEACE, my children had lots of issues. My son Jaydon, who had just came from Haiti at the time, was mentally injured in the earthquake in Haiti. He could not really speak or express himself, had violent outburts, he wasn't aware of other peoples emotions and didn't have self control. Mallory worked so hard to help my son, along with every other child, become who they are today.

My daughter Jada used to be so depressed and felt hopeless. She had no help with her homework while I would be at work and was struggling a lot. But when she joined Operation PEACE, she just began to flourish- she became a honor roll student every year, she learned how to work independently, she became a leader and Mallory became a mentor for her (well she says Mallory is her second mom lol). Now she wants to work there to give back to the children in the community.

I'm saying all this just to express how important Operation PEACE means to us who live in the community. They say it takes a village to raise a child, Operation PEACE plays a major role as that village. Not only is Operation PEACE great for our children but it's great for us parents. We also get help from them and resources, and guidance. Operation PEACE definitely brings peace to the families- the children learn real life lessons, learn to become great citizens, and they learn to be independent. They get help with home work and the program keeps them out of trouble because they are not on the streets. Now that the children are getting older they don't want to leave. More funding would help Operation PEACE serve more kids and even teens to help them get ready for the real world and to learn to become responsible and learn how to deal with conflicts. I can never thank God enough for Operation PEACE and all the help we have received.

From the bottom of my heart, Thank You!

Dafne Douce

August 27, 2018

To Whom It May Concern:

I have known Operation P.E.A.C.E. since my daughter, Abigail, attended their youth after school and summer programs. She was fortunate enough to benefit from their community focus and inspiring activities. It enriched her as a leader and helped develop her confidence.

Now that I am a business owner in the Fenway, I have continued to stay involved with Operation P.E.A.C.E. and its work in the community. Operation Peace is at every community event, providing a neighborhood feeling that this community is worth investing in. They seek out the marginalized and can crossover with the wealthy in a way that bridges the gap and helps unite our neighborhood. This is because they develop people, and people are the most important piece of a neighborhood to invest in.

Operation P.E.A.C.E. helps create a neighborhood that is welcoming, authentic, and supportive. Their programs are the embodiment of my café, Neighborhoods. The senior center, youth center, and community programs bring residents of all walks of life together in spaces where they can grow and nurture one another. Redevelopment has the power to change a neighborhood's identity. I hope that 60-80 Kilmarnock Street will support Operation P.E.A.C.E.'s programs, preserving the heart Fenway neighborhood.

Please feel free to reach out if you have any further questions.

Sincerely,

Betsy Hill
Owner
Neighborhoods Café

September 5, 2018

To Whom It May Concern:

I am writing this letter in support of Operation P.E.A.C.E. As a parent, I have found their youth programs vital to the Fenway community; therefore, I believe it's imperative to provide a substantial amount of funding to their after school and KidZone programs. I believe that funding will create remarkable changes for students and families. It will help residents continue to feel connected to their community and bridge the economic gap between low-income residents and investors. Hence, the urgency for financial support!

Operation P.E.A.C.E. has already done some great work in Fenway, however there is more that needs to be done.

In the past, Operation P.E.A.C.E. has offered summer enrichment programs for children, after school programming for children throughout the school year, support for children of single parent households, annual holiday parties for the community, and etc. which is a bonus for residents within the community.

I am confident Operation P.E.A.C.E. can expand programming and services with the financial support of the 60 – 80 Kilmarnock Street development. If your development project will not support Operation P.E.A.C.E., families will suffer socially and economically, which can become a major hurdle for low-income residents living in the community. Operation P.E.A.C.E. helps create a neighborhood that is rich in pride, safe, and inclusive to all. Therefore, I respectfully request that the 60 – 80 Kilmarnock Street development financially support Operation P.E.A.C.E. to ensure the community remains safe and inclusive to all.

If you have further questions, please do not hesitate to contact me at (617) 365 – 2010.

Sincerely,

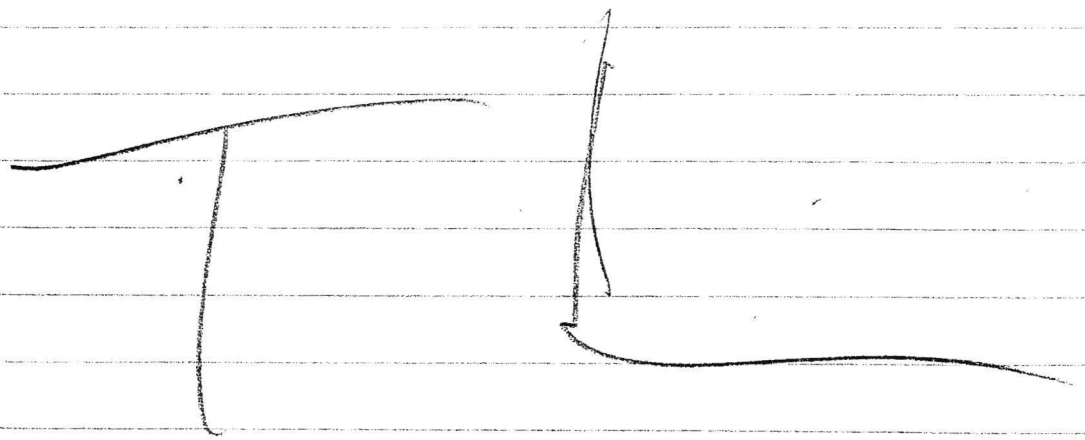
Carla Lampkin - Jones

Carla Lampkin – Jones
40 Peterborough Street
Apt 21
Boston, MA 02215

Dear IAG,

please give OppeaceMoney so we can grow as a community and get to know all of the new people. as we get older we will make stronger bonds. I have been coming to oppEAce for four years and now I'm ten. oppEAce had a big impact on my life In oppEAce I made friends. I would not have made the friends that I have today otherwise.

Please take my note into consideration.



Dear Impact Advisory group

My name is Wilhensky and I am 10 years old. I have Been going to operation peace For one yeor. I like oppeACe because we play games, we learn, and the teachers help us with home work and projects. we need your suppot so that operation peace Can Help more kids, and create a stronger community.

X Ihens

Dear Impact
Advisory group,
My Name is Jaydon
and I am 12 years
old. I have been
going to operation
Peace since I was
5. I like OP Peace
Because it is helpful,
we have fun, and
i Met New
People in OP peace.
We Need your
Support So that We
can open New classes for
the Community.
Jaydon

Dear Impact group
My name is Aaron and I am 11 years old. I have been going to Operation Peace since I was 6. I like Operation Peace because it is a good place for learning and having fun. We need your support so that you give us money, thus more kids join the program.
Thank you for listening
- Aaron Galloway

Dear Impact Advisory Group-

My name is Andrea and I am 9 Years old I have been going to Operation peace Since I was 7. I like Oppeace because we go on field trips, and get to play

We need your support so that we can go more place's in the future!

Love, Andrea

Dear Impact Advisory Group

My name is Rubianny and I am 10 years old. I have been going to operation peace since I was 9. I like operation Peace because We go to feildtrips and We go to fun parks we never know about. We need your support so That more kid could come to operation peace and to go to more feildtrip. your people moving into your Building They need some one to take care of their kid. That is why we need your support.

Rubianny

Dear Impact

Advisory group
My name is Jemias
and iam 7 years old.
I have been going to
Operation peace
Since I was 6. I like
oppeace because
it's fun, It's good for
kids and we can
learn and go on
feild Trips. and go on
We need yours support so
That kids Can have fun
and a Community
like I Do.

Today is Tuesday August 26 2014

Dear Impact Advisory Groups,
My name is Adessah & I am 12 years old. I have been going to operation Peace since I was 11. I like Op Peace because we get to go on field trips, learn new things & get to know others in the community.

We need your support so that more kids can have this experiance & learn new things.

From: x (Adessah)

Here's a summary of my thoughts regarding the proposed 60 Kilmarnock Street project:

Retail

The Fenway, obviously, has changed dramatically in recent years. Whereas once there were few retail options (one grocery, Shaws, and the restaurant row on Peterborough), now the neighborhood is flooded with various stores and restaurants, many of which overlap. There are two department stores (Marshalls and Target), three Starbucks (one on Brookline, another tucked into Target and yet another inside Shaws). Beyond that, there are five other coffee houses (Panera, Neighborhoods, Cafe Nero, Tatte, and Pavement). There are various bars, burger joints, and steak houses (Yard House, Fenway Grille, Bar Louie, Thornton's, Tasty Burger, Wahlburgers, Citizen Public, Boston Beerworks, Fenway Johnnie's, Tony C's), as well as a plethora of pizza joints (Regina's, Blaze, Oath), Mexican options (El Pelon, Chipotle), several Asian restaurants, and at least seven or eight other major eateries like Tiger Mama's, Basho's, and Sweet Cheeks. Also, a huge food court is set to open in the Landmark building. This list excludes what's nearby over on Landsdowne Street and in Kenmore Square. If this is not a glut, I don't know what is. And from what I've observed, most of these establishments are frequented by day workers, tourists, Red Sox fans, and students. Locals tend to eat at restaurant row. So I would have to go along with what many folks at the meetings are saying about not adding to this long list.

The way I see it, the section of the Fenway south of Boylston has long been an actual neighborhood with roots, and this new construction will certainly have a negative impact on the relatively low-key "neighborhoodiness" of that. One positive concession to the locals would be to construct the building as a living space only.

Parking

During the most recent meeting on September 5, this was brought up and I know many consider it a major issue. Currently, the streets of the Fenway are clogged enough as it is. Try finding a spot after 5 p.m. or on a game day and you'd be hard-pressed. Adding upward of 800 new residents to the neighborhood (with one parking space for every two apartments in the new development) is only going to compound the problem.

One gentleman at the meeting claimed to have studied the issue, and he concluded with some certainty that there are currently *too many spots* in the Fenway. Obviously, he does not live here. I am a resident of the Trilogy building and, with rare exception, spots in our building (which we pay $325 a month for) are often hard to come by, especially during game days. Add to that that the Trilogy is now picking up the slack from the abutting Pierce building, which was constructed with very few spaces (the reason: some BS about "millennials don't drive"), and you have a serious problem.

Construction Impact

Having lived through the complete reconstruction of the Fenway over the last decade, this is a major issue, and the residents who expressed concern about what this will mean in their day-to-day lives for the next several years will come to discover that the upcoming tear down and build up will likely be *much worse* than they can imagine. Through experience, I've concluded that no matter what a developer tells you about the length of time it takes for a construction to be completed, you can add to that at least a year or more. This was the case with the Pierce, the Target building, and the Harlo. It's also the case with the Landmark building, which is now entering into its second year of what was supposed to be a one-year landscape project (I was recently told it may be completed next spring).

The noise is a grinding constant. There are also sudden street closures and unexpected detours, flying dust, peculiar odors, as

well as little consideration for the people who live here. Crews show up at all hours (often in the middle of the night) and start jackhammering and plowing with backhoes, digging holes and covering them over. A few weeks later, crews often return to the exact same spot and repeat the process. Makes you wonder if there is any oversight at all. I tried to talk to a supervisor during one of these late-night episodes and I was pretty much laughed at; something to the effect, "Don't like it, move." And, yeah, good luck with calling 311. Totally ineffectual.

The Future of the Fenway

This, to me, is a major issue, perhaps the most important of all. A question needs to be asked: What will the Fenway become? What will it look like in, say, 10 years? My wife Christine and I have lived in this neighborhood since 1997. We've had a plot in the Fenway Victory Gardens for more than 10 years and Christine has been a board member. We participate in this community and we appreciate greatly what it has to offer: the abundant green space, small parks like the Kelleher Rose Garden and Ramler, the museums, the ball park. Christine and I have raised a daughter here. Astrid was born at the Brigham in 2004. She currently attends Boston Latin School. The thing is, what we have done with raising a child here is way more the exception rather than the rule. At our daughter's school, virtually none of her classmates live in this neighborhood. Frankly, the Fenway has a reputation as not being conducive toward family life. The main reason for that: it is too expensive for what you get. We currently live in what's called an affordable unit in the Trilogy, but "affordable" is a misnomer.

The vast majority of the people who live at the Trilogy – as well as the other new constructions like the Pierce, the Harlo, and the Viridian – are either here from other countries, students with wealthy parents, or med students at the local hospitals. Add to this a serious recent influx of Airbnbs (quite often hidden from view), and it all adds up to a transient populace that by and large does not contribute to the neighborhood in any civic-minded

fashion. They are short-timers who come and go. They also have money and means. And because they can afford the steep rents, their presence forces up the market rates, which impacts those families like mine who are struggling to stay here.

Hearing at the recent meeting that a 400-square-foot studio apartment may go for a half a million dollars means that my family will not be able to buy in. And all those people who have been attending these meetings, well, likely few if any of them will be able to afford to buy in, either. We've been told that this development is being designed for middle-income people, but if you do the math, that's simply not the case. So the trend toward ever-steeper rents and high-priced condos will continue unabated, and likely this new building will be filled with transients who will not add to the quality of life in the Fenway. It is my belief that, in the end, what you'll wind up with, like so many gentrified neighborhoods, is a community of strangers.

-Eliot Wilder

Sept. 5, 2018

Dear sirs:

These are my comments about the project at 60 Kilmarnock Street in the Fenway. I would like to see modifications in the following areas:

① style - the modern architecture of this building is at odds with every single building now in the neighborhood.

② materials - every building in the Fenway is composed of brick & masonry, not glass and steel.

③ height - limits of 75 feet should be adhered to.

Sincerely,
Suzanne Contois
66 Queensberry St. #314

Tim Czerwinski, AICP

Project Manager

Boston Planning & Development Agency

One City Hall Square

Boston, Massachusetts 02201

RE: **60 Kilmarnock Street**

I am a long-term resident of Queensberry Street near the corner of Jersey Street. Although I am not a direct abutter of the 60 Kilmarnock Street project, I am quite close and will be affected by this major project in my immediate neighborhood. I wish to express my support for the preservation of K-Street Clubhouse as well as the transfer of IDP funds from 60 Kilmarnock to Newcastle-Saranac to preserve the affordable housing for the 97 households at significant risk of displacement. I also urge that Community Benefit funds be utilized to support Operation Peace.

Newcastle-Saranac, affordable state-subsidized property, is facing an urgent situation with a possible loss of its affordable housing and displacement of 97 households due to the expiration of the state subsidy. Newcastle-Saranac needs to be preserved given the fact that the property is steeply affordable and includes 60 family sized units (2+ Bedrooms). Newcastle-Saranac is not directly in the Fenway, but it is close, located immediately adjacent to the Fenway neighborhood. They are our immediate neighbors and need our help. In addition, at the time of the $6 million-dollar transfer there were no suitable alternative Fenway sites or projects that would fit within the required timeframe

The lack of affordable housing is a huge issue and crisis in Boston. Various agencies need to work together to find solutions that ensure safe affordable housing for all of our residents. I urge Cabot, Cabot and Forbes (CC&F), the BPDA and the City of Boston to approve an initial transfer of $6 million to Newcastle-Saranac. I support the transfer of additional funds, as necessary, to ensure the preservation of 97 units of affordable housing in perpetuity.

I also support Cabot, Cabot and Forbes for finding a solution to the potential displacement of K-Street Clubhouse. Especially during this current opioid and addiction crisis, The Clubhouse is an important and unique community asset of great service to the Fenway neighborhood and the City of Boston. Another community asset that deserves Community Benefit funding is Operation Peace. Operation Peace, located directly across the alley from the 60 Kilmarnock Street project, offers free programs for youth in the community, including an after-school program and KidZone, a drop-in playgroup for families with children under the age of five. When the 60 Kilmarnock Street project is completed, there will be more families with children in the Fenway, and Operation peace expects that there will be an increase in the need for resources. Community benefits could help them with supplies, field trips, and staffing.

Sincerely,

Ruth E. Khowais

Saint Cecilia

H O U S E

September 10, 2018

Tim Czerwienski,
Project Manager
Boston Planning and Development Agency
Boston City Hall, 9th Floor
Boston, MA

RE: Public Comment
Article 80 Submission by Cabot, Cabot & Forbes (CC&F)
Project: 60 Kilmarnock St.

Dear Mr. Czerwienski:

As president of the Boards of St. Cecilia House and Robert McBride House, abutters to the proposed Project, thank you for the opportunity to comment on the CC&F Article 80 Submission. While we are still studying its full impact, we strongly support the proposal even as we focus our concerns on two areas: the health and safety of our elderly and disabled residents during the extended construction period and after, and the impact construction will have on the structural integrity of our properties.

Health and Safety of our residents: Since the vast majority of our residents walk to services and vendors, we require that the proponent ensure safe sidewalks to public transportation and markets. We require that all trucks access and exit the site from Boylston Street via Kilmarnock and do not pass in front of St. Cecilia House or on Queensbury. To decrease traffic and parking congestion we require that the proponent provide parking or shuttle service for construction workers; we ask the proponent to take extra measures to contain construction dust that may physically compromise the health of our frail residents and be diligent in mitigating rodent extermination. And since the vast majority of our residents live on fixed incomes, permitting few discretionary expenditures, we ask the proponent to provide off-site entertainment vouchers and opportunities during the demolition and construction period which will be very disruptive to their daily quiet enjoyment of their apartments.

Structural Integrity of the Properties: we require that the proponent funds a video analysis of structural conditions prior to and after construction. In addition we require that the proponent provide funds to enable us to hire an engineer to monitor changes in building conditions during construction. We ask that the proponent clean, or provide funds to clean, the exterior windows of our properties every 6 months during construction as well as funds for extra cleaning of air conditioning units; and work to insure sand from getting into the gas lines.

There are other practical concerns we will address when the Construction Mitigation Plan is devised.

As the project approval process continues, we look forward to working in good faith with CC&F to ensure the development is responsive to our needs and concerns and to develop an ongoing partnership in enhancing the lives of our residents.

Sincerely,

Noreen Manzo

[redacted]

President,
Boards of Trustees
St. Cecilia House
Robert McBride House

CC: Rev. John Unni, Pastor, St. Cecilia Parish, Boston, MA
Jay Doherty, Cabot, Cabot & Forbes
Members/Boards of Directors, St. Cecilia House & Robert McBride House

Barenberg
31 Burbank St.
Boston, Ma. 02115

8 September 2018

Re: 60 Kilmarnock Street

The ROI metric that Boston employed in preserving 31 Burbank St. can be applied to 60 Kilmarnock Street The question is how one defines ROI. Historically ROI is defined in financial terms as the return on investment. One might want to use an alternative definition of ROI, rather defining ROI in financial terms one might want to consider defining ROI in terms of the return in investing in the community and its citizens. By redefining ROI in terms of human capital, Boston has the opportunity to continue to preserve affordable housing in terms of human capital which in turn will generate a new form of resource(s).

Newcastle-Saranac is a 97 unit, steeply affordable state subsidized property. The current owner's obligation under the state subsidy or 13A contract expired in March of 2018. The Fenway CDC together with a private development partner, Schochet Associates, Inc., is currently negotiating with the owner to acquire Newcastle-Saranac with the intent of maintaining the property's affordability in perpetuity. Once acquired, Fenway CDC, a non-profit affordable housing developer, will be the 100% owner of Newcastle-Saranac. The alternative to this transaction would be the buildings' conversion to market rate housing which would displace most if not all of the existing households. The Fenway CDC's strategy of preserving Newcastle-Saranac has the blessing of the City of Boston's Department of Neighborhood Development ("DND"), Massachusetts's Department of Housing and Community Development ("DHCD"), Community Economic Development Assistance Corporation ("CEDAC"), Boston Planning and Development Agency ("BPDA") and Mass Housing.

Newcastle-Saranac, which has been and hopefully will continue to be affordable housing, needs to be preserved particularly given the fact that the property is steeply affordable and includes 60 family sized units (2+ Bedrooms). Newcastle-Saranac is located immediately adjacent to the Fenway neighborhood. We should not forsake our obligation to be of service to neighbors in need due to arbitrary boundaries that only serve to limit our collective ability to craft solutions that ensure safe affordable housing for all of our residents. The distance between the Fenway border and Newcastle-Saranac is measured in feet not miles. We commend Cabot, Cabot and Forbes (CC&F), the BPDA and the City of Boston with respect to the approval of an initial transfer of $6 million to Newcastle-Saranac. We support the transfer of additional funds, as necessary, to ensure the preservation of 97 units of affordable housing in perpetuity.

Thank you

Sumner Barenberg

September 8, 2018

Elizabeth Marsh
221 Massachusetts Ave.
Apt. 512
Boston, MA 02115

Tim Czerwinski, AICP
Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, Massachusetts 02201

RE: **60 Kilmarnock Street – Support of Transfer of IDP Funds to Preserve Newcastle-Saranac**

Dear Mr. Czerwinski:

I am writing to you as both a Fenway resident and an affordable housing advocate. In my work in the affordable housing field, I have learned firsthand how extraordinarily difficult it is to develop affordable housing in Boston and the surrounding areas. Given the city's current affordability crisis, it is absolutely critical that we continue to maintain our existing affordable housing stock.

I wish to convey my strong support for the transfer of the necessary IDP funds from 60 Kilmarnock Street to Newcastle-Saranac to preserve the affordability of 97 units at risk of displacement. The current owner of Newcastle-Saranac will convert the units to market-rate housing unless a feasible preservation option exists. A feasible preservation option will only exist if the IDP money is transferred from 60 Kilmarnock Street. Newcastle-Saranac includes 60 family-sized units, which is far more than the amount that could be created on-site at 60 Kilmarnock, and there are no other feasible projects within the Fenway neighborhood that the money could be used for.

Newcastle-Saranac is located within mere feet of the official border of Fenway. I urge you and your co-workers to take a holistic view of the affordable housing crisis. Boston's neighborhood borders, which have historically been fluid and ever-changing, should not prevent this incredibly important project from taking place. There has already been an extraordinary amount of teamwork and collaboration on this project between DND, BPDA, DHCD, CEDAC, and MassHousing. I applaud the effort that has already been put in, and truly hope that arbitrary boundaries do not prevent the wise and rational transfer of IDP money from 60 Kilmarnock to Newcastle-Saranac.

Sincerely,

Elizabeth Marsh

B

Tim Czerwienski <tim.czerwienski@boston.gov>

Support for IDP Funds to Newcastle-Saranac

Sarah Jenness <[redacted]> Mon, Sep 10, 2018 at 10:58 AM
To: Tim.Czerwienski@boston.gov

Hello,

My name is Sarah Jenness and I live at 107 Queensberry Street. I wanted to thank you for hosting the community meeting last week for the development at 60 Kilmarnock Street. That is an area that could really benefit from development, and as a young professional living in the Fenway, I view this development as a potential place to live.

I am writing primarily to support the transfer and use of Inclusionary Development Program (IDP) funds from the proposed residential development at 60 Kilmarnock Street to Newcastle-Saranac at 599-627 Columbus Avenue. I support this for four primary reasons:

1. **Preserves housing-** To preserve 97 affordable housing units that are at risk for displacement- given that the state ub idy ha e pired, thi eem like the mo t fea ible path for keeping re ident in their home
2. **Helps the general community-** Newcastle-Saranac located immediately adjacent to Fenway neighborhood, which I believe, given the circumstances of saving affordable housing, is close enough to the neighborhood.
3. **Pragmatic-** Given the cost, timing, and financing, this seems like a feasible market project for IDP funds to transfer to
4. **Sets a strong example for other developers-** The City of Boston has an affordable housing crisis and this is a great example of how developers can work with residents to provide safe, affordable homes.

On another note, I was very **pleased the see that K Street Clubhouse was retained** in the building plans. My understanding is that this was raised at the first community meeting, which I was not able to attend, and I want to applaud the developer for li tening to the community and valuing thi pace

Additionally, I am also interested in the development personally, as a young professional who lives in the Fenway neighborhood. **It would be helpful to hear from the developers who their target residents are, and more information about e timated co t** I know that at the community meeting opinion were mi ed, but I believe many young professionals like myself would be happy to have another restaurant occupy the intended retail space.

Thank you again, I look forward to hearing updates about this development.

Sincerely,
Sarah Jenness

B

Tim Czerwienski <tim.czerwienski@boston.gov>

OpPEACE Request for Funding from 60-80 Kilmarnock Street development

Edward Ballo [redacted] Mon, Sep 10, 2018 at 11:30 AM
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Tim,

Getting in a few comments before the comment period deadline today.

I was also at the meeting last Wednesday at the Fenway Community Center. I was nice to see that the architects have updated their plans to create a building that visually breaks up the bulk by using different colors and tones of brick and by the addition of elements that replicate bays. The Peterbough Street façade is a vast improvement!

Here are my more formal comments.

1. On my wish list would be taking the building from 8 to 7 stories, this puts it on par with the 4 buildings built within the last 20 years that abut the project site.
2. For the center courtyard, the one of the three that is to be made more public, consider signage on the railing at the entrance reading "Park open dawn until dusk" letting the public know it is allowed to enter. Also consider a small water feature, perhaps a smaller version of the one in Ramler Park, to echo the neighborhood and invite people to linger.
3. Keeping in mind the discussion of the "scale of details", I would advocate for making the windows multi pane to create interest and break up the bulk more.
4. Keep in mind an expansive definition of retail which came about the IAG specific meeting, i.e. day care/adult care, remote work (Wework style) space or gym. There is already sufficient traditional retail on Boylston Street. While a DeLuca's sounds enticing, if Wegman's does get built at the Landmark center, that will be direct competition for that market share.

Thanks,

Ed Ballo

From: Tim Czerwienski <tim.czerwienski@boston.gov>
Date: Wednesday, September 5, 2018 at 12:51 PM
Subject: Fwd: OpPEACE Request for Funding from 60-80 Kilmarnock Street development

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Tim Czerwienski, AICP
Project Manager
617.918.5303

Boston Planning & Development Agency (BPDA)
One City Hall Square | Boston, MA 02201

bostonplans.org

Tim Czerwienski, Project Manager
Boston Planning and Development Authority
One City Hall Square
Boston MA 02201

Re: 60 Kilmarnock Street
via E-mail: Tim.Czerwienski@boston.gov

September 10, 2018

Dear Tim:

I am writing as a Fenway resident to comment on the proposed project (the "Project") located at 60-80 Kilmarnock Street in the West Fenway.

I attended the public meeting held at Fenway Community Center on September 5th, 2018 and have viewed the Project Notification Form.

My comments involve decisions that determine Groundwater Conservation Overlay District interpretation, the negotiation between the project proponent and BPDA for offsite payments, and that negatively impact the ability to create housing for working families in our community.

1) Groundwater Conservation Overlay District (GCOD) interpretation: The BPDA has interpreted the overlay district, present across several Boston neighborhoods, to mean that rather than simply effecting additional procedural review for its original purpose of assuring and restoring appropriate groundwater, that projects in GCOD areas require a zoning variance accompanied by Inclusionary Development Policy calculations. Article 32 sets forward conditions for compliance for parcels located in GCOD districts, with the sole aim that projects located in vulnerable areas prevent deterioration of and, where needed, allow for restoration of groundwater. GCOD was developed after Fenway zoning was created; zoning variances for neighborhood development never considered the definition of what additional protection overlays would mean in context to development massing and housing needs. That the BPDA has now interpreted an environmental protection to be a mechanism that results in: 1)increased Project height; 2)calculations for city affordability outside of our zoning definitions and 3)offsite contributions seems to be an improper interpretation. It certainly is one that was not intended by the guiding strategic vision that was used in our zoning. I personally object to this interpretation and request further discussion about how GCOD has been interpreted in other projects across the city.
2) Related to the above, I understand that our consensus zoned definition of 'affordable housing', which was set at 80-120% AMI, is to be ignored in deference to IDP definitions at the city's level. My comment is that if GCOD interpretations result from a reading by the BPDA, that such arbitrary determinations should not expand to our housing. Article 80B-7 1.(a) states the purpose of DIP project exactions (which BPDA ties to GCOD) as being designed to mitigate the impacts of large-scale real estate development on the available supply of low and moderate income housing and increase the availability of

such housing by requiring DIP as the condition of zoning relief. If such a purpose is applied to this project, it would seem that it is the BPDA's GCOD interpretation which has created a larger project which then violates our zoning; further, if the goal of such exaction is to create low and moderate income housing, that it should respect the moderate income housing as set by our zoning article.

3) I have learned that mitigation for this project both has resulted in offsite contributions for a development outside of our neighborhood and that these negotiations took place outside of the public Article 80 process. The Impact Advisory Group, by definition of a mayoral executive order, is the body which views a project, considers its impact, and recommends mitigation to the BPDA, after which discussion and a cooperation agreement that contains those mitigation measures is formalized. That this role was not afforded them, and that these negotiations took place before the public process started seems improper. As an added issue, I personally object to any project that results in offsite contributions – housing benefits meant to be for this community should remain in this community. I would like further clarification on this negotiation, and how BPDA determined that this process meets required development review. I also would ask for a review by the BPDA and report to this community to indicate: The number of housing units or development dollars lost in the Fenway through offsite contributions in the past 10 years, and the number of onsite units or development dollars invested in the Fenway that have resulted from Fenway development.

I do support the consideration of benefits to K Street, an important resource for many that is being displaced through this development. I further request that benefits to the public realm include upgraded street lighting, trees, and open space accompany this project.

Thank you for this opportunity to comment,

Marie Fukuda
120 Norway St. #14
Boston, MA 02115

Tim Czerwienski, Project Manager
Boston Planning and Development Authority
One City Hall Square
Boston MA 02201

Re: 60 Kilmarnock Street
via E-mail: Tim.Czerwienski@boston.gov September 10, 2018

Fenway Civic Association was first approached by the developer CCF in January 2017. In a series of informative meetings it seemed that the workforce of the Fenway would finally get a by right housing project that would help alleviate the desperate shortage of housing for median income workers in the neighborhood. The project as first shared with us was to be a wooden structure that would come in with market prices 20%-30% less per square feet than a comparable steel structure. CCF presented themselves as specialists at fulfilling this type of market niche in other neighborhoods and cities. The prospect of housing being built that would serve the average wage earner was exciting and well overdue. It was the expected payoff for the neighborhood after sacrificing and allowing so much height and density to be developed on Boylston Street. These were developments that created many new affordable units and significant benefits to the BPDA's offsite fund - benefits paid for by the Fenway by allowing the urbanization of Boylston Street.

Today the 60 Kilmarnock Street project has morphed into a creation that does nothing to serve the Fenway's desperate need for workforce housing and funnels off newly created DIP benefits to the South End neighborhood. Estimated costs for a studio condominium in the outside of zoning steel building are $550,000. This compares to the $425,000 cost of a similar sized unit in the originally presented by right structure. The City using the foil of GCOD has forced the project to be outside of the scope of zoning. BPDA and DND have created DIP payments that were never supposed to be created from the Fenway's internal neighborhoods. Our zoning anticipated that residential buildings in the neighborhood district would adhere to the zoning and not create DIP benefits. In this case the City is disregarding the intent of the Fenway Zoning and basically stealing the best possibility of median income housing out of the Fenway in order to fund affordable housing in another neighborhood.

The Fenway was rezoned to create growth and benefits from the Boylston and entertainment blocks of the neighborhood. The internal residential streets were supposed to provide moderate residential housing. It is impossible to create workforce housing when all housing that is being created comes at a 25% premium to the buyer. Instead of a working class building with 400 units of almost affordable units, we get a luxury building with a few limited deed restricted home ownership opportunities. This practice artificially inflates the cost of housing for everyone and denies median income workers the chance to buy into the neighborhood and weakens our community in the process. FCA had expected that the 60 Kilmarnock Street project would serve the long neglected and unmet needs of the Fenway for workforce housing. That it will not produce workforce housing is directly due to the city's actions on GCOD and priorities for expiring uses that are not being managed in a transparent fashion. It is tragic that a project that would have housed 400 average wage earning families in the Fenway will now house 27 at most. We must do better.

Tim Horn
President FCA

Fenway Civic Association – P.O. Box 230435 – Astor Station – Boston, MA 02123

September 10th, 2018

Tim Czerwienski
Project Manager
Boston Redevelopment Authority (BPDA)
One City Hall Square
Boston, MA 02201

Re: 60 Kilmarnock Street
Cabot, Cabot & Forbes

Dear Mr. Czerwienski,

The Fenway Civic Association (FCA) is the Fenway neighborhood's oldest all-volunteer neighborhood group that accepts no public or developer funds. Founded in 1961, our mission is to promote a safe and vital neighborhood that serves the interest of its residents.

As an Impact Advisory Group (IAG) member and FCA board representative, I hold several serious concerns regarding Cabot, Cabot & Forbes' (the Proponent, CC&F) Expanded Project Notification Form for 60 Kilmarnock Street (the Project) submitted on July 9th, 2018. These include the actions of city agencies, the way in which our zoning has been applied and interpreted, the lack of conformance to the established review process, the absence of important Project details, and an insufficient comment deadline. These concerns and associated requests are outlined below:

City Processes under Article 66 and Article 80:

This is one of the most consequential projects proposed in the prewar sections of the Fenway neighborhood since Urban Renewal in the 1970s. As such, I and the FCA are disappointed that the BPDA would allow a proposal which both does not conform with our consensus-based zoning and that reflects questionable conduct by the agency to be proposed.

The Fenway neighborhood convened through a lengthy process to set a vision for the height, density, use, and socioeconomic goals for the Fenway. This process has not been respected or reflected in the Project. The intent of the definition of zoning and the Groundwater Conservation Overlay (GCOD) District have been arbitrarily and capriciously redefined by the BPDA and the Department of Neighborhood Development (DND), such that the Project no longer resembles zoning developed by neighborhood residents, institutions, and businesses. The lawful order of public process in accordance with the executive order defining Impact Advisory Groups and their role has not been respected, with the balance of IDP offsite funds negotiated to Newcastle Court in the South End - both outside of the Fenway, and outside of the public process prior to the seating of the community IAG.

- *We request that the BPDA, DND, and the Proponent communicate in a transparent manner to the IAG and the Fenway community how the interpretation of our zoning and the GCOD was made, and how these negotiations constitute allowable proceedings within Article 80 and IAG project review.*

Housing:

The Project joins other recent projects where affordable housing funds from neighborhood development intended for on-site or at least in-neighborhood workforce housing development have been sent outside the neighborhood as part of a major project without community stakeholder input.

To Fenway residents, the city appears complicit in the siphoning of needed funds and the disregard for consensus zoning and the needs of working families in the Fenway. The creation of housing for working professionals and families was identified as a priority in our zoning. The city's actions have instead stratified our community and starved the middle, often to the financial benefit of other neighborhoods outside of our rezoning. WE are the neighborhood that advocated for our existing zoning and underlying strategic plan, because WE are meant to receive housing benefits that anticipated our community's needs through it.

- *We request a project that appropriately reflects the intent of our consensus-zoning, and that provides the benefits afforded through development to onsite housing. We additionally request the Project to respond to the call for housing for working families and professionals in the Fenway, defined in Article 66 as 80-120% AMI.*

Mitigation:

The actions of the Proponent and the BPDA have occurred outside of the understanding of the IAG's role as the body assigned to determine project impact, evaluate, and recommend appropriate mitigation. Further, the process through which mitigation was identified and committed is unclear. When the IAG asked why offsite-housing preservation funding could not be found from within Newcastle Court's neighborhood, with over a dozen active projects, we were told no large projects were available to provide sufficient funding, only to see a press release a week later of such a large project at the Boston Flower Exchange. When we inquired at a public meeting if funding from that project may be obtained to offset our neighborhood's contribution, we were told that the funding had already been allocated elsewhere. Why is it that other neighborhoods are privy to funds from our development projects and we are unable to be granted reciprocity for our generosity? The Fenway's rezoning was in part to provide a pool of funds for such projects within our neighborhood and we, despite requests, have been unable obtain a complete accounting of where off-site housing funds have been distributed.

I submitted a list of questions over a month ago requesting for several of these answers in writing to no avail. This lack of information does not engage the community or the IAG in good faith. I am deeply troubled to find out that the off-site housing arrangements do not appear to meet the BPDA's own guidelines for the number of units credited, leaving millions of dollars unaccounted for in a process the BPDA had to manipulate zoning interpretations to bring about in the first place. Furthermore, a responsive records request to the state indicates some form of partnership or other financial arrangement with a for-profit developer with regards to Newcastle Court, which was not disclosed to the IAG and must be fully explained.

None of these actions by the city inspire confidence that its agencies will act impartially in facilitating the best interests and desires of the Fenway.

This project was initially pitched to the community by CC&F as an As of Right project intending to conform with zoning. The neighborhood and the FCA were largely enthusiastic until the BPDA set in motion a series of events:

1. The BPDA decided that the zoning requirement for project review in a Groundwater Conservation Overlay District (GCOD) constituted a "variance" rather than technical/procedural review. This interpretation effected the city's Inclusionary Development Policy which requires specific contributions to affordable dwelling units (rental & home ownership) in cash contributions for off-site and/or a designated number of units set aside for on-site accommodations. In the process, this interpretation further directed the definition of affordability for onsite units to the City's IDP AMI rather than the Fenway's Article 66 zoning definition, Section 66-47 1., set between 80 and 120 percent. This distortion of Fenway's zoning is unacceptable.

2. After making the determination to apply IDP to this project, the BPDA negotiated a payment of a significant portion of estimated project impact mitigation funds prior to the establishment of the IAG, the public body whose role through executive order of the Mayor is to determine what project impacts will be and how best to mitigate them. The BPDA usurped the role of the IAG in this regard and ignored the public review policy by negotiating outside of this mandated process.

3. During those negotiations, the BPDA determined that the developer would contribute $6,000.000 to preserve Newcastle Court in the South End. The proponent for their $6,000.000 contribution received credit for 28 affordable units out of the +/- 58 (at the time of this writing I believe the total number of units is still in a state of flux) that they must provide as part of their project at a cost of ~$214,285.71 per unit.

   According to the BPDA's IDP policy:
   http://www.bostonplans.org/getattachment/a3735820-5203-4c68-9ddb-0b8e869b32e7
   It is indicated that a buy-out of a minimum is a contribution of $380,000 per offsite unit.
   $380,000 x 28 units should equal a contribution of $10,640,000.
   $10,640,000 - $6,000,000 in this calculation leaves a sum of $4,640,000 uncollected that the BPDA should have by their own formula.

So, after a questionable zoning interpretation of what constitutes a variance to mandate an IDP contribution, and prior to any public notice or comment, those funds were already sent outside the Fenway, and the BPDA didn't collect the full value for the number of affordable units it is crediting to the Project. The IAG has not been privy to the terms of the agreement, nor received any other documents to qualify the contribution, which leaves us with no means of verifying what was given in consideration for the contribution. Furthermore, it appears highly inappropriate for the BPDA to be cashing a check from a developer prior to the approval of their project. It implies to the public that in advance of public review and comment, the Project is predetermined to receive approval of some degree on the basis of already receiving funds meant to be part of a mitigation process.

On a related matter of concern, the designated developer for Newcastle was presented at IAG/public meetings as Fenway Community Development Corporation (FCDC), however, state filings with the Department of Housing and Community Development indicate the designee for development as Schochet Associates. Schochet Associates are a for-profit development & investment corporation, with FCDC listed on state filings as their local designee. Without any understanding or disclosure of this relationship to the IAG or at public meetings, we question both the non-disclosure and how an upfront cash payout was deemed appropriate versus a more typical approach of offering tax credits.

- *We ask that the process through which mitigation was determined, the financial details of these arrangements including clarification as to the uncollected sum outlined above, and requested answers detailed to my earlier request be provided to the IAG before any further action towards approval of the Project should occur.*

Zoning:

The proposed Project is over the Floor Area Ratio (FAR) set by zoning. As such, the developer is asking for more buildable area than was legally permissible when they acquired the land. This increases the value of the Proponent's acquisition by asking the city to change the rules. This request for FAR relief, if it were to set precedent for other area projects, particularly without a clear and compelling hardship or irregular lot, may lead to rampant speculation and inflation of property values with the presumption that every lot in the neighborhood may have greater buildable area than allowed by base zoning. This is NOT a desirable outcome and is one may negatively impact all residents of the Fenway.

The proposed Project is also over the zoning height limit by an additional story (8 total), which on Queensberry Street is twice the height of existing buildings; an imposing profile on a narrow street lined with modest buildings. The IAG has asked for rendering of the Project at a zoning compliant height, which was what the neighborhood expressed as appropriate. This rendering has not been provided at the time of this writing.

Both residents and the FCA witnessed the Project's initial announcement to the neighborhood, and how it grew after negotiation of the IDP obligation and offsite payout. We believe the increase of the project size outside of as-of-right zoning compliance is tied to this negotiation as a means for the Proponent to offset ensuing costs. However, these costs will still in part be passed on to renters and condominium owners in our community. It is unacceptable, unethical, and infuriating that any city agency might be complicit in actions that violate the intent of our zoning, negatively impact our community, and appear to be an engineered financing grab for a project outside our neighborhood.

The BPDA has not extended the September 10th comment deadline despite significant lack of requested information and still-evolving design across several well attended meetings. The IAG is awaiting answers to multiple questions and requests: An as-of-right proposal, sufficient certainty of the number of rental vs home-ownership units, and a general accounting of the quantity of unit types (studios, 1-2-3 bedrooms, townhouses).

- *We request that the Proponent provide a rendering of the Project at zoning compliant height to the IAG and community, that the IAG be given definitive facts as to the number of rental versus home-ownership units, and a general accounting of the quantity of unit types. Until these and earlier questions are answered, the Article 80 process should be placed on 'pause' so that IAG members and residents are able to understand the Project and its impacts.*

Cabot, Cabot & Forbes has been accommodating in listening to community concerns regarding the preservation of K-Street (a neighborhood mental health counseling provider), a desire to limit retail use to neighborhood services (use restrictions, potential deed restricted commercial condos, daycare/family/elderly support uses, etc.), and a general refinement of the architectural character and ground level plans to better integrate the proposal into the context of the existing neighborhood. However, we need to see further development of the proposal and be given appropriate time to comment. We only recently have been provided with documents of a sufficient level of detail appropriate for a review of the public realm with changes to the ground plane and elevations; we need more time to evaluate these details as they solidify.

It is tragic that a project which is supposed to be a crown jewel and centerpiece of neighborhood rezoning effort has been presented in violation of that zoning, over-scaled and overshadowed by backroom dealings. I sincerely hope the city will answer these serious questions, restore faith in the public process, and allow for the project to materialize in accordance with the Fenway's consensus-based zoning as its residents intended.

Sincerely,

Matthew Brooks
Impact Advisory Group member & Fenway Civic Association representative

CC: Josh Zakim, Boston City Council
Yissel Guerrero, Mayor's Office of Neighborhood Services

B

Tim Czerwienski <tim.czerwienski@boston.gov>

69-60 Kilmarnock Street

ERIC DANIEL [redacted] Mon, Sep 10, 2018 at 5:03 PM
Reply-To: ERIC DANIEL <[redacted]>
To: Tim Czerwienski <tim.czerwienski@boston.gov>
[redacted]

This note concerns two aspects of project at 60-80 Kilmarnock Street based on attendance at the initial public meeting in Augu t and a review of note from the meeting September 5

IPD FUNDS I fully upport the u e of IDP fund to pre erve the Newca tle Saranac project a affordable hou ing Mr Davis of the BPDA, with the aid of others, made a cogent case for the use of the IDP funds to preserve Newcastle-Saranac as affordable housing. He established the limited time parameters available to face the potential loss of 97 units of affordable housing there, and he described how procedures put in place to deal with such emergency situations were deployed

Overall, the BPDA' collaboration, with the Fenway CDC, and the developer Cabot, Cabot, and Forbe wa noteworthy in terms of collaboration and willingness to engage in give-and-take for the common good. The developer was quite generous in being willing to advance IDP funds before approval for the project.

Also worth mentioning is that the number of units being preserved is higher than the number of units that could have been created at the same cost, and that the shadow of displacement hanging over the current residents will be dispelled.

ARCHITECTURE. I urge the Boston Civic Design Commission to guide the proponent to an architectural style more con i tent with Bo ton value and the nature of the neighborhood In their initial analy i , the proponent paid homage to the numerous courtyards of the neighborhood and reproduced pictures of symmetrical, ornamented buildings typical of the neighborhood. In contrast, the sketches and plans show ostentatious asymmetry, disorganized facades, a monotonic palette of browns, and little in the way of fully realized ornamentation.

The unsettled roof lines of the project need special mention; for they create a sense of disorganization and excessive ma Thi i particularly jarring in a neighborhood where cornice are o ucce ful in helping to create harmoniou urban rooms.

Example 1. *Queensberry Current (as shown in the September 5 document)* has separate rooflines for the sixth, seventh, and eight floors in the center building, and this ragged approach repeats itself down the block, creating a hard-to-comprehend assemblage of buildings.

Example 2. *Peterborough Current* (September 5 document) shows a massive brown building with protruding wedges that read more like a fortre than anything el e The wedge create a jagged roofline that i the fir t of three, with the final two being horizontal. The relationship to restaurant row in front of the building is unfortunate.

Despite the directness of the criticism above, I write in hopes of contributing to a better project that will fulfill its potential.

Sincerely,

Eric Daniel
221 Massachusetts Ave.
Boston, MA 02115-3519

Tim Czerwienski <tim.czerwienski@boston.gov>

60 Kilmarnock Street Project Comments

Brenda Lew [redacted] Mon, Sep 10, 2018 at 9:15 PM
To: tim.czerwienski@boston.gov

To Tim Czerwienski
Project Manager
Boston Planning and Development Agency

From Brenda Lew
Fenway Resident

Re: 60 Kilmarnock Street Project September 5, 2018 Meeting Comments

The proposed buildings heights presented at this meeting have not changed. Even with setbacks, the buildings are still too taller than other newer Peterborough, Kilmarnock and Queensberry Street housing. **The height should not exceed 7 stories and the zoning.**

However, the landscape architect did indicate that the existing sidewalks width would be maintained along with space for tree planting pits
This should also extend to the two sides of Kilmarnock Street.

The entry to 70 Kilmarnock Street is now shown at the corner of Kilmarnock and Queensberry.

Agree with vote by attendees to eliminate retail area on Kilmarnock Street. This space instead can provide more apartments for affordable housing
Also the elimination of pass thru on Queensberry Street can also provide more housing.

The plans show K Street located in the alley way. Their existing location is on Kilmarnock Street. The alley way is wider, but should the new location also be on Kilmarnock Street

Tim Czerwienski <tim.czerwienski@boston.gov>

Support for IDP funds for Newcastle-Saranac

Sonya Bhabhalia [redacted] Mon, Sep 10, 2018 at 5:24 PM
To: Tim.Czerwienski@boston.gov, [redacted]

Dear City and elected officials:

I am writing to reiterate sentiments I expressed on the night of September 5th at the public meeting regarding the 60 Kilmarnock project I gave my verbal upport for IDP fund from the 60 Kilmarnock project going toward Newca tle Saranac on Columbus Avenue, and I would like to expand on it in writing.

Without the 60 Kilmarnock IDP funds, it is a near certainty that most, if not all, of the current residents of Newcastle-Saranac will be di placed hould the building change over to market rate I walk by thi building everal time a week, and while it is not exactly in the Fenway, it just a couple blocks outside, and I cannot in good conscience oppose the use of IDP funds to keep 97 households in their homes.

I al o e tend my appreciation for DND, DHCD, CEDAC, BPDA, and Ma Hou ing for voicing upport of thi application of IDP funds. While some Fenway residents may not agree with them going beyond the Fenway line, I believe there is a general consensus that there is a dire need for truly affordable housing in the City of Boston, and one of my Fenway neighbors also pointed out the decreasing availability of family-size units at the September 5th meeting. The IDP funds from 60 Kilmarnock will be a significant contribution to both of those needs and to general neighborhood vitality and tability

Thank you for your consideration.

Sincerely,
Sonya Bhabhalia
31 Peterborough Street
[redacted]

To Tim Czerwienski,

This letter is just a few comments in support of the IDP funds for 60 Kilmarnock to Newcastle-Saranac in order to preserve 97 households currently at risk of displacement.

I am a resident of an almost displaced building at 31 Burbank Street. After hard work and numerous meetings, affordability was preserved and the long term residents of our building were able to stay in their homes. Our tenant association worked with Mass Alliance of HUD Tenants and Fenway Community Development Corporation, and previous owner representatives to find a way to renew the various contracts and subsidies that keep this building affordable. This was the first building to be preserved under Chapter 40T Protections in the city of Boston and I am hopeful that through similar strategies the 97 households at Newcastle-Saranac can be preserved. It is my understanding that this building also has median and low income residents who would have trouble finding affordable housing elsewhere with the same access to transportation, education, health services, and entertainment.

The Newcastle-Saranac building is in need of a successful resolution similar to ours. I have confidence that the tenants will be in good hands with the Fenway CDC. I am supporting this proposed transfer of IDP funds from 60 Kilmarnock Street to 599-627 Columbus Avenue. I would like to acknowledge the BPDA's and the developer's intention to prevent displacement of residents. Thank you.

Sincerely,

Iris Jackson

[redacted]

B

Tim Czerwienski <tim.czerwienski@boston.gov>

Save housing: Inclusionary development funds/Kilmarnock St

Holly Berry [redacted] Mon, Sep 10, 2018 at 3:15 PM
To: Tim.Czerwienski@boston.gov

Hello, Tim

I am writing to you today in full support of using the inclusionary development funds from Kilmonarck Street to be utilized in saving housing at New Castle Saranac. It is an emergency situation as all the current housing being built is unaffordable, where we can save an expiring use the city should certainly do so. For this reason as well as 60 Kilmarnock St pre erving the upport program for LGBT, i full upport the Kilmarnock St plan a 97 unit and that mean Family' a well as the community will be preserved.

Thank you for your consideration, Holly Berry
23 Hemenway St
Boston, Ma
02115

Sent from my iPad

9/10/18

Re: 60 Kilmarnock

Upper Boylston is ushered into the West Fens. This proposed 9-story 440+ unit market-rate project would occupy a block of Kilmarnock and 1½ blocks of upper Queensberry. It would put 4½-story quiet tree-shaded brick wavefronts on Queensberry and Peterborough cheek-by-jowl with a 9-story, glass and metal megablock.

Proponents CIM and ccaf have not begun to mitigate. In big lie fashion and with straight faces they claim to address "massing concerns" with a project "fitting within the context of the neighborhood", "not as Boylstony","on a small, pedestrian, residential scale which seeks to continue the Queensberry context" and would be "less of a shiny box experience" with "bays that reflect to nature of the neighborhood".

The golden-toned rendering reflects one thing only: the rending of the West Fens. Wrapped in the rhetoric is a Boylstony, shiny glass megablock that drives a spike in the West Fens neighborhood.

A bell and a couple of whistles and a scripted process aren't going to cut it. Put affordable units on site. Create affordable units <u>in the West Fens</u>, on the lot of the Orthodox Church. Make street faces brick, and step them back from 5 stories on Queensberry Street. Fund maintenance of Rumler Park to mitigate the impact of 600 to 700 new residents.

Do the heavy lifting. Be in it for the long haul. Face fewer lawsuits from outraged neighbors who abut. The long haul may prove shorter.

John DuBois
100 Norway
[redacted]

B

Tim Czerwienski <tim.czerwienski@boston.gov>

60 Kilmarnock Street Proposal- Feedback

Eddie Hou [redacted] Tue, Sep 11, 2018 at 1:45 PM
To: tim.czerwienski@boston.gov

Hi Tim,

Thank you for overseeing the 60-80 Kilmarnock Street project. I reviewed the slides from both August 8 and September 5, 2018, and although I appreciate the architectural design and streetscape improvements the project should bring, I do not support the current iteration of the project's retail allocation. Out of the entire 2.16 acre proposed development, there is only one retail component in the plan on Kilmarnock Street, while pre ently, there are 7+ retail outlet (albeit dilapidated) on Kilmarnock Street. The redevelopment of these parcels provides a perfect opportunity to significantly enhance the retail options in the Fenway area, however the current proposal would be a lost opportunity to improve the public benefits to Fenway residents and the city of Boston.

As a primary resident in the heart of the Fenway, I have seen the revitalization that has taken place on the main streets of Fenway: Boylston Street and Brookline Avenue. It has transformed the area to one of the top retail and dining destination in Boston. However, as the retail outlets are Boylston Street and Brookline Avenue are primarily big-box, chain retail and re taurant , the redevelopment on Kilmarnock Street and Peterborough Street would be the prime to further enhance the retail/dining scene in the Fenway with the addition of curated, smaller-scale, boutique style retail and dining options along the entire ground level of the 60-80 Kilmarnock Street project (minus any square footage needed for the residential lobbies). The proximity of the development to Fenway's Restaurant Row, the MFA, Isabella Stuart Gardner Museum, along with the hi toric brown tone in the area yield a unique chance for the developer to draw in piration from all four and formulate a unique, perhaps art/design-influenced retail, dining experiences for future residents of the building, Fenway residents, and the city of Boston to enjoy, while expanding, and enhancing Fenway's retail footprint outside of the two main central arteries — Brookline Avenue and Bolyston Street.

Another thing to note is that in the exterior renderings of the project, Kilmarnock Street and Peterborough Street are portrayed to be lively, vibrant streetscapes where people would walk, wander, and gather. However, the amount of people in the renderings is misleading given the singular retail component.

Thanks for hearing our thoughts, and I am certain that the developer, the BCDC, the city of Boston, and the public will be able to work together and improve this promising, exciting project for the neighborhood, and further continue Fenway's revitalization.

Best regards,
Edward Hou

B

Tim Czerwienski <tim.czerwienski@boston.gov>

Comment Addendum

Fredericka Veikley <[redacted]> Wed, Sep 12, 2018 at 10:42 AM
To: Tim Czerwienski <tim.czerwienski@boston.gov>
[redacted]

Tim,

I would like to add an addendum to my comments sent yesterday.

Thi i Partially from the reminder about foreign inve tor con uming wath of hou ing upply, mo tly lu ury, that i in the news again, but also from what I see just in our neighborhood with small amount of existing inventory for sale. Investors, some "phantom" and some local well leveraged real estate companies and individual investors will outbid would be residents the majority of time, then flip them or rent to students. These units then are never occupied by their owner Thi i the ca e with all of the building that are condo in the Fenway, their owner occupant have hrunk precipitously.

I would like to have assurances from CCF and the City that they will put in place a protection for the condo units built that prevent peculator and real e tate companie from purcha ing the unit to lea e out l e , that there i a requirement or at least some stringent requirements for owners to live in their units. Can we discuss this at the next IAG meeting?

Thank you.

Freddie Veikley

Sent from Yahoo Mail for iPad

Tim Czerwienski
Project Manager
Boston Redevelopment Authority (BPDA)
One City Hall Square
Boston, MA 02201

September 11, 2018

Re: 60 Kilmarnock Street
Cabot, Cabot & Forbes

Dear Mr. Czerwienski,

As a member of the IAG, I would like to submit these questions and comments on the referenced proposal based on the information available to date:

1 The proponent initially presented a 7 story as of right project to the Neighborhood that was met with general support. After months of negotiations with the BPDA, however, a changed project emerged with a proposal for a 90 ft. 8-story building that does not comply with Fenway zoning. The IAG for the 60 Kilmarnock St. development has asked to see an original 7 story as-of-right-design under zoning, but it has not yet been supplied. **Please show a rendering for a 7 story development in both East and West lots and then another with the West lot at 8 stories; and the east lot at 7 stories.**

How would those changes affect the FAR and the view corridors and relationship to the adjacent 4 story Queensberry buildings as well as the number of units/residences. If the first major development in the Fenway post-zoning is allowed to go forward that does not comply with zoning, how does that precedent impact requests of future developments and the validity of hard fought neighborhood approved zoning?

3 The proposed project is in a Groundwater Overlay District. The BPDA made a decision to interpret this as a condition under which the proposed development requires zoning relief, therefore triggering IDP. **Under what regulation or Article was this GCOD interpretation made? When has the existence of an as of right project in a GCOD triggered this interpretation in the past? What is the criteria for requiring or not requiring zoning relief for an otherwise as of right project in a GCOD zone?**

4 Per the PNF, "As part of the IDP program, the Proponent has committed, *in advance of receiving approvals for the Project*, to contribute funds necessary for the acquisition of affordable housing at Newcastle/Saranac". **How was that agreement executed when the PNF had not even been publicized and the action is in conflict with the role of IAG in determining how IDP is applied? What additional benefit is allowed the proponent in consideration of this early payment?**

5 We are told that the BPDA's GCOG interpretation would tip affordable units into the City-wide AMI definition rather than the 80 – 120% AMI in Fenway's zoning. **How does**

this City-wide definition of AMI being forced upon us respect our specific needs for workforce professional housing purposely adopted by residents, businesses and institutions to respond to our most pressing housing needs? The Fenway is unique and has unique housing challenges facing working professionals; the City should respect our neighborhood's AMI parameters adopted for Fenway projects.

6 The IDP financials have not been clarified. What is the per unit cost paid by CCF for offsite housing at Newcatle? **If the off-site payout was below the required $380,000 cost per unit, all remaining differential and contributions should be directed for 60 Kilmarnock deed restricted, on-site affordable units.**

7 With a substantial addition of residents to the Fenway, a neighborhood already suffering from the *lowest* amount of public open spaces per person in the City, pressure on our public space utilization will only increase. Mitigation funds from the CCF project, intended to redress the impact of development on the public realm, would be beneficially directed for open space maintenance, ongoing multi-year tree care, and public streetscape improvements.

Thank you for clarifying and resolving issues surrounding the 60 Kilmarnock St. proposal.

Fredericka Veikley

IAG member and Park Drive resident

President, Friends of Ramler Park

Improving Lives and Building Community
Fenway Community Development Corporation

September 10, 2018

Tim Czerwienski, AICP
Project Manager
Boston Planning and Development Agency
Boston City Hall, 9th floor
Boston, MA 02201

RE: 60 Kilmarnock Street proposal by Cabot, Cabot and Forbes

We submit this letter of support on behalf of the Urban Village Committee of the Fenway Community Development Corporation together with recommendations. Fenway CDC is a 45-year old, community based organization that builds and preserves affordable housing and promotes projects that engage our full community in enhancing the neighborhood's diversity and vitality. We have reviewed the project documents on file with the Boston Planning and Development Agency ("BPDA") for 60 Kilmarnock Street and have attended the Article 80 community and IAG meetings. We thank you for the opportunity to comment on this agreement.

Our comments are based on the values and objectives laid out in our Urban Village Plan for the Fenway. The Fenway CDC organized community workshops, conducted in person and on-line surveys, hosted topic-based working groups, and then refined the ideas and comments contributed by more than 200 community members into the final plan. The current Urban Village Plan builds on and broadens earlier revisions of the plan, but is not an official document of the Fenway CDC. It is a vision for balanced growth, created with the CDC's help by hundreds of our neighbors.

To summarize our comments for 60-80 Kilmarnock Street, the Urban Village Committee believes that the proposed development, if concerns related to Architecture are addressed, will contribute significantly to the Fenway neighborhood by adding non-luxury, non-student rental and ownership housing opportunities that will encourage new, permanent residents to call the Fenway home. The proposed use of the site, formerly and primarily a taxi company operation, should be considered the best and preferred alternative use for the neighborhood.

The remainder of this letter addresses three specific aspects of the proposed project.

IPD FUNDS. We fully support the use of IDP funds to preserve the Newcastle-Saranac project as affordable housing. Mr. Davis of the BPDA, with the aid of others, made a cogent case for the use of the IDP funds to preserve Newcastle-Saranac as affordable housing. He established the limited time parameters available to face the potential loss of 97 units of affordable housing there, and he described how procedures put in place to deal with such emergency situations were deployed.

Overall, the BPDA's collaboration, with the Fenway CDC, and the developer Cabot, Cabot, and Forbes ("CC&F") was noteworthy in terms of cooperative problem solving and willingness to engage in give-and-take for the common good. The developer was quite generous in being willing to advance IDP funds before approval for the project.

Also worth mentioning is that the number of units being preserved is higher than the number of units that could have been created at the same cost, and that the residents of Newcastle-Saranac will not face displacement due to a market rate conversion or sale.

K-STREET CLUBHOUSE. We fully support and applaud CC&F's decision to build-out a permanent space for K-Street Clubhouse, the LGBT recovery clubhouse that would otherwise be displaced by the development, at 60-80 Kilmarnock Street. We consider the preservation of this important neighborhood asset, which has saved a multitude of lives during its 31+ years of existence, a substantial community benefit conveyed by CC&F.

ARCHITECTURE. We urge the Boston Civic Design Commission to guide the proponent to an architectural style more consistent with Boston values and the nature of the neighborhood. In their initial analysis, the proponent paid homage to the numerous courtyards of the neighborhood and reproduced pictures of symmetrical, ornamented buildings typical of the neighborhood. In contrast, the sketches and plans show ostentatious asymmetry, disorganized facades, a monotonic palette of browns, and little in the way of fully realized ornamentation.

The unsettled roof lines of the project need special mention; for they create a sense of disorganization and excessive mass. This is particularly jarring in a neighborhood where cornices are so successful in helping to create harmonious urban rooms.

Example 1. *Queensberry Current (as shown in the September 5 document)* has separate rooflines for the sixth, seventh, and eight floors in the center building, and this ragged approach repeats itself down the block, creating a hard-to-comprehend assemblage of buildings.

Example 2. *Peterborough Current* (September 5 document) shows a massive brown building with protruding wedges that reads more like a fortress than anything else. The wedges create a jagged roofline that is the first of three, with the final two being simple rectanglesl. The relationship to restaurant row in front of the building is unfortunate.

We write to commend the community engagement efforts of CC&F to date and are hopeful that they will continue to these efforts to ensure the project fulfills its potential.

Sincerely,

Eric Daniel
Eric Daniel
Urban Village Committee

Richard Giordano
Richard Giordano
Community Planner
Fenway Community Development Corporation
70 Burbank St., Lower Level
Boston MA 02115

Comment: Created Date	F rst Name	Last Name	Organ zat on	Op n on	Comments
7/9/2018	Jacob	Oppenheim		Support	Great pro ect building over lots of blight. Hope the restaurants all come back !
7/9/2018	Sam	Burgess		Support	I support this pro ect. This is a great way to put underutilized land to much more productive use. Surface parking lots and above-ground garages in the middle of one of Boston's densest neighborhoods make little sense - they are a visual blight on what is otherwise a gorgeous neighborhood. Not only will this new pro ect likely generate significantly more tax revenue for the city, it will bring a much needed 443 new homes on the market. Boston is growing at a breakneck pace and we need to do everything possible to build new homes to accommodate the demand for new housing. If new housing is not built, existing residents will be displaced by wealthier newcomers. I urge the BPDA to approve this pro ect and streamline the 80B rev ew process as quickly as possible. Our housing crisis demands drastic action, and months and months of delays only exacerbates the problem. Please do not let NIMBYs slow, downgrade, or block this pro ect. Thank you.
7/11/2018	Christopher	Fr end		Support	I support this pro ect, but have two minor complaints / asks of the BPDA. (1) Why does it have so many parking spaces (0.75/unit) in an area of densely available public transportation? Can the BPDA cons der waiving the parking minimum in this area? (2) Given that this building is so close to public transit and on a large lot, can the building size be increased? It feels like such a large, continuous lot (2 acres!) could support a FAR >10, unlike the ~4-5 they're currently aiming for. Twice as many people could live here! Chris
7/13/2018	Greg	Haig	ONUG	Neutral	To Whom it may Concern I am writing today to raise a concern regarding the proposed pro ect 60-80-Kilmarnock St. The issue I wish to raise is regarding displacement of the Kst clubhouse by the proposed pro ect. For 31 years Kst has served the LGBTQ community in recovery. We have been an institution in the ne ghborhood and are now being evicted by this development. Unfortunately, we have not been able to come to terms with the new owner. Without support from the community benefits process, our organization will cease to exist. Remediation for displacement of businesses and organizations due to development is part of the process but nothing has been forthcoming from this process. I urge the BPDA to delay the approval of this pro ect until such time as we have a favorable resolution of the issue. On behalf of the 250 members of the Kst community, I urge the BPDA and the city to ask the developer to assist in resolving the matter.

Comment: Created Date	F rst Name	Last Name	Organ zat on	Op n on	Comments
7/13/2018	Matthew	Juszczyk		Oppose	This is a great proposal for the neighborhood, but there's one s gnificant problem: lack of parking spaces. As someone who currently lives next to the site (@ 109 Queensberry), I can tell you that it has been increasingly difficult to secure on street res dent parking in the neighborhood, and I'm afra d this might make it worse as residents in this development will be enticed to park on the street for free (right in front of their building) more than those living in the new complexes on Boylston street - since generally you can't park on Boylston for more than a few hours. I love the transit oriented nature of this particular proposal, but it seems more of a way to lower costs for the developers than it serves the community. Most Fenway residents won't give up their car to use public transit, they'll ust compete to park for free for the same spots the rest of us look for. I walk to work daily, but I still own a car and it needs to be parked somewhere. To make this proposal more palatable, I would like to see the number of parking spots planned in the proposal to increase by at least 50 - available parking in the neighborhood should be kept stable, not reduced. This has a lot of potential - the proposal is way better than the empty decrepit lots/buildings that are currently there, but parking needs to be taken more seriously.
7/15/2018	Earl	Smith		Oppose	Will support if affordable housing component is put on site and displaced LGBTQ Recovery Center @ 74 Kilmarnock is provided transition plan and new home within pro ect. PNF exceptionally light on community benefits. Current site is all commerc ally based revenue for city switching to 99% res dential pro ect @ a tax rate which is 40% of the commerc al rate. Garage should be expanded with a public parking component to increase tax base and alleviate Red Sox parking gouging.
7/17/2018	Kate	Lemmon		Neutral	1) Please keep the height of these buildings modest so the ne ghborhood continues to feel like a res dential neighborhood. 2) For the retail space: Fenway does not need any additional expensive, full-service restaurants, banks, or other large chains. Please allow space for small independent restaurants and businesses to thrive (such as the ones in Restaurant Row on Peterborough St. like El Pelon). 3) Pedestr an traffic is already interrupted from Kenmore Square during Red Sox games because Jersey Street is closed off. Espec ally during Sox season, please don't block Kilmarnock from construction so that pedestrians can't get through. 4) Although ackhammering is technically legal at 7 a.m., it's not fun for residents. Please keep excessive noise contained to 9-5 when possible.
7/18/2018	Matthew	C alini		Support	This is another great step towards revitalizing our Fenway ne ghborhood. I am in full support of removing those parking structures and improving the image of Kilmarnock and Queensberry. Additionally, it's reassuring to know that the developers of this pro ect have invested so much time and effort into creating a design that enhances our neighborhood's current aesthetic without completely re-designing it.
7/18/2018	Hugo	Sanchez		Neutral	I would like to attend the first advisory group meeting before adding a comment. But I'm also hoping my email can be added to any list attached to notifications regarding this pro ect. Thanks.
7/18/2018	Thomas	Plant	Boston Public Health Commission	Support	The development needs to discuss in its proposal the geology/hydrogeology of the Fenway and what plans the development has to mitigate any toxic gases, groundwater dewatering, and other volatile organic compounds released from excavation, removal, and disposal of soil and sediments from the development sites.

Comment: Created Date	F rst Name	Last Name	Organ zat on	Op n on	Comments
7/20/2018	Pawel	Latawiec		Support	I am writing in support of this pro ect. It provides much-needed density and improves land use while paying attention to the existing urban form. Given the surrounding neighborhood context, I think it is appropriate to grant zoning var ance per section 1.4.1 of the PNF, and indeed I would support a proposal which further exceeds FAR, set-back, or height requirements. As is, the pro ect does a good a ob preserving street wall continuity and providing additional housing supply and retail space, which both the neighborhood and Greater Boston area will benefit from.
7/20/2018	Hui	ZHANG		Oppose	1). The proposed building at Kilmarnock Street would be directly opposite to the Building at the corner of 108 Peterborough Street. Any new building opposite to the 108 Peterborough building should not exceed 7 stories. 2). A new building higher than 7 stor es will block completely the views of residents in the Peterborough building. This is more critical for residents living in the penthouses where residents can view the beautiful Boston skyline from their patios. 3). The market values of the Peterborough apartments, especially the penthouses would be severely reduced if the proposed new building is more than 7 stories. The beautiful Boston views will be ruined. The privacy of res dents, espec ally those living in penthouses with patios will be violated. For all the abovementioned reasons, we oppose the proposed pro ect.
7/23/2018	Jeremy	Gordon		Oppose	As a seven-year resident of the Fenway neighborhood I welcome pro ects that benefit the area. That said, I have concerns about the proposed building. As a soon-to-be parent who lives across the street from the proposed development, I fear that the noise and dust produced will have a negative impact on my family?s ability to sleep and find solace in our home. I have lived in the area during the erection of several of the high-rise buildings and while I have been thankful that I didn?t live in direct proximity to them, I still found the noise created to be unbearable. Now that noise will be directly across the street. In addition, I think that the height of the proposed development will permanently change the neighborhood from one that is quaint and feels like a neighborhood to one that is more city-like. It breaks the current restriction for height in that area and will open the flood gates for high rise development. Furthermore, I fear it will have a negative impact on my property value as the v ews and sunlight we en oy now will be taken away.

Comment: Created Date	F rst Name	Last Name	Organ zat on	Op n on	Comments
7/23/2018	Christopher	Butler		Oppose	Having ust lived through the construction of the Harlo, I oppose another large building pro ect in this close proximity to my apartment. The construction is disruptive to normal sleep schedules and mentally taxing as a result. During the construction of the Harlo, trucks would dle outside long before construction was scheduled to begin for the day (7 am). Back-up signals for trucks entering the construction property started prior to 7 am every day, including Saturdays at times. Traffic flow was substantially obstructed on a day to day basis. Noise pollution is a huge concern with another large pro ect in the middle of a resident al area, and should, at minimum, be postponed 1 year so people have the opportunity to move if they do not want to live through another construction pro ect. Additionally, this many additional residential units will continue to cripple the Fenway area's limited resident al parking. There is no limit set forth by the city that those who have the option to purchase garage spaces do so, and free resident permits for those that move into a new residential facility will further crowd Queensberry/Peterborough parking spaces. It is already difficult enough to find a parking space in this area with the current resident population - adding another large res dential building will not help with this problem.
7/23/2018	Michael	Baker	Res dent	Support	I am support of the proposed pro ect at 60 Kilmarnock Street. Based on the renderings, it appears to fit the ne ghborhood well. I moved from Fenway to Allston recently, but still frequent Fenway weekly for food and shopping, especially along Kilmarnock. However, I would suggest that the developer increase the number of retail/commercial first floor units to match the number of existing unit, or more. The reason this area of Fenway is so vibrant is due to the multiple different retail and restaurant outlets available. I would also like to see LESS parking in this pro ect. The community is well served by transit, the 55 and LMA buses, the D and C lines, and commuter rail. Too much parking in this neighborhood will degrade pedestrian and transit accessibility while decreasing quality of life for current and future res dents. Lastly, it would be great to see the number of res dential units increased on this pro ect, so as to help alleviate the increasing rents and competition for units in Fenway, the surrounding neighborhoods, and Boston as a whole.
7/25/2018	Gary	Duncan	Retired	Neutral	There is no indication that ANY of the units are "affordable" rather than going with the going rate of the sky is the limit. First, in my opinion Boston should redefine what is "affordable". It seems to me affordable should be defined as people earning less than 45K. That is a LOT of people. Second, developers opting to contribute to affordable off site should be a thing of the past. I think AFFORDABLE should be "baked" in to the cost of the development. With 443 units, at least 22 Units should be made as affordable, for tenants making under $45K. That leaves the developers to make their development money on 421 units. I think that should be sufficient for costs & profits.

Comment: Created Date	F rst Name	Last Name	Organ zat on	Op n on	Comments
8/8/2018	Ashley	Greiner		Oppose	As a resident of the Fenway neighborhood for the last 11 years, I have seen lots of changes. With this pro ect I have particular concern with two aspects. 1) The he ght of the building. Currently the Fenway neighborhood behind the Boylston developments has preserved the brownstone, community feel. There is ample light and feeling of space that was a particular draw for me to the neighborhood years ago. The height restrictions of the buildings in the neighborhood are there for a reason and I believe this should be followed by any development in the neighborhood - avoiding changing the feel. The proposal does not give a good reason for trying to bypass this restriction. 2) concern regarding the traffic. Although the proposal has parking included in the building - the amount of parking does not cover the number of potential units or people living in the building. This will force people to use on street parking which is already limited, leading to double parking and more traffic. Having that many new people in the area alone will increase the level of traffic in the area. This is not addressed in the proposal. Additionally, the current layout of the parking lots allowed for Red Sox parking during game days. Removing these potent al spaces are going to lead to clogging of the streets in game days and forcing Red Sox fans to park in on street resident parking spaces, which is already a large issue in the neighborhood. I like the idea of developing the neighborhood but would be in more favor of the proposal if kept with the height restrictions of the community, preserving the spacious, sun-lite ne ghborhood Fenway is known for as well as addressing the parking and traffic situation that this new development will cause in the area.
8/8/2018	Gaby	Germanos		Support	It's clear that CC&F not only values community input, but also is dedicated to simultaneously preserving and improving the character of the neighborhood. I see this from the diversity of pricing options for units, to the appearance of the exterior (blending traditional and modern building materials), to the abundance of green space, to CC&F's commitment to finding a spot for K-Street in the development. My only concern is that the commerc al part of the building m ght end up going to a chain or trendy fast casual eatery - so I hope that CC&F is looking to support a local business opportunity!

Comment: Created Date	F rst Name	Last Name	Organ zat on	Op n on	Comments
8/12/2018	Edward	Allan	Lifetime Boston resident	Support	Support with reservations. Not a single unit for Family-Friendly Housing Dear Mr. Czerwienski, This is to follow up the report in the July 27, 2018 about the July 24 IAG meeting. Although this is one day late, it still will arrive before the BRA opens on Monday morning, and I hope you AND the IAG AND other stakeholders can consider these comments. Unfortunately, I could not find a list of the members of the IAG or e-mail addresses for Mr. Vance or Mr. Casey. As a native Bostonian, I am distressed that in keeping with its typical practice, the BRA is rubber-stamping this ma or pro ect.which does not contain ONE single unit of Family-friendly housing -- at ANY price. The Sun reports: Jacob Vance, senior development manager for Cabot, Cabot & Forbes, said the units would be studio, one, and two-bedrooms split between ?mid-market condominium housing? and rental units." Certainly it is great that this pro ect will bring over 440 units of housing to the City. But of these 443 units, there is NOT ONE SINGLE UNIT where in the 21st century people can raise a boy and a girl in the city OR prov de multi-generational housing to a child and an aging parent or other relative -- AT ANY PRICE. This ma or defic ency has obvious negative impacts, both now and for the future, with respect to addressing the housing needs of the city's res dents and damaging the long-term stability both of the Fenway neighborhood and of the City as a whole. What is somebody who already has a family supposed to do? All told, there is only a trivial number of three-bedroom units in the construction pipeline. And what is somebody likely to do when they anticipate an addition to their family? (HINT: MOVE -- outside of the city.) I encourage you to ask your BRA colleagues AND the proponents if they would be prepared to bring up their own families, which may have adolescent boys and girls both, in a two-bedroom unit. And go back to the drawing board while it is still feasible to make minor ad ustments. For comparison, the BRA ust approved the "Shawmut Avenue/Washington Street Block," with an anticipated 536 units, with number of 3-bedroom income-restricted units expected to be the same as the number of 1-bedroom units, all to be onsite. Also, I note from the article that in lieu of contributing any new low-income housing, the developers plan to
					contribute to buying the Newcastle/Saranac Apartments at 599 Columbus Ave. (corner of Northampton Street) in the South End, which provides 97 units of EXISTING low and moderate income housing. I'm not clear on how this benefits anyone.
8/24/2018	Gary	Duncan	Retired	Neutral	I think its time the BPDA INSISTED that developers put aside some real affordable units in this very large development for a few of the homeless the Fenway sees on our streets, s dewalks, parks all the time. Say pitch tents in parks for housing is ust about all the city & BPDA is actually doing. "Affordable" needs a definition that makes some sense and includes frankly destitute people, fellow citizens, who are unlikely ever able to afford what is w dely deemed as "affordable". I do not think it is enough to prov de payment by developers to the City for such housing elsewhere. They are building in the Fenway, there are homeless in the Fenway, make some accommodations for them.
9/3/2018	Amanda	Munoz		Neutral	I am excited about the idea of more housing in the area, and hope that it will be affordable housing. I would be extremely disappointed if this development is yet another luxury building while bostonians at median income level or lower continue to struggle to find affordable housing within the city.

Comment: Created Date	F rst Name	Last Name	Organ zat on	Op n on	Comments
9/5/2018	Mark	Krone		Support	I write to support the 60-80 Kilmarnock Street pro ect. As a longterm member of K Street, I am grateful and excited that there will be a new facility for us. I support this pro ect as it includes relatively affordable units and has many openings onto the streets, activating the area. The current property is an eyesore. If K Street is somehow not included in this pro ect, i would withdraw my support. Thank you. Mark Krone
9/6/2018	MONIQUE	BROWN	OpPEACE	Neutral	Given the changes this development will bring to the neighborhood including an increased number of kids and families, OpPEACE is asking for $125,000 to fund our after school program for TEN YEARS. I think this would be great for the New Families that will be looking for resources for their children. This will be a changed for my children and I believe they should be able to connect with the new families in the Neighborhood. This will be great for the old and new family's of Fenway..
9/8/2018	Jeff	Thibodeau		Support	These buildings will add much needed housing to currently underutilized and auto-dominated parcels in the West Fenway. The new residents will enhance the walkability of the neighborhood because it?s likely they will walk to the many businesses, parks and activities in the neighborhood. However, one ma or improvement to this pro ect could improve the lives of those who will live there and those who have lived and walked around the Fenway for decades. The Boston Complete Streets Guidelines has specific reccomendations (see pages 162 and 166) for treatments at intersections that are not currently being utilized in your plans (as of the Sept 5th presentation release). At the intersection of Kilmarnock and Queensbury, please include curb extensions at all points where the crosswalk meets sidewalk curb ramp. This will prevent cars from parking too close to the crosswalk and obstructing the sightlines of both pedestrians and drivers. In addition to curb extensions, please cons der adding raised crosswalks or entirely raising the intersection at Kilmarnock/Queensbury to slow vehicular traffic in the area (see NACTO guidelines for raised intersections if need be). Both Boston Transportation and Public Works should be supportive of incorporating these types of designs in your sidewalk/roadway plan because they will enhance pedestrian safety and are fitting with their Complete Streets and Vision Zero plans. Since sidewalks are already being reconstructed, these interventions are relatively inexpensive additions that ust require redesign before submitting your full plans to the Public Improvement Commission. Building out curb extensions and raised crosswalks will keep the new res dents of this building as well as all other ne ghbors and visitors to the area safe while crossing the street. It?s a good thing to implement as a developer, as a future landlord, and as a city looking out for the safety of its residents.
9/9/2018	Pat	Murphy		Support	I am writing in support of the request for funding for operation P.E.AC.E. which has been providing after school programs to Fenway youth. With the development of this new residential building there will be increasing numbers of children in need of services.

Comment: Created Date	F rst Name	Last Name	Organ zat on	Op n on	Comments
9/9/2018	Elaine	King		Neutral	I encourage the developer to generously support funding for Operation P.E.A.C.E. The programs which fall under the umbrella of Operation P.E.A.C.E. are an asset to our community, creating much needed space and resources for a variety of age groups- from seniors to famil es and children. Also, cons dering an anticipated expansion in the population of our neighborhood, If financ ally well grounded with this support into the future, Operation P.E.A.C.E. will be better able to continue to be useful, providing valuable opportunities for many residents.
9/10/2018	Greg	Haig	ONUG	Support	I think the Developer has been willing to hear our concerns and take them into consideration throughout the des gn process. This has been a good working relationship and we wish more developers would be willing to listen like this. That cooperation and dialogue are why I am in favor of this pro ect moving forward. I am a K Street Center member, I consider myself part of the community as I am an active member that attends our group?s meetings frequently. The idea that we could possibly lose our space was not acceptable. We were able to bring our concerns to community meetings to work collaboratively toward a mutually beneficial solution. That willingness to communicate with us is why I am supporting this development
9/10/2018	Mark	Smith	K street	Support	I support this pro ect and am grateful the developer is finding a way to let the K Street non-profit continue its crucial work in the community.
9/10/2018	Gerald	cooper	Fenway civic	Oppose	I have lived and done business in the Fenway for over 40 years. The proposed plan to have retail and/or restaurant space where the Boston cab garage is would only create more problems for what is an attempt to keep a ne ghborhood intact .The traffic that is coming into the ne ghborhood from Boylston Street ,and the amount of pedestr ans is a great impact.The proposed retail plan would only create more problems There are residential buildings across from the Boston cab garage.We are already seeing the impact from what is known as Restaurant row on Peterborough Street with problems with the intersection Kilmarnock and Peterborough. There will be other buildings coming into the neighborhood.The IAG members and Members of the community agree that no more retail or restaurants come into the neighborhood.WE have been told that residential units can be there so make it res dential. If you could pass this on to other members of the IAG I would appreciate it. Thank You, Gerald Cooper- King of Records

Comment: Created Date	F rst Name	Last Name	Organ zat on	Op n on	Comments
9/10/2018	[redacted]	[redacted]	K Street	Support	I have been a regular member and supporter of K Street since moving the Mission Hill neighborhood in 2004. I am over 37 years clean and sober, and work as a college professor in the area. On August 22nd I attended a meeting between approximately 10 representatives of K Street recovery facility (including myself) and several representatives of Cabot, Cabot and Forbes and CBT Architects. At this meeting CBT Architects showed us plans for a new space for K Street in the new development at 60 Kimarnock and asked for our input. They seemed agreeable to a space that is of similar size to our current space that opens to the alley between the two buildings on the side of Kilmarnock currently occupied by the taxi company. When we asked about a space to meet in the interim the representatives of Cabot, Cabot and Forbes were non-committal. However, in a public meeting at Simmons College on August 8, which I also attended, the representative of Cabot, Cabot and Forbes promised that something would be arranged for us during construction, even if he had to build a temporary structure for us. Cabot Cabot and Forbes is currently giving a great deal of attention to support and continuation of the K Street recovery facility. Please understand that the lives of many people in the neighborhood are dependent upon K Street. I hope that the BPDA will create a suitable agreement with Cabot Cabot and Forbes, including parameters for affordability and assurance of an interim meeting space, so that we all can proceed forward.
9/10/2018	Sonya	Bhabhalia	--None--	Neutral	I am writing to reiterate sentiments I expressed on the n ght of September 5th at the public meeting regarding the 60 Kilmarnock pro ect. I gave my verbal support for IDP funds from the 60 Kilmarnock pro ect going toward Newcastle-Saranac on Columbus Avenue, and I would like to expand on it in writing. Without the 60 Kilmarnock IDP funds, it is a near certainty that most, if not all, of the current res dents of Newcastle-Saranac will be displaced should the building change over to market rate. I walk by this building several times a week, and while it is not exactly in the Fenway, it ust a couple blocks outside, and I cannot in good consc ence oppose the use of IDP funds to keep 97 households in their homes. I also extend my appreciation for DND, DHCD, CEDAC, BPDA, and Mass Housing for voicing support of this application of IDP funds. While some Fenway residents may not agree with them going beyond the Fenway line, I believe there is a general consensus that there is a dire need for truly affordable housing in the City of Boston, and one of my neighbors pointed out the decreasing availability of family-size units at the September 5th meeting. The IDP funds from 60 Kilmarnock will be a significant contribution to both of those needs and to general neighborhood vitality and stability. Thank you for your consideration. Sincerely, Sonya Bhabhalia 31 Peterborough Street
9/10/2018	Earl	Smith		Support	I previously voiced skepticism about the pro ect. I now support it. The developer and his architects have answered my concerns. The departure of the Taxi Garage, Taxi lot, parking garage replaced with housing and some retail is a welcome addition to the inner residential neighborhood. I thought the developer and team listened and thought through the needs of the neighborhood. The think the height and design will blend well with the ne ghborhood, beautify what exists now and the additional people will increase safety. Thumbs up!

Comment: Created Date	F rst Name	Last Name	Organ zat on	Op n on	Comments
9/10/2018	Al	Coholic	K Street	Support	I?m a member of the recovery center on Kilmarnock Street. I believe the developer listened respectfully and brought a couple of different solutions to the table. I think this process has worked and I support the pro ect and feel like Cabot treated us as a partner in this process not an adversary.
9/10/2018	Michael	Reid	AA	Support	I am happy to see the slanted sidewalks along the Taxi garage get replaced. I broke my ankle and have difficulty walking along that stretch of Kilmarnock Street I think the new development will create more housing and hopefully force competition in the rents in Fenway neighborhood. Boston desperately needs more housing. I think the buildings and ownership portion will help the neighborhood gain much needed clout in the political process. The new buildings proposed for 60 Kilmarnock are a nice fit for the community. The separate entrances on the first floor, cleaning up the alley and getting rid of parking lots, repair garage and parking garage is a win for the neighborhood.
9/10/2018	Kyle	Bertoli		Oppose	Tim, I am writing to express my frustration and disapproval regarding the pro ect and process related to the 60-80 Kilmarnock Street development. As a board member of the Fenway Civic Association (although I recently moved to Arlington), I met with Cabot, Cabot, and Forbes earlier this year and was excited about their proposal for a by-right pro ect aimed at the middle-income market segment in the heart of the West Fens. This would be a great use of the former Boston Cab site, and really the kind of development that the consensus zoning that Fenway res dents and business owners came together to draft in the early 2000's. Unfortunately, the development has since departed from this vision. Not only that, but despite the care and dedication that the Fenway neighborhood put in to develop smart, reasonable zoning, our voices were sidelined early in the process as IDP resources were allocated to the South End even before the IAG was formed, and the proposed building completely disregarded the developers promise to erect a by-right pro ect without offering any ev dence when asked at a community meeting why a by-r ght pro ect was not tenable. I also understand that questions asked by members of the IAG went unanswered. The IAG process was implemented to give ne ghborhoods a voice in their own destiny, and the Fenway has made its voice loud and clear through its active and exemplary commitment to consensus zoning. That our voice was for all intents and purposes silenced on a pro ect so central to the West Fens is deeply disturbing. I strongly encourage the BPDA to delay approval due to an inadequate public process and ask that the developer come back with a more suitable proposal both in terms of compliance with zoning and affordability within Fenway. Thank you, Kyle Bertoli
9/10/2018	Cyrus	Tehrani		Support	I fully support this pro ect as proposed. This will bring much need market rate housing to market in an area at least risk of displacement. We need to be building dense housing like this in neighborhoods like the Fenway in order to reduce displacement pressures on outer Boston neighborhoods. The pro ect will also create and preserve the long term affordability of apartments at the Newcastle/Saranac Apartments. With limited public funding for the creation of affordable housing, we have to be utilizing pro ects like this to help fund affordable housing. The pro ect is also near transit and with so many obs moving into Boston we need to be building housing close to where people work and can travel using public transit. Please approve this pro ect as proposed.