

**BOSTON REDEVELOPMENT AUTHORITY  
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**SCOPING DETERMINATION  
12-28 LANSDOWNE STREET (FENWAY THEATER)**

**SUBMISSION REQUIREMENTS  
FOR DRAFT PROJECT IMPACT REPORT (“DPIR”)**

<b>PROPOSED PROJECT:</b>	12-28 LANSDOWNE STREET (FENWAY THEATER)
<b>PROJECT SITE:</b>	1.55 ACRE AREA BOUNDED BY LANSDOWNE STREET TO THE NORTH, IPSWICH STREET TO THE SOUTH AND EAST, AND FENWAY PARK TO THE WEST
<b>PROPONENT:</b>	175 IPSWICH STREET, LLC c/o FENWAY SPORTS GROUP REAL ESTATE
<b>DATE:</b>	MAY 15, 2019

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The Boston Redevelopment Authority (“BRA”), d/b/a the Boston Planning & Development Agency (“BPDA”) is issuing this Scoping Determination pursuant to Section 80B-5 of the Boston Zoning Code (“Code”), in response to a Project Notification Form (“PNF”), which 175 Ipswich Street, LLC (the “Proponent”) filed on February 22, 2019 for the proposed 12-28 Lansdowne Street project (the “Proposed Project”). Notice of the receipt by the BPDA of the PNF was published in the Boston Herald on February 23, 2019, which initiated a public comment period with a closing date of March 25, 2019. Pursuant to Section 80A-2 of the Code, the PNF was sent to the City’s public agencies/departments and elected officials on February 22, 2019. Hard copies of the PNF were also sent to all of the Impact Advisory Group (“IAG”) members.

On December 18, 2018 in accordance with the BRA’s policy on mitigation as outlined in the Mayor’s Executive Order Relative to the Provision of Mitigation by Development Projects in Boston, Proponent submitted a Letter of Intent for the Proposed Project.

On December 19, 2018, letters soliciting nominations to the IAG for the proposed project were delivered to City Councilor Josh Zakim, and State Senator William Brownsberger. A letter soliciting nominations was sent to Representative Jon Santiago on January 8, 2019.

Additional letters seeking recommendations were delivered to the Office of Neighborhood Services and the City Councilors at large.

The letters sought nominations or recommendations to the IAG by December 28, 2018. City Councilor Zakim responded with two (2); Senator Brownsberger responded with two (2); Representative Santiago responded with two (2); and the Office of Neighborhood Services responded with three (3). On January 2, 2019 letters were sent confirming that the remaining elected officials declined the opportunity to make nominations.

The following is a list of the IAG members:

Thomas Bakalars  
Sonya Bhabhalia  
Kelly Brilliant  
Molly Chase  
Panos Demeter  
Laura Fogg  
Kristen Mobilia  
Michael Nichols  
Evan Ramsey

The BPDA appreciates the efforts of the IAG and the members should be applauded for their commitment to the review of the Proposed Project.

Pursuant to Section 80B5.3 of the Code, a Scoping Session was held on March 6, 2019 with the City of Boston's public agencies/departments at which time the Proposed Project was reviewed and discussed. IAG members were also invited to attend the Scoping Session.

A BPDA-sponsored publicly advertised meeting was held on March 12, 2019 at the State Street Pavilion in Fenway Park. An IAG meeting was held on March 11, 2019 at 72 Brookline Avenue.

Included in the Scoping Determination are written comments that were received by the BPDA in response to the PNF, from BPDA staff, public agencies/departments, elected officials, and the general public. All of which are included in **Appendices A and B and must be answered in their entirety.**

**Appendix A** includes written comments from BPDA staff, public agencies/departments, and elected officials.

Specifically, they are:

- BPDA Urban Design, Downtown & Neighborhood Planning, and Transportation & Infrastructure Planning departments and Boston Transportation Department
- Carrie Marsh, Boston Parks and Recreation
- Courtney Sharpe, Mayor's Office of Arts and Culture
- Zach Wassmouth, City of Boston Public Works Department
- John P. Sullivan: Boston Water and Sewer Commission
- Christian Simonelli, Boston Groundwater Trust

Public comments received by the BPDA during the comment period are included in **Appendix B.**

The Scoping Determination requests information that the BPDA requires for its review of the Proposed Project in connection with Article 80 of the Code, Development Review and Approval, and other applicable sections of the Code.

In addition to the specific submission requirements outlined in the sections below, the following points are highlighted for additional emphasis and consideration:

- Throughout this initial phase of review, and prior to it, the Proponent has taken steps to meet with many community members and groups, elected officials, abutters, and various City agencies/departments. Regular conversations and meetings with all interested parties must continue through the duration of the public review process, ensuring that what is presented in the DPIR is beneficial to the respective neighborhood and the City of Boston as a whole.
- One specific condition was a focus of discussion during public meetings: evenings when a Red Sox game, a concert at the House of Blues, and an event at the new proposed facility happen at the same time. The Proponent should provide an estimate for how many times this condition may occur, and evaluate this scenario for traffic, pedestrian, noise, and other impacts.
- Transportation impacts were a primary concern during the initial review process. In responding to BPDA, City staff, and public comments, the Proponent should keep in mind the public's concern about traffic impacts specifically as it relates to the ability of emergency vehicles to access the neighborhood.
- All development projects have construction impacts. As with any urban development, there needs to be a balance of construction-related inconveniences with the daily activities that will continue to occur adjacent to the Proposed Project site. A detailed approach to the construction management must be included in the DPIR, including community involvement in developing construction management plans.

- The Proponent must take into account all BPDA approved and under review proposals in the Kenmore and Fenway neighborhoods, scheduled infrastructure improvements in the general area, and nearby large scale developments in the City of Boston while conducting the DPIR's required studies (transportation, infrastructure, open space, etc.).
- The Proponent must clearly describe the overall demolition and phasing of the Proposed Project. The buildings to be demolished and constructed in each phase of the Proposed Project should be specified along with an anticipated timeline for each phase. The BPDA acknowledges that project timelines are subject to change due to market conditions and other factors.

## **I. PROJECT SITE**

The site of the Proposed Project is an approximately 1.5 acre site at 12-28 Lansdowne Street (also known as 175 Ipswich Street), bounded by Lansdowne Street to the north, Ipswich Street to the south and east, and Fenway Park to the west.

## **II. PROJECT DESCRIPTION**

The Proposed Project, as described in the PNF, consists of three components.

The Fenway Theater, at the eastern portion of the site, will be an approximately 86,000 square foot, four-story performing arts venue with a capacity of approximately 5,400 patrons.

The Fenway Park Improvements, at the western portion of the site, entail approximately 30,000 square feet of new fan amenity areas in the bleacher section of Fenway Park, to be built as a two (2) story vertical expansion of the existing Fenway Garage building.

The Interior Renovations entail renovations to approximately 20,000 square feet of the existing Fenway Garage building to provide enhanced services for both the ballpark and the Fenway Theater.

## **III. PREAMBLE**

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project applicability. The Proponent is required to prepare and submit to the BPDA a Draft Project Impact Report ("DPIR") that meets the requirements of the Scoping Determination by detailing the

Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-4(c) (i) (2), the BPDA shall issue a written Preliminary Adequacy Determination ("PAD") within sixty (60) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA must issue its PAD. The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BPDA determines that the DPIR adequately describes the Proposed Project's impacts and, if appropriate, propose measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

#### **IV. REVIEW/SUBMISSION REQUIREMENTS**

In addition to full-size scale drawings, ten (10) copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified, are required. The booklet should be printed on both sides of the page. Bound booklets should be mailed directly to all of the IAG members. A copy of this Scoping Determination should be included in the booklet for reference. The electronic copy should be submitted to the BPDA via the following website:

<https://developer.bostonplans.org/>

##### **A. General Information**

1. Applicant/Proponent Information
  - a. Development Team
    - (1) Names
      - (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
      - (b) Attorney
      - (c) Project consultants and architect(s)
    - (2) Business address, telephone number, FAX number and e-mail, where available for each
    - (3) Designated contact person for each

- b. Legal Information
  - (1) Legal judgements or actions pending concerning the Proposed Project
  - (2) History of tax arrears on property owned in Boston by Applicant
  - (3) Evidence of site control over project area, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.
  - (4) Nature and extent of any and all public easements into, through, or surrounding the site.

2. Project Area

- a. An area map identifying the location of the Proposed Project
- b. Description of metes and bounds of project area or certified survey of the project area.
- c. Current zoning

3. Project Description and Alternatives

- a. The DPIR shall contain a full description of the Proposed Project and its components, including its size, physical characteristics, development schedule, costs, and proposed uses. This section of the DPIR shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to clearly illustrate the Proposed Project shall be required.
- b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.

4. Public Benefits

- a. Anticipated employment levels including the following:
  - (1) Estimated number of construction jobs
  - (2) Estimated number of permanent jobs
- b. Current and/or future activities and programs which benefit the host neighborhood, adjacent neighborhoods of Boston and the

- city at large, such as; child care programs, scholarships, internships, elderly services, education and job training programs, public realm/infrastructure improvements, grant programs, etc.
- c. Other public benefits, if any, to be provided.

5. Community Process

- a. A list of meetings held and proposed with interested parties, including public agencies, abutters, elected officials, businesses, and community groups.
- b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

**B. REGULATORY CONTROLS AND PERMITS**

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the DPIR.

A statement on the applicability of the Massachusetts Environmental Policy Act ("MEPA") should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the Secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedures.

**C. TRANSPORTATION COMPONENT**

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must also refer to the BTM "Transportation Access Plan Guidelines" in preparing its studies.

The Proponent must address the comments outlined by BPDA's Infrastructure and Transportation Planning Department, included in **Appendix A**.

Proposed transportation network and infrastructure improvements/mitigation in the impacted area should also be listed and explained in this component.

**D. ENVIRONMENTAL PROTECTION COMPONENT**

The DPIR must include the most up to date documents required by the Article 37/ Interagency Green Building Committee ("IGBC").

## **E. URBAN DESIGN COMPONENT**

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must address the comments outlined by the BPDA's Planning and Urban Design departments, included in **Appendix A**.

## **F. INFRASTRUCTURE SYSTEMS COMPONENT**

An infrastructure impact analysis must be performed. The Proponent should continue to work with the City of Boston Public Works Department ("PWD"), Boston Water and Sewer Commission ("BWSC"), and the Boston Groundwater Trust ("BGWT") on infrastructure impacts.

The standard scope for infrastructure analysis is outlined in the comment letter submitted by John P. Sullivan, Chief Engineer and Operations Officer, BWSC, included in **Appendix A**.

Any proposed or anticipated infrastructure improvements/mitigation in and around the Project Site should also be listed and explained in this component.

## **G. PUBLIC NOTICE**

The Proponent will be responsible for preparing and publishing in one or more newspapers of general circulation in the City of Boston a public notice of the submission of the DPIR to the BPDA as required by Section 80A-2. This notice shall be published within five (5) days of the receipt of the DPIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within forty five (45) days of the publication of the notice. A draft of the public notice must be submitted to the BPDA for review prior to publication. A sample of the public notice is attached as **Appendix C**.

Following publication of the public notice, the Proponent shall submit to the BPDA a copy of the published notice together with the date of publication.

## **H. ACCESSIBILITY CHECKLIST**

An Accessibility Checklist was included in the PNF. As part of the DPIR, the Proponent must include an up to date and completed Article 80 Accessibility Checklist for the Proposed Project. An Accessibility Checklist is attached as **Appendix D**.

## **I. CLIMATE RESILIENCY REPORT**

A Climate Resiliency Report was included in the PNF. As part of the DPIR, the Proponent must include an up to date and completed Climate Resiliency Report for the Proposed Project. The online reporting tool can be found here:

<http://www.bostonplans.org/planning/planning-initiatives/article-37-green-building-guidelines>

#### **J. BROADBAND READY BUILDINGS QUESTIONNAIRE**

As part of the DPIR, the Proponent must include a completed Article 80 Broadband Ready Buildings Questionnaire, attached as **Appendix E**. The information that is shared through the Broadband Ready Buildings Questionnaire will help the BPDA and the City understand how developers currently integrate telecommunications planning in their work and how this integration can be most responsive to a changing technological landscape. The Proponent should fill out the questionnaire at the URL below, and include the results in the DPIR: <http://www.bostonplans.org/projects/development-review/article-80-design-review-broadband-ready-buildings>

**APPENDIX A**

*COMMENTS FROM BPDA STAFF, PUBLIC AGENCIES/DEPARTMENTS AND ELECTED OFFICIALS*

## MEMORANDUM

**TO:** Tim Czerwienski, Project Manager  
**FROM:** Michael Cannizzo, Senior Architect/Urban Designer (BPDA)  
Jill Zick, Landscape Architect (BPDA)  
Phillip Hu, Planner (BPDA)  
James Fitzgerald, Senior Transportation Management Planner (BPDA)  
Charlotte Fleetwood, Senior Planner (Boston Transportation Department)  
**SUBJECT:** 12-28 Boylston Street (Fenway Theater) PNF Review Comments

## DESIGN

- Explore strategies to improve the pedestrian experience on Lansdowne when roads are closed off. Consider options that maximize safety for the large crowds of people that frequently traverse Lansdowne Street after ballgames and events.
- Given the scale of this new theater building, more effort needs to be deployed in the public realm to address pedestrian scale. We do appreciate the elements that are added to the building to provide variety and scale; however, that needs to translate onto the sidewalk in the form of street furnishings and street trees to provide a comfortable pedestrian environment along Ipswich and Lansdowne Streets, both along the proposed building facades, and as they connect into the network at Fenway Park and beyond. For 100 days/nights of the year, this is a pedestrian-dominated area of the City, so pedestrian scale, comfort, and accommodation should be paramount in the design of the public realm.

In the current design, there is a lack of street trees, generally, in the area. Understanding that these sidewalks and streets are often full of pedestrians on game days/night, these sidewalks need to be welcoming every day of the year. Street trees can be of great help, providing scale, shade, and green relief in a very urban context. The plan should include street trees at a regular spacing, but detailed in a way such that they are not trampled during the ingress/egress for Fenway Park on game or event days. At minimum, street trees should extend from the proposed entry canopies, and make a connection to existing trees along the two adjacent streets.

- The project should consider placing illuminated signage only on Lansdowne Street, since it is designated as an entertainment district, and not on Ipswich, since it faces the neighborhood and the Boston Arts Academy (BAA). The ground floor edge should remain as transparent and active as possible.

- The project should look at an alternative that preserves the complete facade of the Laundry Building along Lansdowne and Ipswich Streets. An alternative would be to design a transition between the Laundry Building facade that remains and the new facade of the music hall.
- While the building occupies a triangular lot the current proposal is treating the legs facing Ipswich Street the same as Lansdowne Street. Both streets have different characters so the building should respond to these two different environments. In other words, the design doesn't need to be as symmetrical as it is.

## **TRANSPORTATION**

### **Loading**

- We are very concerned about large trucks entering and exiting the loading docks where students may be present. Large trucks have poor visibility and are responsible for a disproportionate number of fatal crashes on our streets. Please relocate the loading dock entrance so that it is not across the street from the school. The preferred location for the relocated loading dock would be Lansdowne Street and if necessary, secondary loading for small trucks/vans could be accommodated along the Ipswich Street curb when Lansdowne Street is closed to traffic.
- Curbside uses
  - To make the best use of limited curbside space, we suggest that a dedicated section on Ipswich Street be used for TNC pickup/dropoff that will not impact efficient and safe access to the bus stop.
  - Explore whether the BAA side of Ipswich can be a "flexible curb" space, providing parking during the day and TNC pickup/drop off in the evening.
- Currently there is an informal pedi-cab stand on Ipswich Street. Coordination with these pedi-cabs is needed.
- We are pleased that the proponent is suggesting improvements to MBTA bus stops to improve the experience of users of the 55 bus. Careful consideration should be given to the placement of street furnishings (bus stop shelters, street lights, etc.), through an analysis of the larger context beyond the project's boundaries, to ensure that they are additive to the public realm and do not become impediments to pedestrian flow along the streets and sidewalks.

As a potential solution, if there is an overhang on the theater, seating under an awning could free up space on the sidewalk while providing shelter for users waiting for the bus.

- Analyze/design safety and pedestrian improvements for the rest of Ipswich Street (toward Back Bay from the site to Boylston Street), acknowledging the challenges that neighbors have faced on their streets in relation to vandalism and littering. This should include longer term and immediate/"tactical" improvement concepts.

# **Boston Groundwater Trust**

229 Berkeley St, Fourth Floor, Boston, MA 02116  
617.859.8439  
[www.bostongroundwater.org](http://www.bostongroundwater.org)

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## Executive Director

Christian Simonelli

March 11<sup>th</sup>, 2019

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

**Subject: 12-28 Lansdowne Street (Fenway Theater) Expanded Project Notification Form (EPNF) Comments**

Dear Mr. Czerwienski:

Thank you for the opportunity to comment on the 12-28 Lansdowne Street (Fenway Theater) Expanded Project Notification Form (EPNF) which is located in the Fenway. The Boston Groundwater Trust (BGwT) 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. The document states that the Project will include facilities to capture stormwater runoff and direct it to infiltration systems consistent with the requirements of Article 32, to the maximum extent practicable, with the goal of replenishing the groundwater table and will meet the GCOD requirement for no reduction in groundwater levels on Site or on adjoining lots.

GCOD requires both the installation of a recharge system to capture one (1) inch of rainfall across the portion of the Project Site and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots. The EPNF states that the limited below-grade space planned for the Project will likely require a temporary support of excavation system likely consisting of interlocking steel sheet piles (cantilevered). The type and design of both the temporary earth support system and foundation system will provide for adequate support of the structures and utilities and be compatible with the subsurface conditions.

Stormwater and groundwater within the excavation should be collected and discharged under appropriate permits.

The document states that prior to the issuance of a building permit, the Proponent will provide the BPDA, BWSC, and Boston Groundwater Trust a letter stamped by a professional engineer registered in Massachusetts that details how the Project will meet the GCOD requirement for no reduction in groundwater levels on Site or on adjoining lots.

As stated at the scoping session, the Project team will coordinate with the Trust to protect groundwater levels in the area. The proponent confirmed that they will ensure Trust observation well #22H-2035, located on Ipswich Street in the sidewalk, adjacent to the project site, will be preserved before, during, and following construction.

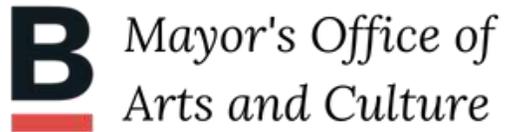
I look forward to continuing to work with the proponent and the Agency to assure that this project can have only positive impacts on area groundwater levels.

Very truly yours,

A handwritten signature in cursive script that reads "Christian S. Simonelli".

Christian Simonelli  
Executive Director

CC: Kathleen Pederson, BPDA  
Maura Zlody, EEOS



March 20, 2018

Dear Tim,

The Mayor's Office of Arts and Culture would like to suggest that the project team sponsor a study to evaluate the music industry's impact on our local economy. It would be valuable information to know how a performance space of its size will impact the ecosystem. Our goal is to understand its impact to other entities and complementary industries in order for the city to best support the overall health of the local music industry.

Additionally, we encourage them to formalize a partnership with the Boston Arts Academy that allows students meaningful access to space, professional development opportunities, and mentorship given the close proximity of their respective future locations.

Respectfully,

Courtney D. Sharpe  
Director of Cultural Planning

**Boston Water and  
Sewer Commission**



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

March 21, 2019

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

Re: Lansdowne Cinemas, Fenway  
Expanded Project Notification Form

Dear Mr. Czerwienski:

The Boston Water and Sewer Commission (Commission) has reviewed the Expanded Project Notification Form (EPNF) for the proposed development at 12-28 Lansdowne Street in Fenway.

The Project is to consist of approximately 1.5 acres (67,400 square feet) bounded by Lansdowne Street to the north, Ipswich Street to the south and east, and Fenway Park to the west. The Project Site is currently comprised of an open-air service area, referred to as the "Triangle Lot", and an existing building that abuts the Bleacher Concourse of Fenway Park and houses dining/function spaces, back of house service areas and parking for Fenway Park. The proponent, 175 Ipswich Street, LLC, proposes to demolish a portion of the existing Fenway Garage building, reconfigure existing ballpark functions located within the building, construct a new multi-purpose performing arts center, and create additional improvements to Fenway Park that will enhance the fan experience and improve accessibility in the Bleacher and Grandstand areas.

The Commission owns and maintains a 12-inch Southern Low PCI water main installed in 1899 and relined in 1990 in Ipswich Street and a 12-inch Southern Low PCI water main installed in 1899 and relined in 1990 in Lansdowne Street.

For sewage and storm drainage service, the site is served by a 24-inch storm drain and 30-inch sanitary sewer in Ipswich Street. The Commission owns and maintains 12-inch storm drain and 30-inch sanitary sewer in Lansdowne Street.

The EPNF states that the project is estimated to generate approximately 42,350 net new gallons per day of sanitary sewage. The Project will require approximately 46,600 gallons of water per day.



The Commission has the following comments regarding the EPNF:

### General

1. Prior to the initial phase of the site plan development, 175 Ipswich Street, 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 complete a Cut and Cap General Services Application, available from the Commission.
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at 175 Ipswich Street, 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. 175 Ipswich Street, 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, 175 Ipswich Street, 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. 175 Ipswich Street, LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
9. It is 175 Ipswich Street, LLC 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, 175 Ipswich Street, 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. 175 Ipswich Street, 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. 175 Ipswich Street, LLC should also provide the methodology used to estimate water demand for the proposed project.
2. 175 Ipswich Street, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, 175 Ipswich Street, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If 175 Ipswich Street, 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. 175 Ipswich Street, 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. 175 Ipswich Street, 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, 175 Ipswich Street, 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. 175 Ipswich Street, LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. 175 Ipswich Street, 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 175 Ipswich Street, 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. 175 Ipswich Street, 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 175 Ipswich Street, 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. 175 Ipswich Street, 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, 175 Ipswich Street, LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. 175 Ipswich Street, 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, 175 Ipswich Street, 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 175 Ipswich Street, LLC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. 175 Ipswich Street, 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. 175 Ipswich Street, LLC is advised to consult with the Commission's Operations Department with regards to grease traps.



Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.  
Chief Engineer

JPS/fd

cc: 175 Ipswich Street, LLC  
Flink Consulting, LLC  
VHB  
K. Ronan, MWRA via e-mail  
K. Pedersen, BPDA via e-mail  
M. Zlody, BED via e-mail  
P. Larocque, BWSC via e-mail



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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## BPRD Comments for the Fenway Theater at 12-28 Lansdowne Street

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**Carrie Marsh** <carrie.marsh@boston.gov>

Mon, Mar 25, 2019 at 4:04 PM

To: Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;, Jonathan Greeley &lt;jonathan.greeley@boston.gov&gt;, Michael Christopher &lt;michael.christopher@boston.gov&gt;

Cc: Christopher Cook &lt;christopher.cook@boston.gov&gt;, "Liza Meyer, ASLA" &lt;liza.meyer@boston.gov&gt;

Boston Parks and Recreation Department (BPRD) has reviewed the proposal for 12-28 Lansdowne Street which includes a new performing arts center adjacent to Fenway Park.

BPRD considered the proposal with regard to the potential impact of this use to the parkland in the Fenway, including general wear and tear on open space. BPRD also considered the proximity of the project to current planning initiatives for open space in the Charlesgate neighborhood.

Fenway Park is currently permitted for 12 concerts at 35,000 capacity, which totals 420,000 attendees. BPRD and the Fenway Civic Association previously met with the Red Sox and requested a contribution to mitigate impacts to parkland from this annual concert series.

Fenway Theater proposes 150 concerts at 5400 capacity, which is at least 810,000 attendees, plus another 75 events per year. The combined impact of Fenway Park and Fenway Theater can be estimated at 1.5 million attendees who will use the public realm, including the Back Bay Fens.

BPRD respectfully requests impact mitigation to be contributed to the Fund for Parks for ongoing maintenance, planning and improvements in the open space in the historic Fens.

Thank you for your consideration.



**CARRIE M. MARSH**  
Executive Secretary  
Boston Parks and Recreation Commission  
1010 Massachusetts Avenue, 3rd floor  
Boston, Massachusetts 02118  
617-961-3074 (direct) 617-635-4505 (main)

On Fri, Mar 15, 2019 at 12:15 PM Tim Czerwienski <tim.czerwienski@boston.gov> wrote:

Good afternoon,

This is a reminder that the comment period for the [12-28 Lansdowne Street \(Fenway Theater\)](#) project concludes on March 25. Please send your comments directly to me. Thank you.

On Fri, Feb 22, 2019 at 3:52 PM Tim Czerwienski <tim.czerwienski@boston.gov> wrote:

Good afternoon,



# CITY of BOSTON

Martin J. Walsh, Mayor

To: Tim Czerwienski, BPDA  
From: Zachary Wassmouth, PWD  
Date: March 25, 2019  
Subject: 12-28 Lansdowne Street/Fenway Theater - Boston Public Works Department Comments

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Included here are Boston Public Works Department comments for the 12-28 Lansdowne Street/Fenway Theater PNF.

### Site Plan:

The 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 Right-of-Way (ROW):

All proposed design and construction within the Public ROW shall conform to Boston Public Works Department (PWD) Design Standards ([www.boston.gov/departments/public-works/public-works-design-standards](http://www.boston.gov/departments/public-works/public-works-design-standards)). Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the Public ROW 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:

The 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 ROW within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections. 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 ROW.

### Specific Scope Considerations:

The developer should consider the following to be included in the scope for this project:

- Development of a consistent design standard for the streetscape (sidewalks, roadway, lighting, etc.) for the entire length of Lansdowne Street (Ipswich Street to Brookline Avenue) that that builds upon and is complementary to this project and is also complementary to the functionality of Lansdowne Street as a whole, particularly during events when this space is used as a shared street. The streetscape design standards can then be applied to any future plans for improvements along the Lansdowne Street corridor.

The developer shall work closely with PWD, the Boston Transportation Department (BTD), the Boston Planning and Development Agency (BPDA), and other agencies as required in regards to any proposed improvements and future streetscape design considerations within the Public ROW associated with this project.

### Driveway Curb Cuts:

Any proposed driveway curb cuts within the Public ROW will need to be reviewed and approved by 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

**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 within the Public ROW associated with this project must be processed through the PIC.

**Landscaping:**

The developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.

**Street Lighting:**

The 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. Please note that as mentioned above in the site specific comments, the City is developing plans lighting improvements along Blossom Street and the developer should stay coordinated with any City proposed designs. The developer should coordinate with the PWD Street Lighting Division for an assessment of any additional street lighting upgrades that are to 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 ROW. 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 ROW. 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 PWD requirements. 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,

**Zachary 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

**APPENDIX B**

COMMENTS FROM THE GENERAL PUBLIC



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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## Fenway Theater 12-28 Landsdowne Street

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**Thomas Bakalars**

Mon, Mar 25, 2019 at 11:36 PM

To: tim.czerwienski@boston.gov

Tim;

I am writing to you as a Fenway Resident since 1993, a Fenway small business owner and as an IAG member for this project.

I am in general support for the location of this project.

The urban design is excellent.

The building design is respectful of the historically significant components of the ball park and is an outstanding improvement over the existing conditions.

However

There are many unanswered questions and unresolved issues regarding this project.

And

There are many unanswered questions and unresolved issues regarding overall activities programmed at Fenway Park.

The Red Sox and related organization activities generate the most vehicular and pedestrian traffic and Fenway Park is the largest light and sound polluter in the area.

This ownership group has systematically increased the capacity and the number of events with little planning oversight and no mitigation for the neighborhood.

The negative environmental impact of Fenway Park is already second to Logan Airport and to allow an increase in occupancy of this size without addressing the questions and the issues and mitigating the impact on the neighborhood is not responsible planning.

The review and comment period for this project should be extended until these primary issues and the resultant myriad of smaller issues are satisfactorily resolved.

At a minimum the Red Sox should enter into a Good Neighbor Agreement with the neighborhood.

This agreement should address

Event Programming

Light Pollution controls

Sound Pollution controls

Traffic controls including all the related components.

Crowd control, Patron Behavior and Litter

In addition there should be substantial mitigation payments to be used for the enhancement of the neighborhood.  
These payments should be annual in perpetuity.

Thomas Bakalars

[30 Fenway](#)

[Boston, MA](#)

[02215-4004](#)

March 25, 2019

Tim Czerwienski  
Project Manager  
Boston Planning and Development Agency  
1 City Hall Square  
Boston, MA 02201

Dear Mr Czerwienski:

I write as a resident of the Fenway neighborhood and as a member of the Impact Advisory Group assigned to the Fenway Theater project. First, I strongly recommend that the public comment period for this project be extended to allow those who were not able to attend the public meeting on March 12 to fully absorb the entirety of the expanded project notification.

Secondly, this project will no doubt have drastic short- and long-term effects on 55 bus route: during construction, as the BAA across the street is rebuilt, as well as after, as the theatre looks to host 5,000+ attendees, even when there is a Red Sox game and/or another event at the House of Blues. There will also be a swell on the Green Line moving through the Fenway area. The plan presented to us represents the best case scenario and does not realistically account for the strain on public transportation, increased foot traffic in the Fenway, public safety impact, or the influx of rideshares, especially on nights when there could be two concerts and a baseball game letting out simultaneously.

Also important to note is the fan-centric language surrounding the public benefits associated this project. "Enhanced" fan experience is not a public benefit to those who live and work in the Fenway neighborhood. I encourage a further commitment to public benefits that directly impact residents, not just area venue ticket holders or students, such as support for area parks and access to performances or the space itself for community events.

This is an ambitious project for the neighborhood and as such there is also room for further ambition toward higher LEED certification and scheduling to ensure neighborhood access and safety impacts are minimized.

Thank you for your consideration.

Sincerely,

Sonya Bhabhalia  
31 Peterborough St., Apt. 2

Molly Chase  
96 Gainsborough St.  
Unit #102W  
Boston, MA 02115

March 24, 2019

Tim Czerwienski, AICP  
Project Manager  
Boston Planning and Development Agency  
1 City Hall Square  
Boston, MA 02201

Dear Tim Czerwienski,

As a resident in the Fenway area, I have enjoyed serving on the Impact Advisory Group (IAG) for the proposed project at 12-28 Lansdowne Street. After attending both the IAG meeting and the subsequent open gathering for the community, I have gathered my comments here for your consideration – to ensure the addition to the Fenway community adds to an already vibrant neighborhood, not detract from it.

My main comments are on 1.) the increased foot traffic in the neighborhood, 2.) the schedule coordination and logistics, 3.) the community benefit, and 4.) the size and purpose of the space.

### **Increased Foot and Car Traffic**

First, it is important to truly consider a point that was made at the IAG meeting: *the renderings shown were a best-case scenario*. The project proposal does not show the mock-ups of what the traffic/streets look like after the Fenway game and two concerts let out. This will surely be a different story, and must be thoughtfully addressed. The additional 5,000 people on the narrow Fenway sidewalks will create an unpleasant pedestrian experience, for both the concert-goers and the local residents who just want to run errands or take a leisurely walk. Beyond the foot traffic, the streets will be jam-packed – as they already are after any Red Sox game. The neighborhood will struggle to effectively handle any additional car traffic. To that end, Boston Police said they would continue to make a concerted effort to fine and arrest people after games (and now, concerts) who are disruptive (public urination, littering, excessive noise, etc.). With the new theatre, there absolutely has to be an increase in security and police presence in the area. Security could help ensure everyone leaves the building in an orderly fashion and people do not linger in the area.

### **Schedule Coordination**

I understand that coordination of House of Blues, Fenway Park, and the new Fenway Theatre cannot be precise in their scheduling, but I believe there needs to be enough coordination to avoid all three venues are not releasing people at the same exact time. This, of course, ties back to the aforementioned point about increased foot and vehicle traffic – as well as general unruliness – in the neighborhood. The theatre, unlike Fenway Park, will be in-use all year, so the residents, especially those right next to Lansdowne, will no longer get a much-deserved and needed break from the crowds during the winter.

### **Community Benefit**

The language in the proposal, as well as in the presentations, is completely fan-centric, and there is no mention of finding ways for this theatre to benefit those of us who live there. It would be nice to let Fenway residents see shows and performances for free, or for a discounted admission rate to encourage a partnership and positive feelings with its neighbors. **Another idea is to offer a discount for any nonprofit organization to book the Fenway Theater for a special event, performance, or fundraiser, especially one located in the area.** In addition, I loved the proposal that one of the artists from Fenway Studios had: to turn the lobby of the theatre into an art gallery, featuring the art of local residents. It is clear that Fenway residents are interested in having a performing arts theatre in the neighborhood, but the project needs to be thoughtful and strategic.

### **Consideration of Size & Purpose**

With strategy in mind, while I think the neighborhood could use a large space like this, it does seem to be *too* large for the area. Getting that many guests for each show is going to be a challenge, unless it is used exclusively for major headliners, which was not the intention laid out in the proposal. In short, I encourage the Theatre to develop a long-term strategy. To that end, the proposals and Red Sox representatives mentioned partnerships with the local colleges for performances and graduations – but I question whether these promises and/or contracts been solidified, and whether the venue is handicapped accessible for such events. As someone who works at a local college that could desperately use a new performance space, I would like to feel more confident that this promise will not simply be redacted. Red Sox representative could not clearly answer what types of acts would be using this theatre – I think this really needs to be clearer. The theatre is a good idea in theory, but it needs a long-term strategy plan.

Thank you for your consideration and your work on this project and the City of Boston.

Best,

*Molly Chase*

Impact Advisory Group Member

March 25, 2019

Tim Czerwienski, Project Manager  
Boston Planning and Development Agency  
1 City Hall Square  
Boston, MA 02201

Dear Tim,

This letter serves to comment on the proposed Fenway Theater project on 12-28 Lansdowne Street as an Impact Advisory Group member for this project. Upon hearing the presentation at the public meeting on March 12<sup>th</sup>, 2019, I find that the current proposal will be a good addition to the area as it utilizes space already owned by Fenway Sports Group that currently does not serve a function to the public, and will create some additional culture and commerce to a very vibrant part of the city. That being said, I think there is a lot of potential for this project to benefit the neighborhood in ways that will help offset the negative impacts that the project will inevitably have.

The obvious major impact to the community will be the additional traffic that 5,400 more people will bring into the neighborhood. At the meeting it was announced that there will be times when events at Fenway Park, this new venue, and House of Blues will all be happening at the same time. This means there will be a 14% increase from 40,255 (37,755 at Fenway Park plus the 2,500 for House of Blues) to 45,655 in attendance simultaneously into an area that already has issues with traffic and congestion. There is also going to be a reduction of parking options with the removal of the lots and garages nearby due to developments in the neighborhood. I would argue that times when major events like Red Sox games and concerts at Fenway Park are not happening at Fenway Park, having this new theater would not be an issue at all. However, nights when all 3 venues are in use I can see the traffic and parking being a major issue given that these parking spots are not being replaced. As we know this leads to people parking illegally or taking away resident spots.

The presentation showed that there was a transportation study done to measure impacts on the neighborhood. Looking at the map with locations that were studied, Kenmore Square was excluded from the study. This is a major intersection that faces immense traffic 24/7, not just during Fenway events. I am wondering why this location was not included in the traffic study? As well as the length of Beacon Street connecting Kenmore Square and Park Drive? The EPNF says on page 4-1, "Due to the anticipated time of day...the majority of the Project's transportation demands are expected to occur outside of the commuter peak periods." I would just like to point out that statement is outrageous. Anyone who has ever been in the Fenway area between the hours of 4pm – 8pm during events at Fenway Park knows that traffic is a nightmare during the evening commute because people are leaving work but also coming to the events simultaneously. Traffic gets backed up all the way onto Storrow Drive out of Kenmore Square and Charlesgate.

I also serve on the board of the Audubon Circle Neighborhood Association and would like to echo one of the solutions that ACNA came up with to offset the reduced parking in the

neighborhood due to the new developments in the area. The EPNF states there are only 2,100 public parking spaces for event attendees to use. Where are the other 43,500 people going to park? ACNA proposed that Fenway Sports Group acquires a piece of land outside of the neighborhood either in another part of town, or even better one of the neighboring suburbs, and creates a satellite parking lot or garage with a shuttle service to the park similar to the Massport Logan Express system. This would reduce congestion in the neighborhood, and encourage attendees to not drive into the neighborhood but instead use the satellite lot and get shuttled in. Depending on the location they choose, this could serve to generate revenue year round for them as a pay to park lot, and then only implement the shuttle service as needed for events at Fenway and/or the Fenway Theater. This seems like an “everybody wins” scenario. Regarding the shared-ride initiative of geofencing, I think this should be a continued practice as long as studies are showing that it is safe and not forcing riders trying to get Ubers and Lyfts in dark, poorly lit and potentially unsafe areas.

I believe there was someone from BPDA taking notes at the public meeting, but wanted to take the time here to echo some of the comments made from those at the meeting. It is great that the project is going to improve sidewalks and lighting along Lansdowne and Ipswich, and would press that the lighting used is eco-friendly and does not add to light pollution. The idea of making them solar powered was mentioned. The new MBTA bus stops and shelters will be a key benefit to the community, and if there is a way to make it more reliable and used that would be even better. Other neighbors were concerned about the LEED-Silver certifiability and think they should aim higher for Gold or Platinum. Someone also commented that they should find a way to incorporate even more of the arts into the design somewhere. An example was showing off local art in the lobbies either in exhibitions or on the walls to add some more culture to the venue.

Overall, this project’s exterior design will aesthetically fit in with the current neighborhood design while adding some life to that location. If they can time the construction schedule with the construction schedule for the new high school that is currently being built, it would be ideal for neighbors to minimize the length of time the area is undergoing major construction, which is extremely disruptive to daily life for residents. As the EPNF describes, there will be jobs created and learning opportunities for the high school students, which will greatly benefit many Boston residents. This new venue will also be great for local restaurants and businesses as it attracts guests to our lovely neighborhood.

Thank you for your consideration of my comments. I am looking forward to continued discussions on the project.

Sincerely,  
Laura Fogg  
857 Beacon Street, Apt 51  
Boston, MA 02215



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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## Kristen Mobilia comment letter for 12-28 Lansdowne Street (Fenway Theater)

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**Kristen Mobilia**

Mon, Mar 25, 2019 at 11:56 PM

To: Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

Hello Tim,

Please accept this email as an official comment letter for the 12-28 Lansdowne Street project.

My big issue is that we need to take a step back and require a transportation study (that includes high traffic baseball game days and concert nights) for all sides of Fenway Park and the areas around Hynes T Station where 5 parcels are being developed. Right now we are not being smart or strategic by pushing through more projects without a full transportation plan. Additionally, the Fenway community deserves and needs a GOOD NEIGHBOR AGREEMENT from the Fenway Sports Group (FSG). This should include the entire venue footprint (the existing ballpark and its various entertainment spaces plus the new proposed theater venue).

As residents of the Fenway, we bought into the seasonal baseball schedule and the impact that comes with it. However, the concerts and other non-baseball events have increased steadily, especially over the past five years. A heavily programmed ballpark (even without the addition of a 5,400-seat venue) greatly impacts our ability (and that of visitors to our homes) to access the neighborhood and maintain a reasonable quality of life.

On concert dates and during baseball games, we have significant safety and transportation issues. The neighborhood does not currently have the infrastructure to handle baseball games, non-baseball events, or the new proposed schedule for a 5,400-seat venue. As the December 18, 2018 letter from the FSG states "the proposed Project is located within the Fenway Triangle Neighborhood Development Area zoning sub-district of the Fenway Neighborhood District." We need all involved in this project to recognize that the neighborhood actually came before the baseball park and that many thousands of people call this community home.

Is it unreasonable to expect that an ambulance or fire truck reach your building? Should we be able to count on a regular schedule for the #55 MBTA bus that many older adults and accessible-challenged folks depend on? Or is it okay that it regularly skips stops during baseball games and concerts and would be further delayed by the proposed narrowing of Ipswich Street? Also, concert-goers vs. baseball attendees tend to arrive and leave concerts in smaller windows of time which creates even greater gridlock (as well as air and noise pollution) than baseball games. This in turn makes it harder for ambulances and firetrucks to get through (note: a woman at the March 12th meeting stated that twice her husband was in an ambulance that was stuck in Fenway traffic) - and we've been told by the FSG that it is possible that there could be a concert at Fenway Park, one at the proposed theater, and one at the House of Blues across the street. That creates a very unacceptable safety level for residents.

With each additional event the Fenway Sports Group makes exponentially more money, and those living in the neighborhood pay the price. Fenway Park was not intended to be a 24/7 entertainment destination - and the neighborhood (built before the now famous park) was not constructed to withstand the vibrating noise and excessive traffic. We need to move toward a Good Neighbor Agreement that offers balance to the surrounding community.

The design of the facility would no doubt bring curb appeal to the corner of Lansdowne Street and Ipswich Street. That is a positive. However, the design of the building is not as environmental as it could be. At the

March 12th public meeting, the FSG stated that they are building a state-of-the-art facility. If that's true, then they should be aiming for LEED platinum instead of silver, which quite frankly is below average as it is one step from the base level of 'certified'. We need to be building structures of the future, not ones that will have dated systems by the time they are built.

The following statement by the FSG says it all: "The surrounding neighborhood, notably home to Fenway Park, is a vibrant mix of cultural, retail, entertainment, education, and residential uses." Residents are mentioned last, and that seems to be where they fall in priority to the family-friendly park. The FSG has the opportunity to do the right thing. The over-programming of Fenway Park combined with the addition of a 5,400-seat venue will put further unwanted pressure on our neighborhood. I urge the FSG to sacrifice a small percentage of the millions in profits and make a major capital improvement within the Fenway that would not only serve local residents but also city visitors. My suggestion would be to bring the Agassiz Road duckhouse back to life and extend it's footprint.

Thank you in advance for your consideration of the above.

Best,

Kristen Mobilia

*20-year Fenway Resident*

*19-year Fenway Garden Society Member (prior 6-year board member)*

*12-year Lincoln Halls Condo Association Trustee*

*9-year Fenway Civic Association Member*

*3-year Fenway CDC Member*

*Founding member of Fenway Quality of Life Alliance*

Evan Saura Ramsey  
61 Brookline Ave. Apt. 312  
Boston, MA

March 24, 2019

Tim Czerwienski, AICP  
Project Manager  
Boston Planning and Development Agency  
1 City Hall Square  
Boston, MA 02201

Dear Tim Czerwienski,

As a resident of the Fenway community, I have been honored to serve my neighbors as a member of the Impact Advisory Group (IAG). I recommend additional measures be taken to ensure that the proposed project at 12-28 Lansdowne Street (“the Project”) 1) creates lasting and impactful community benefits for the residents of the Fenway and 2) mitigates adverse effects. I have outlined my thoughts and reflections below.

I have been encouraged by the assurances from the Red Sox team that they are committed to continue working on measures that will make the Project a success both as a business venture and as a community anchor. I also recommend that the development team continue working directly with community organizations in the Fenway to learn how the Fenway Theater can collaborate with the surrounding community and its residents, including, but not limited to: Fenway Community Development Corporation, Fenway Civic Association, Fenway Studios, Fenway Victory Gardens, Fenway Community Center, and Fenway Alliance.

**I welcome the addition of a new arts venue in the Fenway neighborhood. However, I recommend further measures for the Project pertaining to 1) the quality of jobs provided by the space, 2) the exacerbation of existing transportation problems immediately surrounding the Project and nearby event venues, 3) the Project’s LEED certification, and 4) opportunities for additional community benefits.**

#### **Quality of Jobs at Fenway Theater**

I strongly recommend the adoption of a living wage of \$18.99/hour for all jobs resulting from the construction of the Project at both Fenway Theater and Fenway Park. According to MIT’s Living Wage Calculator, \$18.99/hour is the living wage required for a 2-working adult, 2-child household living in Suffolk County. Even though this living wage falls short of the wage required to afford a 1-bedroom, market-rate apartment in the Fenway, this wage would increase the likelihood that jobs provided by the Fenway Theater directly benefit residents of the Fenway and surrounding communities within Boston.

#### **Exacerbation of Transportation Problems**

I strongly recommend additional support from the Boston Police Department and partnerships with rideshare companies (e.g. Uber and Lyft Pick-up/Drop-off zones) to mitigate the transportation impact of the Fenway Theater on top of existing impact of events at Fenway Park, House of Blues, and other nearby event venues, bars, restaurants, and other businesses. Late-night ride-share traffic, and the resulting light and noise pollution, following events at Fenway

Park and the House of Blues is unacceptable - dramatically affecting Lansdowne Street, Ipswich Street, Brookline Avenue, Jersey Street, Van Ness Street, and surrounding arteries. These conditions adversely affect the safety and well-being of Fenway residents. At the Public Meeting, my neighbors at Fenway Studios described how one of their residents, facing a possible life-or-death situation, had great difficulty getting to Beth Israel Deaconess Medical Center's Emergency Department for treatment during a game because of traffic and road blockages. This event underscores the unacceptable transportation conditions surrounding existing events that must be addressed in addition to measures taken to mitigate the transportation impact of the Fenway Theater.

### **LEED Certification**

I strongly recommend that the Project be constructed to attain LEED Platinum Certification to demonstrate commitment to energy efficient and environmentally responsible design and to keep our community green.

### **Additional Community Benefits**

I strongly recommend further community benefits be added to the Project to help account for the taxpayer dollars used to subsidize its impact on public safety, public transportation, public parks, and public spaces. These community benefits could include measures such as:

- Providing in-kind use of Fenway Theater to local artists and students as a gallery, rehearsal, and performance space
- Offer a 50% discount for any nonprofit organization to book the Fenway Theater for a special event, performance, or fundraiser – e.g. Rehearsal for Life's Banned in Boston fundraiser at the House of Blues
- Collaboration with Fenway CDC's Walk to Work Program to provide jobs for residents of nearby affordable housing

Thank you for your consideration and the continued work you do on behalf of our great city.



Evan Saura Ramsey  
Impact Advisory Group Member

JOHN STELLA  
PO BOX 543  
BEDFORD , MA. 01730

TIM CZERWINENSKI  
PROJECT MANAGER  
BPDA  
ROOM 910  
BOSTON CITY HALL  
ONE CITY HALL SQ.  
BOSTON , MA. 02201  
RE: FENWAY PARK PROPOSAL TEARDOWN PARKING GARAGE

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FEB. 19 , 2019

DEAR TIM :

I AM OPPOSED FENWAY SPORTS GROUP PROPOSAL TEAR DOWN PARKING GARAGE NEXT TO FENWAY PARK AND BUILD ARTS CENTER AND THEATRE .

THE RED SOX SHOULD KEEP THE PARKING GARAGE OPEN ONLY FOR PEOPLE WHO HAVE "H" HANDICAP PLATECARD SHOULD PARK THIS GARAGE ACCESS CLOSE TO FENWAY PARK FOR HANDICAP FANS TO PARK THERE AND ATTEND GAMES.

THE RED SOX MUST COMPLY WITH THE FEDERAL LAW KNOWN AS "ADA" MUST HAVE HANDICAP PARKING SPACE FOR HANDICAP DRIVERS TO PARK ACCESS TO FENWAY PARK WHEN THEY ATTEND GAMES.

BY TEARING DOWN PARKING GARAGE BY THE RED SOX IS A VIOLATION OF FEDERAL LAW "ADA" .

PLEASE CONTACT THE RED SOX OWNERS NOT TO TEAR DOWN THIS PARKING GARAGE NEXT TO FENWAY PARK AND SHOULD PROVIDE ACCESS ONLY TO HANDICAP DRIVERS WITH "H" PLATECARD .

THANK YOU FOR YOUR CONSIDERATION.

*(over please)*

SINCERELY,

A handwritten signature in blue ink, appearing to read 'John Stella', is written over the word 'SINCERELY,'. The signature is fluid and cursive, with a long, sweeping underline that extends to the right and then curves back down and to the left.

JOHN STELLA

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2/27/19

To whom it may concern,

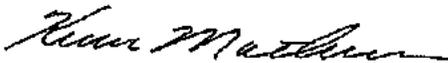
I write in support of the proposed Fenway Theater project, including the improvements to Fenway Park. This endeavor will play a vital role in providing additional business and employment to the community. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees.

The Red Sox have done a fantastic job managing home games and the Fenway Concert series ensuring there is minimal disruption to the community by keeping the area clean and safe for the residents and concert goers. I am confident these standards will continue to be exacted for the new venue. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our friends, partners, and neighbors at Fenway Park, and support the proposed project to begin.

Sincerely,



Kevin Matheson  
General Manager  
Residence Inn Boston Back Bay Fenway  
125 Brookline Ave  
Boston, MA 02215

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Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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## Fenway Theater

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**Chivian, Eric**

Fri, Mar 8, 2019 at 3:05 PM

To: Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

See revised text below

Thanks Tim

Dear Tim Czerwienski,  
I have lived in Fenway Studios with my artist wife since the year 2000 and will attend the Fenway Theater meeting this coming Tuesday.

I am a practicing physician and a former professor at Harvard Medical School, and I plan to raise the issue of how emergency access for all those who live in the Fenway is already compromised by Red Sox home games, not to mention the gridlock that can block ambulances from going to the largest concentration of hospitals in New England.

If someone in the Fenway (I am almost 77 so it could be me) had a medical emergency, or if there were a major fire when a game ends, it could result in total disaster. There is no way that an ambulance or a fire truck could get through. We have learned to live as best we can with Red Sox home games, but I would like to know why this new project is being sited here, and whether there has been a thorough, professional, independent analysis about how this massive new auditorium, with thousands of people coming and going, (where will they park?) will affect a situation that already is a catastrophe waiting to happen.

Do any of the developers or the owners of this project live in the Fenway? If they did, I wonder whether they would support this project. And I wonder what Mayor Walsh thinks about emergency access for those of us who live in the Fenway.

best wishes  
Eric Chivian M.D.



**boston planning &  
development agency**

**Tim Czerwienski, AICP***Project Manager*

617.918.5303

**Boston Planning & Development Agency (BPDA)**

One City Hall Square

|

Boston, MA 02201

[bostonplans.org](http://bostonplans.org)



**boston planning &  
development agency**

**Tim Czerwienski, AICP**

*Project Manager*

617.918.5303

**Boston Planning & Development Agency (BPDA)**

One City Hall Square

|

Boston, MA 02201

[bostonplans.org](http://bostonplans.org)



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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## Concerns

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**Case, Robert**

Wed, Mar 13, 2019 at 2:25 PM

To: Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

Cc: Mathew Thall

Ruth Khowais

Nikki Flionis

, Mallory Macdonald

Hello Tim,

I and others are concerned that, if the Red Sox performance building goes through, there will be insufficient planning and commitment to smaller spaces within the building for Fenway exhibits, performances, and promotion of the arts. This means not only access by local artists, actors, writers, musicians, but also the availability of the space and resources for the students of the Boston Academy of the Arts.

Although the local community has been and is now a dynamo of grassroots culture, it is too often given short shrift in official decisions.

Thank you in advance for putting this matter on the table.

Robert Case  
[149 Mass. Ave](#)  
Fenway



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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**Impact Advisory Group - 12-28 Lansdowne Street**

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**Tim Ney**

Wed, Mar 13, 2019 at 2:43 PM

To: Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

Cc: Jonathan.Greeley@boston.gov

Tim,

Thank you for sending the list of IAG members for the [12-28 Lansdowne](#) project.

Last night's presentation was most informative and well-organized. There is a lot of detail to absorb, however, and I do hope that the deadline for public comments will be extended to allow Fenway residents sufficient time to review the 333-page Notification Form and give proper feedback.

I wish Live Nation and House of Blues representatives would have spoken since they will be programming the proposed facility.

Best,

Tim Ney

"Twenty years hence you will be looking back to Muddy River as I do Central Park"

- Frederick Law Olmsted, 1893

On Mon, Mar 11, 2019 at 8:47 AM Tim Czerwienski wrote:

The Fenway Theater IAG members are listed below:

Thomas Bakalars  
Sonya Bhabhalia  
Kelly Brilliant  
Molly Chase  
Panos Demeter  
Laura Fogg  
Kristen Mobilia  
Michael Nichols  
Evan Ramsey

On Fri, Mar 8, 2019 at 4:53 PM Tim Ney wrote:

Hello Mr. Greeley,

Can you tell me who serves on the Impact Advisory Group for the [12-28 Lansdowne Street Fenway Theater](#) project?

Thank you,

Tim Ney

--

Christopher D. Strang  
566 Commonwealth Ave., Unit 303  
Boston, MA 02215

March 13, 2019

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

Dear Mr. Czerwinski,

I write in strong support of the proposed Fenway Theater project and the proposed needed improvements to Fenway Park. As you may know, I have resided in the Kenmore Square area since 2010. I also owned a small business in Kenmore Square for seven years and currently work as a part time professor at Boston University. I am Treasurer of both the Kenmore Association and the Kenmore Community and Economic Development Corporation. I am currently serving on the BPDA's Boston University Task Force and recently served on the IAG for other Kenmore area development. In other words, I am intimately familiar with the neighborhood and the impact development projects have on it.

As a construction lawyer, I especially appreciate the opportunity for over 200 jobs for workers in the trades and related fields. However, the economic impact on the neighborhood goes far beyond that. The local small businesses rely heavily on those attending events at Fenway to survive and thrive. With the vast majority of Fenway events occurring in the warmer months this leads to seasonal unemployment for many workers and lean winters for the business owners. Having concerts and other events throughout the winter will provide needed consistency. In turn the residents get the benefit of a more vibrant community, with more options for dining and retail year-round.

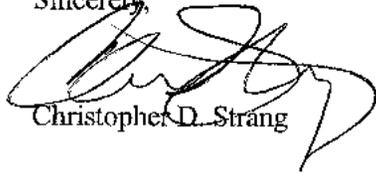
As a resident I enjoy having convenient access to arts, culture and entertainment, as most of my neighbors do as well. That's largely why we moved to the area in the first place. The additional concerts and events will bring alternatives for such things not really available at any other Boston venues. Being able to walk to and from such events is a huge benefit. As neighbors, we already often attend games and concerts at Fenway in groups, so I see as another opportunity to strengthen ties with others in my community.

The corner for the proposed new venue is frankly visually unappealing, to put it mildly. The plans for the new façade are exciting and vibrant. This will make that entire portion of the neighborhood more enticing to explore and make people traveling through feel more safe.

Fenway Sports Group and the Red Sox are fantastic neighbors. They effectively communicate upcoming activities and work closely with residents to mitigate any issues that arise during games and events. I get regular e-mails with updates, invitations to community meetings and someone will always answer my calls with questions or concerns. Given their stellar performance so far, I have complete trust that they will continue to do just that.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Strang', written in a cursive style. The signature is positioned above the printed name.

Christopher D. Strang



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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**Fenway Theater**

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**Mathew Thall**

Wed, Mar 13, 2019 at 11:44 AM

To: tim.czerwienski@boston.gov

Cc: "Josh Zakim (Josh.Zakim@boston.gov)" &lt;Josh.Zakim@boston.gov&gt;, Gregory Paulson Haig

Leah Camhi

Richard Giordano

, Evan Ramsey

&gt;, Nikki Flionis

"Case, Robert"

tim --

Tim,

I think the end of the comment period at March 25th is unreasonably short. The EPNF was submitted in mid-February. I do not believe there were any informal presentations by the Red Sox/Live Nation prior to the start of the formal Article 80 review process. The EPNF is 333 pages long.. There is . hardly enough time for individuals and organizations to review it by the end of the formal comment period. Notwithstanding your statement at yesterday's meeting that the end of the comment period is not really the end of opportunity to submit comments, hundreds of people who may be very interested in this project and its impact on the Fenway neighborhood will not have heard that and will conclude that if they have comments about the project on April 10th it will be too late to submit them.

Given that this is likely an as of right project, once the BPDA Board approves it the proponents can start building. Therefore there must be the utmost transparency around the BPDA and other City agency review and negotiation with the proponents.



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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## Fenway development Ipswich St issues.

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**Beverly Sky**

Fri, Mar 15, 2019 at 6:42 PM

To: Tim.Czerwienski@boston.gov

Dear Tim

I am an artist resident at Fenway studios and was unable to attend the community meeting.

I hope you can come to Ipswich street when the baseball season begins and see for yourself the impact of thousands of people walking to and from Fenway Park. I

The Ipswich St sidewalk is only two people wide at some points and so our tree wells are trampled, trash and vomit are residues after the game as fans return to mass ave and bus and train transportation.

People are forced to walk in the street competing with two way traffic and bicycle drivers.

There is no sidewalk on the other side of the street abutting the train tracks, where the fence is rusted and broken in many places.

Perhaps, the Red Sox developers could put in another sidewalk and make Ipswich St one way.

The resident parking spaces are essential to our building as many of our residents are seniors.

Cordially

Beverly Sky

30 Ipswich Street

#studio 308

[www.beverlysky.com](http://www.beverlysky.com)

Sent from my iPhone



HAMPSHIRE HOUSE  
— Beacon Hill —



March 15, 2019

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

Dear Mr. Czerwienski,

On behalf of the Hampshire House Corporation, I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

**Gail L. Richman**  
**Director of Procurement & Distribution Logistics / Marketing**  
**Hampshire House Corporation**  
**75 Brand / Cheers Boston / Hampshire House**



March 18, 2019

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

Dear Mr. Czerwienski,

On behalf of the Back Bay Association and the Back Bay business community, I am writing in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. Past concerts and events at Fenway Park have been a boon to Back Bay businesses and we eagerly look forward to more of these activities in the future.

Event-goers dine in Back Bay restaurants before and after concerts and festivals. Many visitors from out of town stay in Back Bay hotels, making an event at Fenway Park a fun focal point for a weekend away. This increases the foot traffic seen by Back Bay and area businesses, drawing people from all over the region to dine, shop, stay, and enjoy themselves in Back Bay, Fenway, and Kenmore. The proposed projects will only increase the benefits seen by the neighborhoods from positive, exciting activity at Fenway Park.

Further, by attracting more people to the area with exciting entertainment, Fenway area events make Boston a more vibrant and exciting place to work and live. Businesses in Back Bay – and all over the city – benefit when more bright, talented people of all ages make Boston their home because of the lifestyle that it has to offer. The area also benefits from the beautification of the Fenway, replacing a dark, uninviting corner of the neighborhood with a vibrant, lively new structure.

Fenway Sports Group and the Red Sox have worked closely with the community to address any neighborhood issues caused by Red Sox home games and Fenway Park events. I am confident that this open communication and good faith cooperation will continue with the new venue and that the Red Sox and Fenway Sports group will be responsible in their plans to manage the additional concert goers that will come to the Fenway area.

In light of these significant benefits brought to Back Bay and the surrounding area by increased activity at Fenway Park, I encourage the community to support the approval of the proposed project.

Sincerely,



Meg Mainzer-Cohen  
President  
Back Bay Association

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

Dear Mr. Czerwienski,

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet.

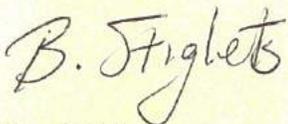
The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore, a city more likely to attract talented people of all ages to make their home.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,



Brian D. Stiglets  
General Manager  
The Inn at Longwood Medical





Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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**parking and traffic on Ipswich St.**

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**Chivian, Eric**

Tue, Mar 19, 2019 at 10:52 AM

To: Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

Dear Tim,

Thank you for running a very good meeting last week on the Fenway Auditorium. I am glad some of the major issues were aired and discussed.

I wanted to know the name and contact information of the woman who talked about traffic and parking issues. I believe she represented the Red Sox.

My thought is to convene a meeting of some representatives of the Fenway Community with you, her, Captain Sweeney, and perhaps others (Kristen Mobilia?) to talk about what is a disaster waiting to happen for those who live on Ipswich St. and Charlesgate East if an ambulance or a fire truck needed to reach an emergency at the start or end of a home game, and perhaps for events at the Fenway Auditorium. The combination of re-building the high school and building the Auditorium, with added grid-lock from construction will only add to the problem. There are questions being raised about whether the city or the Red Sox or the developers of this new project would be liable.

The city closes our streets during parades and marches and other events. Why not during home games—access only to foot traffic, bicycles, and local residents who live here.

my best wishes and thanks

Eric

Eric Chivian M.D.

Director

The Program for Preserving the Natural World, Inc.

Associate

Department of Organismic and Evolutionary Biology

Harvard University

Founder and Director Emeritus

Center for Health and the Global Environment

Harvard Medical School



# Local 103 OF GREATER BOSTON

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March 19, 2019

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

Dear Mr. Czerwienski:

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community and residents of Boston. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have a proven track record of supporting local trade workers with the Fenway Park Improvements that have taken place every off-season over the past 15 years. I am confident these standards will continue for the new venue and that there will be the opportunity of employment for many local workers of the Boston area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

Considering the significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park and support the approval of the proposed project.

Sincerely,

Louis J. Antonellis  
Business Manager



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

Dear Mr. Czerwienski,

On behalf of Operation P.E.A.C.E., a non-profit operating in the Fenway since 2001, we write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. While this project will certainly play a vital role in bringing additional business and employment to the Fenway community—especially during the winter months—we are excited for the cultural and educational opportunities the Fenway Theater will offer to the city and to the Fenway in particular.

The Red Sox currently strive to make Fenway Park events accessible to Fenway residents of all income levels. Through programs like the Neighborhood 9's and through partnerships with neighborhood organizations like ours, free and reduced price tickets are offered throughout the year to the community. We are certain that Fenway Sports Group and the Red Sox will continue this commitment to accessibility in Fenway Theater programming.

The Fenway is a vibrant community with a strong institutional and local arts presence. The Fenway Theater will offer an opportunity not only to showcase world-renowned talent, but also provide a spotlight on local artists. As stated in the Expanded Project Notification Form, "It is expected that thousands of students and performers will have the opportunity to perform in this new venue, pursue employment and internships, engage in professional development and educational programs, and enjoy live performances as both performers and audience members."

While increased traffic is definitely a concern for the neighborhood, Fenway Sports Group and the Red Sox have shown that they are willing to work with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. We are confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In light of these significant benefits that are anticipated with the completion of this project, we encourage the community to support the approval of the proposed project.

Sincerely,

Mallory Rohrig  
Program Director

J. Ralph Cole  
Board Director

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

**RE: Fenway Theater Project**

Dear Mr. Czerwienski,

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community, particularly during the winter months of the year when the Fenway/Kenmore area is typically quiet. My understanding is that the additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting tourism activity and making contributions local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

I am pleased with Fenway Sports Group and the Red Sox's response; they have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In light of these significant benefits that are anticipated with the completion of this project, I, as a resident and homeowner in Fenway, encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,



Cole M. Young  
566 Commonwealth Avenue  
Boston, MA 02215

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## h o t e l s

Bernardo Gubert  
General Manager

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

Dear Mr. Czerwienski,

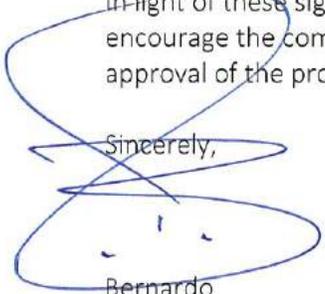
I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concertgoers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,



Bernardo

**Cambria Hotel | Boston**

6 West Broadway, Boston, MA 02127 | T:617-752-6681 | F:617-752-6680 | [www.cambriaboston.com](http://www.cambriaboston.com)



Tim Czerwienski <tim.czerwienski@boston.gov>

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## 12-28 Lansdowne Street (Fenway Theater) Comment Period Reminder

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**Leo Fonseca**

Fri, Mar 22, 2019 at 10:13 AM

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

Hi Tim-

Would love to get a better understanding of how the ride share policy is going to work. I understand there will be pick up/drop off zones- where will they be, when will this be in use, how will this effect existing business on Lansdowne St, etc? please share any info you may have and thank you.

Leo Fonseca

Sent from my iPhone

[Quoted text hidden]



Tim Czerwienski <tim.czerwienski@boston.gov>

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## Fenway theatre

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**Terri North**

Fri, Mar 22, 2019 at 6:11 AM

To: tim.czerwienski@boston.gov

Hi Tim,

I want to express the support of my group for the Fenway theater.

Best,  
Terri North  
President Kenmore Residents Group

Fenway Studios  
30 Ipswich Street  
Boston, MA 02215

March 23, 2019

Tim Czerwienski, AICP  
Project Manager  
Boston Planning and Development Agency  
1 City Hall Square  
Boston, MA 02201

Dear Tim:

The artists of Fenway Studios appreciate the outreach efforts the Red Sox have made with their proposal. We had, and are scheduling, more conversations between Fenway Studios and the Sox. This is all good. Below, I have listed our comments on the project and related matters. We look forward to working with you.

Sincerely,  
Teri Malo  
President

**Regarding comments and feedback on the Fenway Theater Proposal, we offer the following list:**

**Additional arts venues are a welcome addition to the Fenway neighborhood, but the artists propose including the visual arts at this new venue. We suggest a gallery space integrated into the lobby and waiting areas, with good lighting and suitable walls for hanging two-dimensional artwork. Fenway Studios would be interested in curating or providing exhibitions on a regular basis, along with other arts organizations.**

**Aesthetics:** The proposed theater does a good job of integrating into the existing fabric of the street. Perhaps slightly less glass in the lobby would allow for more gallery use? We appreciate the industrial aesthetic and use decorative brick, with contrasting green metal sheathing.

**Pedestrian access and effects of larger crowds** – we are **extremely** concerned about the increase in traffic and pedestrian foot traffic down Ipswich Street, which has limited sidewalk width and already fails to service the crowds approaching and leaving the ballpark. Our residents have great difficulty coming home or leaving our building on **game and concert** days. Nearly every weekend there are events at the park, including in the off-season. Ipswich Street is narrow (especially at the turn on our end) and an emergency vehicle route to the hospital district. There has to be more thought given to how crowds will arrive, and how traffic can be rerouted so that emergency vehicles can get through.

*Example:* One of our residents, with a suspected brain bleed, had great difficulty getting to Beth Israel Deaconess Medical Center's Emergency Department during a game even though he was travelling in a Boston ambulance. The distance is one mile. The ambulance staff had to clear barriers from the streets and attend to the patient. This is not fair.

Fenway Studios  
30 Ipswich Street  
Boston, MA 02215

**Air quality:** With the increasing gridlock, and increasing number of large trucks on Ipswich Street, air quality is suffering. During ball games, buses, and especially limousines, park in resident spaces and leave their engines idling for the duration of the game. Residents can't open their windows for the noise and fumes! We suggest maintaining the resident sticker designations, and for the traffic and parking department to enforce resident sticker requirements for parking. Idling engines should not be allowed for the duration of the gam/concert.

**Widening sidewalks** near the theater is welcomed. We suggest that with widened sidewalk, there may be room to plant an arcade of trees to encourage walking at all times of the year. Some sort of pedestrian bench, either as part of the building (see Berklee College of Music's new dormitory on Mass Ave) or freestanding will help the elderly, disabled, and families with small children, a population that is increasing in the Fenway.

**Acoustics:** We are concerned about the potential for noisy ventilation systems amping up the general din in our neighborhood. Perhaps there is a way to buffer or muffle this sound, depending on placement and what surrounds it?

**Special events:** Ipswich Street and our immediate neighborhood is the site for many road race fundraisers on the weekends, with parking restrictions for residents, street barriers, and often limited access for getting from one side of the neighborhood to the other. With increasing regularly scheduled concerts, etc. we feel there should be a reduction in the number of **road races and walkathons**. There are many times each year when residents can't exit the building to go to their jobs. Please!

**Public transportation:** We would like to see the Theater heartily endorse the use of public transportation whenever a ticket is purchased in advance of a concert. Trains are often overburdened already. We suggest modifications to the **#55 bus line**, extending it to the Longwood Medical area to the west and to the Boston Common 7 days per week. This route could carry game attendees and concertgoers going to the entertainment venues, but it could also transport residents and patients going to the medical area for jobs, appointments, and shopping in both directions. Our neighborhood is getting much denser, the population is surging, and we need a more effective bus route.

**Approaches to the entertainment district from the east:** We would love to see some thought given to the relationship of the Pike to Ipswich Street – currently defined by an assortment of rusted and falling chain link fences.



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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## 12-28 Lansdowne Street (Fenway Theater) Comment Period Reminder

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**Denise Lindquist**

Sat, Mar 23, 2019 at 7:56 PM

To: Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

Hello Tim, Thanks for the follow up. Some of the concerns from myself and the 46 members here is losing our resident parking to game and concert goers, no one is aware there's a \$100 fine for non resident parking because it's not posted so plenty of signage is greatly needed. Not much of a deterrent for those choosing to park illegally if they're to discover the amount of the fine afterwards.

We've had a tremendous amount of vandalism over the years preventing us from putting up posters to ornamental planters in front of the building. Last year someone crushed a members windshield by jumping on it.

The most annoying is many, many men urinating on all four sides of the building. I feel it would be very helpful to have some sort of security personal making rounds of the neighborhood.

Again, thanks for your attention to these matters.

Denise Lindquist  
[30 Ipswich St. Boston.](#)

[Quoted text hidden]



**Kenmore Association, Inc.**  
P.O. Box 644  
Kenmore Station  
Boston, MA 02215  
Telephone 262-6246

March 24, 2019

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

Re: 12-28 Lansdowne Street

Dear Tim:

We are writing to indicate our support for the Fenway Theater and the proposed improvements to Fenway Park.

The proposed Theater will dramatically improve the urban environment along Ipswich and Lansdowne Streets. The Theater will replace unattractive paved surfaces with a beautiful new facility that will activate these streets. The plans call for an iconic state of the art theater that will host a wide variety of performing arts, educational and civic events on a year round basis, something this community needs.

With regard to the improvements to the ballpark, we are thrilled that the Red Sox want to enhance the fan experience and improve accessibility in the bleacher and grandstand areas. We are also pleased that they are adding the 5 loading bays for off street delivery management.

In closing, we would like to add that the Red Sox and Fenway Sports Group are wonderful neighbors. They work very hard to mitigate any issues that arise as a result of games and events at Fenway Park and we are confident that they will continue with these efforts and refine them as needed. Accordingly, we urge the BPDA to approve this project.

Thank you for considering our opinion.

Sincerely,

A handwritten signature in cursive script, reading "Pam Beale". The signature is fluid and matches the printed name below it.

Pamela Beale  
President



March 25, 2019

Tim Czerwienski, Project Manager  
Boston Planning and Development Agency  
1 City Hall Square  
Boston, MA 02201

Dear Tim:

This letter serves to comment on the proposed Fenway Theater project on 12-28 Lansdowne Street on behalf of the Audubon Circle Neighborhood Association. Upon hearing the presentation at the public meeting on March 12<sup>th</sup>, 2019, ACNA finds that the major impact to the community will be the additional traffic that 5,400 people will bring into the neighborhood. It was announced that there will likely be nights that there will be events at both Fenway Park with a capacity of 37,755, and this new venue with a capacity of 5,400 people, as well as events at House of Blues, with a 2500 person capacity. These have the potential to be combined as well with events at Symphony Hall, with a 2,625 person capacity, Hynes Convention Center, with a 4,000 seat auditorium, and the Berklee Performance Center, with 1,215 seats. This means there will be nights with potentially up to 53,495 people flooding into the Fenway neighborhood that now will have even more reduced parking options with the removal of the lots and garages nearby due to this and other developments in the neighborhood, but with the same narrow and congested streets for cars to drive through. We feel that booking Fenway Park, Fenway Theater, and House of Blues specifically on the same nights or times will significantly increase the negative traffic impacts on the neighborhood.

The presentation showed that there was a transportation study done to measure impacts on the neighborhood. Looking at the map with locations that were studied, Kenmore Square was excluded from the study. This is a major intersection that faces immense traffic 24/7, not just during Fenway events. We are encouraging more research to be done that includes Kenmore Square in the equation, as well as other major thoroughfares into and intersections near the Square, such as Beacon Street, Park Drive and the Park Drive/Riverway interchange.

To offset the reduced parking in the neighborhood due to the new developments in the area, we propose that Fenway Sports Group use a piece of land outside of the neighborhood and create a satellite parking lot or garage with a shuttle service to the park similar to the Massport Logan Express. This would reduce congestion in the neighborhood, and encourage attendees to not drive into the neighborhood for events.

P.O. BOX 15354 KENMORE STATION BOSTON MA 02215  
[auduboncircle@gmail.com](mailto:auduboncircle@gmail.com) • [www.AudubonCircle.org](http://www.AudubonCircle.org)



To offset the impact of the influx of visitors, we suggest improvements be made to pedestrian safety and public transportation. The Fenway green line T stop is currently located under Park Drive and, with Kenmore Square, is the MBTA station most heavily used by stadium attendees. This station is in urgent need of improvements to its design, lighting and aesthetics and would benefit from a more extensive enclosure to protect travelers from the outdoor elements as well as contain the impacts of its heavy use on adjacent residential buildings. How Fenway Sports Group can participate in on-going discussions with Samuels & Associates about Fenway station improvements should be explored. ACNA has also for many years advocated for a safe pedestrian crosswalk at the peak of the Park Drive bridge over Fenway station, where bus stops serving the CT2, 47, Massco, and BU Fenway bus routes are located. Senator Brownsberger and Representative Tyler currently are in discussions about this matter with MassDOT and MassDCR. The need for a safe crossing here, long unmet, will increase as the number of large events at Fenway Park increases and the new entertainment center begins operation. To the extent the City or Fenway Sports Group anticipates or encourages use of the public transit system, improvements to that system to encourage and accommodate the public are necessary. We recommend that Fenway Sports Group join in providing financial support for installation of a safe pedestrian crossing on the Park Drive bridge and much needed improvements to the Fenway MBTA station.

Thank you for your consideration of our comments.

Audubon Circle Neighborhood Association

Dolores Boogdian  
452 Park Drive #16  
Boston, MA 02215

March 25, 2019

Tim Czerwienski, Project Manager  
Boston Planning and Development Agency  
1 City Hall Square  
Boston, MA 02201

RE: 12-28 Lansdowne Street

Dear Tim:

To the extent the proposed project at 12-18 Lansdowne Street is zoning compliant, the expectation is that Fenway Sports Group's performance center will become a new fixture in the Fenway neighborhood. There is a refreshing relief in not being faced with another monstrous building proposal, but the anticipated traffic consequences of a 5000 person capacity entertainment venue heighten the already pointed need for better transportation planning and implementation measures in the Fenway. The street impact of the proposed project further weights an over-burdened transportation and transit system and begs for a level of thoughtful and incisive planning and mitigation measures that has proven difficult to achieve. The long term consequences of not answering this need will be extremely difficult to overcome or reverse; overpasses and underpasses and their various reconfigurations are a testament to a city's inability to account for the traffic impacts of urban development.

FSG makes no bones that concert events or ball games will take place when events are scheduled at the new entertainment center. They apparently will take place regardless of other major events in the immediate area (such as at House of Blues or other clubs on Lansdowne Street) or in other parts of the Fenway, such as at Symphony Hall, Berklee Performance Center, or nearby Hynes Auditorium. Tens of thousands of people regularly converging on an already congested part of the city that is still undergoing large-scale development is a frightening prospect; it certainly goes beyond an inconvenience to be stoically borne. This, coupled with large vehicles associated with these events navigating through the clogged streets or, worse, deposited on the street for others to somehow circumnavigate, promises a situation that will simply overcome the street system. Maybe for just a few hours. But for a few hours at every event, and in spite of the needs of all others who must travel through this area and this city. The answer to this must be on a scale that is commensurate with the impacts and in every way intended to and successful in significantly avoiding or mitigating them.

First, the transportation study area must be expanded. It must include Kenmore Square as well as the major thoroughfares to and from the Square, together with their major intersections. At a minimum, Beacon Street, Brookline Avenue, Boylston Street, their intersection at the Riverway interchange and with Park Drive should be included in the traffic study area. Points east of the site should also be included to the extent drivers enter the area via the Turnpike exit at Copley Square.

Second, FSG should establish satellite parking areas outside the neighborhood, and preferably outside the City, to which people can drive, leave their cars and take a shuttle service to the venue(s). This will be a welcome option for people who would prefer not to drive into the area, and is an obvious way to limit the number of cars on city streets. These parking areas should be put in strategic locations and large enough to hold a significant number of vehicles.

Third, the City should be informed where the parking or storage areas that will be lost as part of this project will be recreated, or where or how or whether those who have used those spaces intend to recreate them. FSG likely has no role in finding a solution or alternate area for these persons or entities, so, for good planning purposes and to anticipate consequences, it is critical that the City get this information.

Fourth, the South Boston site available to Live Nation may be helpful, but not if (a) it is useful in theory only and not in practice, or (b) the vehicles to be parked there travel into and out of the area during peak travel times, *i.e.*, at rush hour or when patrons are arriving or leaving the venue(s). FSG should be called upon to increase the amount of space in the new project to house trucks, buses and other vehicles used in connection with the events or their set-up so that the likelihood or possibility of double-parked, idling or obstructing vehicles is eliminated. Too many others need the City's streets to cede them to private persons or entities engaged in private ventures.

Fifth, the MBTA transit system to which FSG and many other developers point as 'well serving' the area is over-burdened and struggling. Improvements are anticipated, but these are in the future and cannot be assumed to fix the transportation problems that development in the area has created or will create. Nevertheless, the events at Fenway Park generate some of the heaviest use of the MBTA system and riders rely heavily on service at the Fenway and Kenmore T stations. What FSG can do to improve the T's services should be more thoroughly explored. As part of that analysis, FSG's participation in improvements at the Fenway T station, together with Samuels & Associates', could raise the bar of what is possible. The station is dark, wet when it rains, unpleasant and unattractive; the steps from Park Drive are in very bad repair. Reimagining the station – with an elevator – and enclosing it would provide a significant benefit to riders as well as adjacent residents, and could transform this station into the important portal to the City that it is. A new station, properly designed, also would better accommodate the large crowds that embark and disembark for Fenway events. The connection between the Fenway T station, Fenway Park, and the new entertainment center is obvious. Fenway Sports Group's additional investment in the station's renovation would be a true addition to 'vibrancy' in the neighborhood.

Sixth, immediately above Fenway T station are bus stops on the Park Drive bridge for the Route 47, CT2, MASCO and Boston University's campus buses. (During work on the D line, these stops also serve MBTA shuttle buses.) Hundreds if not thousands use these stops every day, and also cross the street to get to and from the T station, Fenway Park, Kenmore Square, Brookline and all points east, west, north and south. Nevertheless, there is no marked pedestrian crossing on the bridge, something residents in the area (and personnel at the MBTA) have decried for decades. MassDOT owns the bridge, and MassParks owns the roadway. Notwithstanding years of discussions, most recently with the offices of Senator Brownsberger and Representative Tyler, neither entity has taken any steps to address this unsafe condition. If movement into and around the city via mass transit and walking is to be encouraged, or is the manner in which traffic congestion can be ameliorated, then making mass transit and walking accessible and safe is key. FSG's involvement in and financial support for a safe pedestrian crossing at the Park Drive bridge will serve this goal, and is an appropriate measure to help address the impacts of events at Fenway Park and the new performance center.

Seventh, FSG's presentations about the project describe how City police and personnel will enforce parking, traffic and other rules or means by which traffic matters will be improved. This is both unrealistic and inappropriate. It is unrealistic in that police and parking enforcement has been inadequate in noticeably limiting the impacts of congestion or demand for parking; inappropriate to the extent the City is expected to mitigate the impacts of the project. Whatever mitigation is to be implemented, it must be by FSG or paid for by FSG, not the City – and by extension the City's residents and taxpayers – and it must be more meaningful and evident. Closing streets and setting off blocks of street parking have not much improved traffic flow.

Eighth, what's to be done about emergency vehicles? I cannot suggest a method to provide for safe and adequate passage. Somebody should. It is not possible to adequately mitigate someone's death or losing one's home to fire or suffering bodily harm due to immobilized or delayed emergency responders.

Lastly, after years of discussions with neighborhood residents and efforts to establish a good working relationship, it is time for FSG to enter into a good neighbor agreement to bring consistency and predictability to the neighborhood and to memorialize the commitments its made. FSG has a real opportunity to improve the neighborhood with good policies and a written accord, and in this way mitigate something else: the lingering friction and distrust that can surface when the subject of Fenway Park concerts and events are discussed. I highly recommend that the City use its power, of persuasion if by no other means, to convince FSG that an agreement is a good idea, and, if successfully executed, would go a long way towards establishing a mutually respectful and beneficial relationship between neighbors.

Respectfully submitted,

*- Dolores Boogdanian*

cc: Councilor Josh Zakim

# BOSTON PRESERVATION ALLIANCE

March 25, 2019

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## Executive Director

Gregory J. Galer, Ph.D.

The Otis House  
141 Cambridge Street  
Boston, MA 02114  
617.367.2458

[bostonpreservation.org](http://bostonpreservation.org)

Tim Czerwienski  
Boston Planning and Development Agency  
Boston City Hall  
Boston, MA 02201

Re: Fenway Theatre, 12-28 Landsdowne Street

Dear Mr. Czerwienski,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 40 Organizational Members, 125 Corporate Members, and a reach of 35,000 friends and supporters we represent a diverse constituency advocating for the thoughtful evolution of the city and celebration of its unique character. We appreciate the opportunity to offer comments on projects that impact the historic character of the city.

The Alliance has met with the proponent to discuss the project and has attended the Boston Civic Design Commission (BCDC) design committee meeting. Fenway Park, as well as its immediate surroundings, is a hallowed ground for baseball fans around the world. Unlike most other major sports venues, Fenway Park has been carefully stewarded for over 100 years, preserving the unique experience of America's pastime. The Alliance recognized the Red Sox ownership with our President's Award, our highest recognition, in 2017 for its successful park enhancements and modifications.

As a pending Boston Landmark, all changes to Fenway Park itself receive careful scrutiny by the Boston Landmarks Commission (BLC). We believe BLC's comments regarding this project will likely be limited to the impact on the ballpark, not the surrounding buildings or context. But we think the City should be sensitive to the fact that the success of the park is based on the experience of visiting the entire site and we should recognize that this experience also includes the approach to Fenway Park from surrounding corridors: the sounds, smells, and sights, and the ambience of the ballpark inside and out. To date the Red Sox and the City have stewarded this unique asset remarkably to the benefit of all Bostonians, baseball fans, and the Fenway neighborhood. As a major icon for the city of Boston, changes to the space, its context, and the experience should be carefully considered and executed.

Overall we believe the proposal is a creative and likely successful way to utilize an awkward open parking lot to enhance activity, particularly during non-game periods. We appreciate the efforts made to consider how the theater proposal fits within the

context of Fenway Park through materials and design. However, we have some concerns about the proposal that we request be addressed as well as some additional information we feel necessary before we can state an overall recommendation on the proposal.

First and foremost, the filing provides insufficient views of the proposal from perhaps the most critical vantage points- those within Fenway Park itself. The team has so far successfully made a wide range of enhancements without overly-impacting the historic look and feel for game attendees. It is imperative that we better understand the impact of the proposal to the essential view across the outfield, over the bleachers, and toward downtown. The proposed removal of six rows of c 1934 bleachers is not an inconsequential change to the historic fabric of the park. And while we understand the desire to provide enhanced amenities to fans in the bleachers, we ponder if this change is too drastic an alteration. Without renderings and perspective drawings from various levels and locations of seating it is impossible to make this determination. Also of benefit would be images like 2.4a and 2.4b from the PNF that show existing conditions as well as the proposed.

Additionally, while the theater itself isn't visible from inside the park, the overall proposal is. In particular the new bleacher overlook area and the function space above with its deck overlooking the field will certainly alter the look of the park. While Figure 2.6 of the PNF provides some understanding of this new arrangement we need views from actual locations that would be observed by fans – from seats in different sections rather than an aerial perspective. Without such renderings we are not able to satisfactorily review or render a complete opinion on the proposal.

In consideration of changes outside the park, we concur with concerns raised by members of BCDC about the loss of significant portions of the Fenway Garage building and the resulting challenge of the space between the remaining garage pieces and the new construction. We encourage the proponent to reconsider this aspect of the proposal and examine integrating the entirety of the 1913 Fenway Garage façade into the project. The building was designed by John E. McLaughlin, the same designer of Fenway Park, and we feel plays an important part of the overall character and context of the Park.

We also concur with BCDC suggestions about not including trees alongside the theater on Lansdowne Street. The industrial feel of the Park is an important part of the context, and while we agree that the long-term health of the trees in this location is of question, we also believe it is the wrong visual/design choice for this location.

We look forward to receiving additional information and to working collaboratively with the BPDA and the Red Sox to reach a proposal we can all support. However, additional information is required before we are able to support the proposal.

Thank you,



Greg Galer  
Executive Director

CC:

Rosanne Foley, Boston Landmarks Commission  
Kelly Brilliant, The Fenway Alliance  
David Friedman, Boston Red Sox  
Jonathan Gilula, Boston Red Sox



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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## 12-28 Lansdowne Street (Fenway Theater) Comment Period Reminder

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**Chivian, Eric**

Mon, Mar 25, 2019 at 8:40 AM

To: Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

Dear Tim,

Somehow my note that "all those who live on Ipswich St. and Charlesgate East need to have vehicle access to their homes" was left out of the final version. This is already the case when these streets are closed.

Thanks

Best wishes

Eric

Eric Chivian M.D.

Director

The Program for Preserving the Natural World, Inc.

Associate

Department of Organismic and Evolutionary Biology

Harvard University

Founder and Director Emeritus

Center for Health and the Global Environment

Harvard Medical School

On Mar 24, 2019, at 3:40 PM, Chivian, Eric

wrote:

Dear Tim,

Thank you for doing this, and I would very much like to follow up with you about the issue of emergency vehicle access on Ipswich and Charlesgate East during home games and now during concerts at the new Fenway Auditorium. Thank you for suggesting to me the idea of setting up a meeting.

Below is my comment, and you should understand that while I live with my artist wife in Fenway Studios and have since the year 2000, I am speaking here for myself, and myself alone, not for Fenway Studios.

The new Fenway Theater provides an opportunity for Boston to evaluate what has been a neglected issue for Ipswich St. and Charlesgate East, where many people live, for a very long time. Boston Red Sox home games create grid-lock on these streets, particularly when games are beginning and ending. The streets are so narrow that should there be a medical emergency or a fire, ambulances and fire engines may not be able to get through the traffic, as there is no where for cars to go. The addition of people and more traffic with the new theater, plus all the people and traffic brought to the Fenway area by all the new buildings on Boylston Street exacerbate what has been a disaster already waiting to happen.

As a practicing physician, I would like to propose that:

1. There be a comprehensive, professional, and completely independent of the Red Sox or of House of Blues (or whatever the entity putting up the new theater is called), study of the current emergency access situation on Ipswich St. and Charlesgate East during home games, and now also during concerts in the new theater. Will concerts be allowed at the same time as there are home games?
2. The Boston Fire Department and Boston EMS ambulance services should be a central part of this study, as should the Boston Police Department (as emergencies may also involve them)
3. Consideration should be given to closing Charlesgate East to all vehicular traffic during all home games, and perhaps also during concerts at the new Theater. The same should be done for Ipswich St. up to the point where it meets Van Ness St. The streets should be open only to pedestrians and to bicycles.

I am not an attorney, but should there be a medical emergency, such as a cardiac arrest or a cerebral hemorrhage, where time is of the essence and should that person die as a result of not being able to reach

a hospital in time (we live in perhaps the most widely trafficked hospital corridor in New England, and one of the most trafficked in the country), or if there is a major fire and people are injured or killed in that fire because fire trucks could not reach them, I suspect the Red Sox, the House of Blues (should there be a concert then), and perhaps the City of Boston as well, could be held liable unless such a study were done that demonstrated clearly and conclusively that all adequate preparations had been made to insure emergency access to those of us who live here.

That is my opinion.

my best wishes and thanks,  
Eric Chivian M.D.

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**From:** Tim Czerwienski <[tim.czerwienski@boston.gov](mailto:tim.czerwienski@boston.gov)>

**Date:** Friday, March 22, 2019 at 9:16 AM

**Subject:** 12-28 Lansdowne Street (Fenway Theater) Comment Period Reminder

Good morning,

This is a reminder that the comment period for the 12-28 Lansdowne Street project concludes on Monday, March 25. You can email your comments directly to me, or use the comment submission form on the bottom of the project website: <http://www.bostonplans.org/projects/development-projects/fenway-theater>

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**boston planning &  
development agency**

**Tim Czerwienski, AICP**

*Project Manager*

617.918.5303

**Boston Planning & Development Agency (BPDA)**

One City Hall Square

|

Boston, MA 02201

[bostonplans.org](http://bostonplans.org)

March 25, 2019

Tim Czerwienski, AICP  
Project Manager  
Boston Planning and Development Agency  
1 City Hall Square  
Boston, MA 02201

Dear Tim Czerwienski:

**Re: Fenway CDC Urban Village Committee comment letter on the Fenway Theatre proposal**

Fenway Community Development Corporation (Fenway CDC) is a 46 year old community based non-profit organization that builds and preserves affordable housing and promotes projects that engage our full community in enhancing the neighborhood's diversity and vitality. The Urban Village Committee is made of Fenway residents and people with design expertise who help review development proposals in the Fenway.

The Red Sox through its affiliates propose to build an approximately 86,000 square foot, approximately 5,000 person capacity performing arts center. The proposed project is located on a 64,700 square foot parcel at the corner of Ipswich and Lansdowne streets, adjacent to Fenway Park. The proposed project also entails improvements to Fenway Park, including a new area connected to the back of the ballpark's bleachers with concession stands, restrooms, and function space.

We have fewer concerns than usual around height, massing, density, floor area ratios, Zoning Code restrictions and etc. In this case there may not be much controversial with the exterior physical aspects of the proposal since it appears to be smaller and less dense than permitted by zoning.

However, numerous issues have been raised by community members at the Article 80 review meeting related to the operation of the project and its impact on pedestrians, car traffic and mass transit in the Fenway neighborhood. In addition residents expressed concerns that more efforts will need to be made to mitigate those impacts of the project. There were also issues raised regarding job creations, wage scale and issues related to community benefits.

Given that this is likely an as of right project, once the BPDA Board approves it the proponents can start building. Given the number and importance of operational issues that were raised at the public meeting we think that the comment period should be extended beyond March 25th and a further public comment meeting should be scheduled.

The renderings shown in the Extended Project Notification form were a best-case scenario – it does not show the mock-ups of what the traffic/streets look like after the Fenway game and two concerts let out. Under the current proposal, it seems entirely possible that that House of Blues, Fenway Park, and the new Fenway Theatre could all have programs on the same night. It should

be a condition of approval that the facility could not be used for concerts, performances or any general admission events when Red Sox home games are scheduled because it is highly unlikely that any measures can be taken to mitigate traffic, parking and public transit congestion with an additional 5000 plus individuals entering and leaving the area.

Further pedestrian flow improvements need to be spelled out in order to accommodate the double or triple event bookings. Impacts on the MBTA operations, particularly the Green Line need to be considered. We will need more public transportation availability during major "events" on Lansdowne/Jersey/Ipswich/Van Ness Streets such as more frequent number 55 bus runs; shorter intervals between Green Line B, C, and D trains and commuter trains through Yawkey station. The Red Sox entities may need to consider subsidizing this extra service as well as late night operations.

Based on public comments of elected officials, there may be no real possibility of seeing increased capacity on the Green Line until about 15 years from now. Before the Fenway area can get the attention it needs, the long-promised Green Line extension has to be completed and operational. The tracks, the signaling system, the length of the platforms, work rules, must all be improved. Therefore, the proponents' transportation consultants must be required to rigorously demonstrate what specific transportation mitigations would be undertaken that could prevent a worsening of the transportation impacts that are currently experienced in the neighborhood and on the transit lines during Red Sox home games. In addition Uber and Lyft drop off and pick up will need to be tightly controlled in designated areas. Extra Boston Police details will need to be hired for the overlap of events.

Given both the nature of the proposed operator – Live Nation – and the size and design of the theatre it appears that this will be a venue for concerts and not the arts. Fenway residents are interested in having a performing arts theatre in the neighborhood and would like to see a more flexible space that could be adapted to theatrical performances, small concerts etc. They want to feel included in the process of designing and building it. Connections should be made to the artists at Fenway Studios to explore ways that the new venue could incorporate art and programs from the studio. Live Nation should consider as a community benefit creating their own version of the Red Sox Neighborhood Nines program so that residents of the Fenway could see shows and performances for a discounted admission.

The use of the roof top space needs to be clarified. The rendering shows it filled with people and suggesting a bar venue – information presented at the public meeting suggested this would act as a lobby for intermission and not operate as a separate venue with hours that extend beyond the concert scheduling. This needs to be clarified and settled as this could be a source of noise and other related problems if its use turns into a restaurant or bar that is open late into the night. The TV screens proposed for the roof need a fuller discussion, given their potential for creating undesirable light pollution.

We would encourage the Red Sox and Live Nation to commit that once the theatre is operational it would pay wages that will allow the workers to actually afford to live in the Fenway. The MIT Living Wage calculations would be a useful tool for setting those wages.

In conclusion, given the number and importance of operational issues that were raised at the public meeting we think that the comment period should be extended beyond March 25th and a further public comment meeting should be scheduled.

Sincerely,

*Richard Giordano*

Director of Policy and Community Planning  
Fenway Community Development Corporation  
70 Burbank St., Lower Level  
Boston MA 02115

E.

W. <http://www.fenwaycdc.org>

For the Fenway CDC Urban Village Committee  
Mat Thal  
Eric Daniel  
Ann Borst



March 25, 2019

**By Email**

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

Re: 12-28 Lansdowne Street (Fenway Theater)

Dear Tim:

Fenway Civic Association (“FCA”), the Fenway’s oldest volunteer organization that accepts no public or developer funds, would like to make the following comments regarding the Expanded Project Notification Form (“PNF”) filed by Ipswich Street, LLC (the “Proponent”) for the project located on 12-28 Lansdowne Street/175 Ipswich Street (the “Project”).

FCA is represented on the IAG for this project and its board members have met with the Proponent as well as attended the single IAG and public meeting. We have weighed comments from public meetings and reviewed the PNF. We have concluded that this document is inadequate in describing the impacts of the Project and remedies to address them; for this reason, we cannot support the Project in its current form.

**Scoping Determination**

The Project has resounding and long-lasting impacts for our neighborhood and public realm. It proposes use that would bring as many as many as 150 concert events at a 5,400-person capacity in addition to 75 private events each year; these 810,000 attendees for proposed concerts alone are roughly double the 420,000 attendees for permitted 2019 concert events at Fenway Park. In real numbers, the combined ballgames and concerts at Fenway Park in 2018 (3,185,000 attendees), together with Fenway Theater projections will bring close to 4 million travelers through the Fenway – these numbers do not include additional traffic from planned collaborators at the House of Blues. Critical impacts of the Project include traffic, access, and safety. This proposal represents potentially the largest increase of use made by the Red Sox to the Fenway neighborhood. The Proponent seeks a waiving of further review, citing comprehensive analysis and addressing of impacts from the Project. FCA believes that transportation, safety, and environmental impacts are not comprehensively addressed in this filing. Because of the high impact of this Project, we request further scoping and additional reviews by the BPDA, IAG, and community. We offer additional comments as follows.

## **Transportation**

FCA has concerns about multiple impacts from the Project to transportation and traffic, both for patrons of Fenway Theater and for Fenway residents. Because the Project significantly increases traffic counts and increases numbers of crowds gathering in a concentrated area, we request further scoping detailed below:

- The Project seeks a 7-day per week schedule of events, however, traffic studies have not included conditions for concurrent House of Blues and Fenway Park events which the Proponent communicated to us would be a likely and planned condition; they also have been conducted without including build conditions for the future Parcel 12 Air Rights Project, which proposes to utilize Boylston Street exclusively for vehicular entry and exits. Traffic counts at Ipswich and Boylston Streets should be performed to include these conditions, especially given that Ipswich Street experienced increases in demand by 350 vph north of Boylston Street under Project conditions.
- We believe traffic volume studies conducted between November 29 and December 2, 2018 are deficient quantifiers of transportation needs and impacts. A study that includes game day conditions must be performed to ensure safety and viability of a project that seeks to bring 5,400 individuals to an area that already experiences significant event congestion.
- We request a copy of the Standard Operating Procedure (SOP) for the MBTA for Fenway events. We request to understand how SOP changes for Fenway Park events affect the residents of the Fenway. If Red Sox have a similar SOP with MASCO, we request a copy of that document.
- The encouragement of alternative modes of travel must be more than informational, although email promotion of public transit instructions to the theater should be required. FCA suggests incentivizing these modes by providing benefits to patrons who utilize alternate transit, both to Fenway Theater and to Fenway Park.
- Shared ride management plans should be communicated to the neighborhood and IAG for evaluation and feedback in advance of BTD discussions and decisions.
- General use loading dock schedules should be better understood to evaluate the feasibility of their placement along the sidewalks proposed for access along Ipswich Street. Additional information about the current use of the alley opposite the planned dock would inform any potential conflict; no description of this use is contained within the PNF.
- While no new parking is being provided, relocation of broadcasting trucks to parking areas currently in use by the Red Sox have not identified replacement areas for these vehicles. A plan to accommodate MASCO buses currently using existing parking spaces should be discussed and proposed so that the community better understands comprehensive reworking of parking and vehicular use resulting from these reconfigurations.
- The brief mention of a joint venture between House of Blues and Fenway Theater and their close coordination does not provide any context to understanding the impacts of transportation under this coordination. Further details on agreements

between these locations should be presented for better understanding of transportation needs and impacts.

- Importantly, Ipswich Street conveys emergency vehicles traveling from the Back Bay and East Fenway areas through to the Longwood Medical area and serves as the sole bus route for the #55 bus linking the East and West Fenway. Access to these services and to the Boston Arts Academy should be prioritized in planning.
- The pedestrian circulation outlined in Figure 4.14 is unrealistic. Lines at the House of Blues queue beyond the intersection of Lansdowne Street and Brookline Avenue; the marked dots indicating patrons in the PNF render does not depict a queuing system as much as a crowded gathering. Presumptively these crowds will be channeled through turnstiles within the point of the Project entry. A revision of the entry plan should be provided to more realistically depict how crowd queuing impacts the public realm and anticipates safety concerns when crowds are funneled through a narrow entry point. Again, because of the significant number of events planned for the theater and its proposed capacity, a circulation plan that defines controlled entry and exit of patrons should be included in further scoping.
- Other methods of minimizing queues, including phased entry times and employment of innovative entry systems including personalized entry times, should be part of this filing. A venue that presumes 7-day use should provide crowd control options at its outset. We look forward to reviewing refinements to these plans.

Nowhere in the PNF does the project evaluate impacts to traffic, access, pedestrian crossing analyses, and safety for days where Fenway Park, House of Blues, and Fenway Theater events coincide. As the Proponent suggests these conditions may occur, we request that projections and crowd control and dispersion plans incorporate these conditions and be presented in further scoping. FCA assumes these conditions will create overcrowding, therefore, unless the Proponent can demonstrate **no adverse impacts**, we request that no concurrent scheduling between Fenway Park and Fenway Theater events be allowed until there is an opportunity to evaluate real life impacts and problems created by these concurrent uses.

**Statements in section 4.6.2 that assume that concurrent events will precipitate street closures should not be assumed or permitted; FCA opposes the further ‘privatizing’ of public ways for commercial purposes and believes this taking directly harms the neighborhood by limiting residential access to public ways and restricting the ordinary movement of residents in their own neighborhood.**

### **Summary of Public Benefits**

A performing arts center that generates 150 events with 5,400 attendees at a minimum of \$50 per ticket grosses approximately \$40,500,000 each year. The creation of the center and enhancement of Fenway Park are benefits that directly serve the Proponent and not the public. Further, the removal of Right Field Bleacher seats removes affordable seats from Fenway Park while enhancing overall services for banquets and other high-cost

events. No planned commitment for dedication to affordable ticket programs to address this loss is included with this filing.

*Urban Design/Public Realm and Accessibility*

Improved sidewalks benefit the public only during non-event times; otherwise, the improvements directly benefit the Project. Fenway Park Improvements again benefit the Proponent and remove affordable seats.

*Transportation*

Wide, accessible sidewalks again benefit the Project. While we appreciate narrowed pedestrian crossings and support no-parking conditions, the impacts of an additional 5-6,000 event goers seven days a week are insufficiently planned for; please see our transportation comments above.

*Social and Economic Benefits*

Details of the benefits of the Theater to nearby schools and arts programs are mentioned in multiple sections of the filing; beyond mention of expectations of opportunities, no concrete plan to extend these opportunities is mentioned and no responsibility for ensuring these opportunities are promised. We request the Proponent describe plans to extend opportunities to nearby arts organizations and to the community. The enjoyment of live performances is not a public benefit, but a private benefit afforded to those who actively purchase tickets to these events.

*New Job Creation*

We appreciate the projection of full time and part time positions created through the Project. We ask that local hiring practices that prioritize Fenway residents be part of the Project commitment.

**Development Impact Project**

We ask for further clarification on the designation of uses that trigger Development Impact Project (DIP) linkage. Fenway Civic believes that the designation of Groundwater Conservation Overlay District, developed after Article 66, was never meant to trigger zoning variances that have determined DIP designation in the Fenway, and that the overlay was meant solely to meet environmental requirements raised by groundwater concerns in Boston.

**Urban Design**

*Architecture and Design*

We appreciate the iconic design and the chamfered façade of the project. Concerns involve the lack of exits and entry points as well as the turnstiles contained directly within the entry way. This design intentionally moves crowds onto the public sidewalks. More thought into how crowd control can be accommodated within the Project footprint would be welcome in further scoping, including the location of ground floor turnstiles further within the building and a two-tiered entry that brings ticket holders into the Theater and moves them indoors through to appropriate seating levels first with additional turnstiles at 2<sup>nd</sup> floor entry points. We do not support the open-air concept at the top level and instead request this area to be enclosed to minimize noise – this will benefit both the Project by allowing for all-weather use and mitigation of noise for the public, including residences along Boylston Street. The marquess and awning areas similarly should be investigated to extend awnings throughout the length of the project

because of crowd behavior and density. In hot sun or rain, people will compact in sheltered areas and need better protections to avoid a crush. We hope the next iterations of this project bring improvements in these areas.

#### *Pedestrian Access/Circulation*

The delivery of crowd safety should start in the design phase of projects or earlier; risks from poor design cannot be mitigated by operational afterthought or be addressed through signage alone. The current plan describes queuing ticket holders along Lansdowne Street, yet drawings indicate lumps of patrons without describing the system of entry. Our observations of House of Blues activity are that lines queue along the entire width of the sidewalk continuing past the corner of Lansdowne Street and Brookline Avenue. Pedestrians who traverse Lansdowne Street towards Brookline Avenue are forced into the roadway or to the south side of the street; expected queues for the Theater will occupy that south sidewalk. Emergency vehicles accessing the Lansdowne Street area already face obstructions. Adding a venue roughly 2.5 times House of Blues capacity onto current conditions without adequately housing crowds or employing innovative measures to limit crowd spillover into the public realm is potentially dangerous and at best, promises to significantly impede any access for residents seeking travel through public sidewalks along Lansdowne Street. We ask the Proponent to revisit their pedestrian access, crowd management, and circulation plan and present an improved plan that minimizes impact to the public realm. When exiting the venue, we believe that exit through a single concentrated point is dangerous, we recommend that side exits be employed for safety reasons. We additionally discourage the employment of drop off areas next to the venue, given the nearby MBTA #55 bus stop, and instead promote the Pilot Project employed by the City to develop a dedicated pick up and drop off for Uber and Lyft drivers at Boylston and Kilmarnock Streets. We ask the Proponent to explore the feasibility of a footbridge connecting Ipswich Street to Newbury Street over the Massachusetts Turnpike to better disperse traffic.

#### *Streetscape Improvements*

We appreciate the planned improvements for the Project however observe that these improvements benefit primarily the Project and the Proponent by accommodating future customers. We also believe that the planned loading dock areas may potentially impede both vehicular access and circulation of the #55 bus and the future 1241 hotel project and pedestrian use of Ipswich Street. Refined plans for dock use should be presented to evaluate the relative feasibility of these circulation plans. Additional bollards to protect pedestrian safety should be employed throughout the Project area.

#### **Sustainability**

We appreciate the Project's prioritization of sustainability in its design goals and commend the Project's commitment to attaining a minimum of LEED Silver Certification. We encourage the Project to commit to solar PV to optimize planned resiliency measures. There is a lack of detail of location for building level mechanical equipment and its potential elevation under resiliency planning.

### **Environmental Protection**

The key impacts from the Project may not be contained within the building envelope or its shadow, glare, or wind impacts, and are caused by anticipated increase in demands for transportation and access of publicly held property.

- We request details on whether microscale analysis predicting carbon monoxide concentrations included the cumulative expected conditions of Fenway Park, Fenway Theater, and House of Blues events. Idling is anticipated based on VHB analysis showing reduced travel counts to be associated with events in the Fenway; we request analysis be performed to show these impacts on Ambient Air Standards
- We again believe the analysis conditions for traffic data that excludes Parcel 12 Air Rights projections and the combined events for Fenway Park and House of Blues events is insufficient to assess air quality impacts, as delays and speeds will likely be compromised.
- The location of mechanical equipment, including chillers, cooling towers, air handling units, exhaust fans, and generators should be detailed in further scoping. We ask that the siting and use of low-noise mechanicals as well as emergency generators also employ both acoustical enclosures and silencers. This project could set important noise standards for future area projects. Further detail of exhaust systems should be provided to the IAG and community; exhaust and venting should be projected through upper levels and away from Ipswich Street.
- Mitigation of noise impacts from the theater are a primary concern to the community. We request that further information to the IAG and the community of measures to not only mitigate but to eliminate exterior noise impacts from theater operations be provided in additional scoping.
- The Project's open roof area should be enclosed to minimize noise impacts to residential multifamily units opposite the Project area on Boylston Street.

### **Historic Resources**

FCA believes the impacts to the Back Bay Fens have not been addressed through this filing or from past projects conducted by the Boston Red Sox. Cumulative impacts to this valuable public resource should be evaluated and include the impacts of the ballpark's more than 80 ball games, 10 or more concert events that bring 35,000 patrons per event through the neighborhood, and numerous other private activities which bring in upwards of 5-10,000 patrons per event.

### **Proposed Improvements/Mitigation**

Improvements outlined in the PNF benefit the Project and Proponents. Operations at Fenway Park have never sufficiently mitigated, addressed, or even acknowledged the cumulative impacts of use to the Back Bay Fens, the oldest park within Frederick Law Olmsted's Emerald Necklace. While stadium concerts are currently limited to 12 per year in 2019, estimating 420,000 annual attendees, the Fenway Theater proposes roughly double again this number (810,000 attendees) over a planned 150 annual events, in addition to 75 private events and over 80 home games. These numbers, together with ball

games and other special events propose more than 4 million visitors through the Fenway each year.

The accounting of total Red Sox-related events, including non-concert events such as Crashed Ice, Spartan Race and others, should be detailed in additional scoping. These details should include: total number of home games, total number of concerts, and total number of non-concert special events at Fenway Park; they should calculate the cumulative impacts of these events together with House of Blues and projected Fenway Theater events. These additional performance dates trigger special event parking rates at area parking garages. As these pricing structures occur whether patrons drive or not, FCA believes this will disproportionately affect people who need the assistance of family, friends, or caregivers in the community. We ask the Proponent to outline remedies for these populations.

Additional public realm improvements should extend beyond the improvement of the project envelope. Significant traffic will continue to the venue year-round; these travel routes should be improved by the Proponent.

Once required information and actions are satisfied, discussion of mitigations should include the following items, with highest priority given to vital resources for the Fenway community, the Back Bay Fens and the Fenway Community Center:

- Investment in sound barriers along Ipswich Street between Boylston Street and Lansdowne Street. These barriers can be implemented with the input of stakeholders and residents, and potentially shared as a mitigation measure with Air Rights Parcel 12 proponents and the developer of the 2 Charlesgate West property.
- Improvement of lighting from Ipswich Street between Boylston Street to Lansdowne Street. Existing cobra head light posts should be upgraded to double acorn fixtures.
- Sponsorship for the construction of a high-quality pedestrian footbridge to span the width of the Massachusetts Turnpike, connecting Ipswich Street to Newbury Street near 145 Ipswich Street to disperse pedestrian traffic; FCA requests that feasibility for this amenity be provided. This additional outlet could ease congestion and confirm the Red Sox's statements about the importance of promoting pedestrian and green travel in a way that minimizes community impact.
- Investment in MBTA upgrades to promote alternate transport to events and concerts.
- While event management is not a public realm improvement and belongs in the traffic and safety section of the PNF, FCA and the community recognize that police details provided to the Red Sox for game events alone have been insufficiently deployed to control crowds and traffic. Because of the volume of travel anticipated during these events, we ask that detailed plans for intersection and traffic assistance employing private, city, and state support, *including how the Proponent will assure staffing at these locations*, be provided through additional

- scoping. These details should include the numbers of individuals providing support and the time start and finish of these shifts.
- We appreciate the designation of a Transportation Coordinator to oversee transportation-related operations for the theater. We ask that this position be assured, and that the measures to optimize alternate travel modes include incentivizing the use of train and support and collaboration for ride share services.
  - The full and part-time jobs proposed by the Project should prioritize local hire. We ask the Proponent commit to prioritizing the employment of Fenway and Boston residents.
  - The Project mentions multiple times the benefit provided to the community through the creation of the Theater and expectation for synergistic relations between its operations and the community. We ask that these benefits be detailed and that opportunities for employment, use of the theater by civic and arts groups, and hands-on learning experiences for students be described for the IAG and community in further scoping.
  - The Parks Department has met with the Boston Red Sox to detail cumulative impact to the park from its Fenway Park concerts; these impacts, existing ball game, traffic, and proposed Fenway Theater activity are significant and should be addressed through discussion with the Parks and Recreation Department, Boston.
  - The Project will result in increased visitor volume, transportation demand, and potential loss of access of public ways by the Fenway community. We ask that significant contributions be made to the Fenway Community Center, the Fenway's only community resource, for their continued operation in the Fenway neighborhood.

We look forward to learning more about how this Project addresses the significant concerns of this community in its additional scoping. Thank you for this opportunity to comment.

Sincerely, 

Tim Horn, President, Fenway Civic Association

CC:

Josh Zakim, Boston City Council

Jon Santiago, Massachusetts House of Representatives

Will Brownsberger, Massachusetts Senate

Yissel Guerrero, Mayor's Office of Neighborhood Services



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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## 12-28 Lansdowne Street (Fenway Theater) Project

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**Brenda Lew**

Mon, Mar 25, 2019 at 8:52 AM

To: tim.czerwienski@boston.gov

To: Tim Czerwienski  
Project Manager  
Boston Planning and Development Agency

From: Brenda Lew  
Fenway Resident

Re: [12-28 Lansdowne Street \(Fenway Theater\) Project](#)

The proposed Fenway Theatre is NOT a good project for this site or the Fenway.

A theatre with 5400 seats will only add more to the traffic and pedestrian traffic congestion in the Fenway.

In the news, Boston in 2018 had the worst rush-hour traffic in the country.

What happens on game days and Fenway Park events, especially with over 37,000 fans and 5400 theatre attendance? Walking home to the Fenway after a game already can be overwhelming

when you are walking against all the fans leaving.

The Red Sox appear not to have any control over the theatre.

No more alterations to Fenway Park. 600 seats should not be removed. The proposed site could be

used for a Red Sox/Sports Museum with more fan amenities. Such a project would provide the same staffing and

economic opportunities and more in keeping with historic ballpark. Upgrades can be made to the streetscape.

The theatre is not a community benefit.

How about more affordable housing community benefit?

March 25, 2019

Tim Czerwienski  
Boston Planning and Development Agency  
Boston City Hall  
City Hall Plaza  
Boston, MA 02201

Re: 12-28 Lansdowne Street (Fenway Theater)

Dear Mr. Czerwienski,

It was the Red Sox' good fortune that the sale of the team by the Yawkey Trust to the Henry group in 2001 prevented the destruction of Fenway Park and allowed for the remarkable renovation of the ballpark to take place. Over the course of the 10-year project Fenway Park was brought back to life and the team has won the World Series not only for the first time in 86 years but four times since the sale. To go from an ownership group who declared that 'we have to have a new stadium in order to compete,' to this level of success is beyond anyone's dream. Inventive use of existing space in the three buildings that comprise Fenway Park and cooperation from the city in permitting air rights usage on Lansdowne Street for the seats on the Wall and the closing of Jersey Street for game day concessions have provided the team with all of the space baseball fans need.

However, the current proposal for a tower over the Right Field Bleachers is a step too far as it risks turning Fenway into something it is not. Fenway represents Boston and baseball at its purest. The tower proposed to be built over a substantially demolished Fenway Garage, along with the removal of the back wall of the right field bleachers, will alter the atmosphere that exists there, an atmosphere focused on the diamond and thrill of a game. From high up in those seats you see the sky and every blade of grass. You can turn and look over the wall and see to downtown. Whether in the breeze or the baking sun, the bleachers are the fans' summer home. And, this tower will ruin that atmosphere.

The project destroys the Fenway Garage (1913), designed by Fenway Park's architect James E. McLaughlin, and innovative in its day for the turntables for the automobiles stored there, the ramp system for moving them about, the electric charging stations and the lounges provided for the chauffeurs. Its destruction is as egregious as is the proposed loss of six rows of seats at the back of the right field bleachers (1934) in order to connect the ballpark to the Garage and the theater that will replace it. After years of alternative uses including a laundry service company for the nearby hospital district, it currently serves again as a garage, back -of-house operations for the ballpark, and home to the 'Royal Rooters Club,' which houses team memorabilia. The Fenway neighborhood, despite dramatic changes over time, still holds evidence of the stables,

garages, and car dealerships of its past, visible in the design of the showroom windows of Fenway's adjacent Smith (Jeano) Building (1914), in the existing garages in the neighborhood, and in the neon/LED automotive signs in Kenmore Square - the lost 'White Fuel' oil derrick and the Citgo sign. The Garage was restored during the 2002-2012 renovations to Fenway Park and the Smith Building, and it deserves the same care and consideration now. Why not expand the current Club into a true museum and Red Sox hall of fame? Currently, only 'members' have access to both the Royal Rooters Club and the club areas behind home plate where the hall of fame plaques are on display. As evidenced by the exhibits throughout the ballpark's concourses, fans are drawn to ephemera of their team's history; the photographs, ledger books, hot water tanks, and narrative plaques mean more to fans than a few new additional points of sale and toilets accessible behind the bleachers might. Cementing the relationship between fans of all generations can be assured by exhibiting more of the treasures the team holds. Why not share them?

That ground level drawings of the view from inside the ballpark toward the new structure are not included in the proposal is most troubling. Specific critique as to design and impact on Fenway Park cannot be made. There should be an additional comment period to the BPDA after such drawings are presented to the public. Regardless of its design, this project will be unique in its having an impact on everyone in the ballpark.

Just as the residents' concerns of what a concert venue of this size brings to their neighborhood should be considered in the permitting of this project, so should visual impact on the experience of a game at Fenway be of great concern to the BPDA as well as to the team. If a concert venue which may bring shared benefits to the Red Sox and to the neighborhood is the team's true intention, then building the theater in another location is an obvious compromise which permits the venue's construction without damage to the historic Garage and ballpark buildings and to the rare experience of watching a ballgame at Fenway Park.

Sincerely,

Erika Tarlin

7 Bradford Ave., Somerville, MA 02145

ReplyForward



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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## 12-28 Lansdowne Street (Fenway Theater) Comment Period Reminder

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**Leslie**

Mon, Mar 25, 2019 at 1:48 PM

To: Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

Hi Tim,

Thank you for the reminder and opportunity to offer input - much appreciated.

Please find my comments below (somewhat longer than can be uploaded on the website).

I'd be glad to discuss further.

All best,

Leslie Pond

Fenway resident at [27 Park Drive](#)

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### Comments on [12-28 Lansdowne Street \(Fenway Theater\) plan](#)

#### Opinion: Oppose

While there may be merits to the proposed theater, these are currently overshadowed by residents' concerns as expressed at recent meetings. The proponents have a great opportunity, and an obligation, to address anticipated (and current) impacts on the Fenway neighborhood. Below are the concerns, questions, and recommendations underlying my opinion.

#### Traffic congestion, transportation, and commitment to Carbon Free Boston

- Since the plan is for concerts to occur on the same days as Red Sox games and other events in the Fenway area, the proponents must coordinate with other venues to address congestion issues, rather than considering the proposed theater in isolation. The Fenway neighborhood already experiences heightened traffic congestion on Red Sox game days, and it is anticipated that there will be overlap in arrival and departure times across venues (based on Figure 4.13 of the plan). The impact of Red Sox games with and without concurrent events already extends beyond the Fenway neighborhood and includes traffic backed up on the Mass Ave Bridge. The increased car and foot traffic severely impacts residents and is unfair and unacceptable. Are the Red Sox front office staff able to go home early on event days? Fenway residents do not have this option.

- The proponents must satisfactorily specify how they will commit to addressing residents' concerns about the further increase in car and pedestrian traffic that would be caused by the addition of up to 5400 potential theater-goers to the ~37,700 attendees at Red Sox games, especially on days with concurrent events at other local venues, including House of Blues (capacity ~2500), Symphony Hall (capacity >2300 for Pops concerts), etc.

- As a basis to improve planning, a more thorough traffic impact study must be conducted with input from Fenway residents and businesses and including peak days in the spring and summer, e.g., with direct comparisons based on the day of the week - Wednesdays with and without Red Sox games, and with and without Boston Pops concerts and other major events, and similarly for Thursdays and Fridays. It is important to go beyond comparing a Wednesday with a Thursday and a Friday, as there may be different baseline traffic on different days of the week.

- The proponents must commit to incorporate more substantial and innovative measures to reduce congestion and carbon emissions due to car traffic, beyond simply to "encourage" alternative modes of travel to events, "providing information and promotional material on its website", and to "encourage" patrons to take public transportation to the venue. Clearly, the current efforts are insufficient to stem congestion in our neighborhood due to Red Sox games and other events. The amount of car exhaust is a major pollution and public health concern. I challenge the proponents to do more and work with residents and other venues to inspire patrons and design measures with a vision consistent with a Carbon Free Boston.

- The #55 MBTA bus service is already severely disrupted on Red Sox game days. This is unacceptable. The proponents must specify how they would work to ensure that the buses run on schedule for residents - this should be done whether or not the theater plan moves forward, i.e., for Red Sox game days.

- Car traffic, including ride-hail pick-up and drop-off, must be directed away from Boylston Street, especially between the two intersections with Park Drive, Park Drive itself, and Ipswich Street (Fenway Studios) as these are adjacent to the residential areas. Attendees must enter and exit the proposed theater only on Lansdowne Street (except for necessary emergency exits), to avoid traffic and pedestrian noise toward the residential areas of Fenway, in particular after 9pm in the evening.

- Figure 4.14 shows that patrons waiting to enter the proposed theater would take up the sidewalks on Ipswich and Lansdowne streets. This is totally unacceptable, and I believe is counter to what the proponents said at the public meeting about the proposed lobby having the capacity to accommodate patrons pre-event and minimize queues. In addition, it is important to factor in days when House of Blues has a concurrent event and a queue on the opposite sidewalk of Lansdowne Street. Since the proposal is a

collaboration with Live Nation, which owns House of Blues, it seems reasonable for the proponents to provide a comprehensive plan that includes the impact of both venues. The proponents must commit to no attendee queues at least on Ipswich Street due to its proximity to the residential areas. If there may be a need for a queue on Lansdowne Street, the proponents must specify how they would make Lansdowne Street accessible to pedestrians, including residents and non-attendees, e.g., by closing Lansdowne Street to car traffic on event days, as envisioned in the opening image of the plan. Also, what is the capacity of the proposed lobby areas that will be accessible to patrons before the event? Is this capacity consistent with "minimal" or no queues?

- The proponents must commit to conducting pilot studies of potential solutions to address the traffic issues and share all results broadly in a readily digestible format to Fenway residents and businesses for comment, e.g., on the BPDA website and in public meetings. Two ideas that have been proposed are "don't block the box" and deploying police details before and after events to direct traffic - why not conduct pilots and collect meaningful data now and after the Red Sox season starts to determine if these measures reduce congestion?

- The proponents must provide an explanation for why the plan aims for the lowest LEED certification of Silver instead of LEED Platinum certification.

### **A theater that better serves the Boston community**

While a theater that accommodates up to 5400 concertgoers would have benefits from the revenue perspective, it would also be important to consider benefits from a social equity perspective, e.g., by configuring the proposed theater to be adaptable and meet the needs of a broader range of the Boston performing arts community, including music, theater, and dance groups, for which there is a lack of affordable rehearsal and performance space, especially in the 500 - 1000 seat range. Working with community groups and residents to develop such a theater would be one approach to making a positive contribution to the fabric of our community.

### **Estimate of economic benefits**

The proponents need to show the calculation supporting the claim that "The Project is estimated to generate tens of millions of dollars annually in increased business for local restaurants and retail establishments, particularly in the Fenway and Kenmore neighborhoods" (page 1-8), since "Fenway Park and House of Blues survey data did reveal that a segment of patrons (5 to 10 percent) come to the Fenway area in advance of events to have dinner, shop, or go to bars" (pages 4-12 and 4-13). How would spending by 270 to 540 patrons (5 - 10% of the up to 5400 patrons for the proposed project) result in "tens of millions of dollars annually in increased business for local restaurants and retail establishments"?

### **Attempt at branding: "Lansdowne Street Entertainment District"**

I strongly recommend respecting the diversity of the area by removing the term "Entertainment District". Lansdowne is a single street, not a district, and the area is home to much more - e.g., Boston Arts Academy, Fenway Studios - than the entertainment on Lansdowne Street.

[Quoted text hidden]



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

Dear Mr. Czerwienski,

On behalf of the Boston Arts Academy community, I write to express our full support for the Fenway Theater project and the related improvements to Fenway Park.

As you know, the Fenway is home to the Boston Arts Academy and our new purpose built facility which will be constructed across the street from the proposed Fenway Theater. We cannot think of a greater sign to our students, that in Boston, investment in performing arts facilities continues as the city's rich artistic landscape grows.

The Red Sox have long been a community partner that our school could count on. When the Fenway Theater was still in its conceptual stage, the Red Sox leadership invited us to preview their plans and discuss the manifold opportunities that existed for our growing partnership. We have discussed their support for our students through internships at the new facility and opportunities for the Boston Arts Academy to utilize the space for our own convenings.

With the Fenway Theater in place, there will be a performing arts anchor that will help establish this part of the Fenway as an artistic hub for our city. In this section of the Fenway neighborhood you will have a world class performing arts center for large audiences, one for smaller audiences, Berklee College and the New England Conservatory, and the only public arts high school in the city. This ecosystem will be accretive to the neighborhood, our city, and the Commonwealth.

Sincerely,

A handwritten signature in black ink that reads "Anne Clark".

Anne Clark  
Headmaster  
Boston Arts Academy



## THE COPLEY GROUP

Managing Agent

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

Dear Mr. Czerwienski,

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

Norman A. Levenson

President



March 25, 2019

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

Dear Mr. Czerwienski,

On behalf of the 21 members of the Fenway Alliance, I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. The Fenway Alliance was established in 1977 as a consortium of academic, cultural and community organizations all coming together to enhance the neighborhood. In addition to managing the membership organization, The Fenway Alliance also manages the Fenway Cultural District—an official Commonwealth-wide designation by the Massachusetts Cultural Council. We were the first such designated cultural district in Boston in 2012, and the first of five across the Commonwealth. Our goal with the designation is it to create a vibrantly, welcoming cultural community for all.

We believe this new Theater will add to the rich array of already existing performing arts resources in our neighborhood, in fact it is our hope that it builds upon these fantastic resources. We expect the project to play a vital role in bringing additional business and employment to the Fenway community. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting new visitors and tourists to our neighborhood, with that the economic boon of adding to an already existing vibrant creative economy that helps to support dozens of eateries, other local businesses and their employees. We would also like to see partnerships between the existing cultural organizations that are the creative backbone of our neighborhood, so that the new Theater becomes truly a community and neighborhood resource, as well as a showcase for national talent. We envision that many Alliance academic and cultural institutions could partner in innovative ways with Fenway Theater to bring exposure to local talented up- and -coming performers, and that these nonprofit institutions might utilize the Theater space in creative and community-building ways. As you know, we are home to Berklee College of Music, the Boston Symphony Orchestra, New England Conservatory, Boston Arts Academy—the list of performing training institutions is without peer in Boston and in any other city in the United States. We can also envision ways in which our wonderful visual arts institutions could collaborate with the Fenway Theater—the Museum of Fine Arts, School of the Museum, Isabella Stewart Gardner Museum, MassArt, Fenway Studios (a close neighbor) all may have potential ways to create programming and events. We would like to see the Theater dedicate some resources to directly serving its local community, in addition to serving audiences it is likely to attract from the New England region. We would welcome and assist such efforts.

Fenway Sports Group and the Red Sox have been responsive to the community to mitigate issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. We believe that they have the expertise to manage the inevitable additional pedestrian and particularly vehicular traffic that the new venue will bring. We recognize this will add a layer of complexity to their planning. We are also confident in our smart activist residential community, and believe the Red Sox will work closely with them to address concerns and resolve issues before and as they arise.

We see the development of the Fenway Theater as a continuation of the cultural riches of our neighborhood, and hopefully as a way to serve both a larger segment of Bostonians, New Englanders, but also local community performing artists, students, and young people who are enlivened by the Arts, and bring that life to us.

Sincerely,

A handwritten signature in cursive script that reads "Kelly J. Brilliant". The signature is written in dark ink and is positioned above the typed name.

Kelly Brilliant, Executive Director

The Fenway Alliance, Inc.



**GREATER BOSTON  
CONVENTION & VISITORS BUREAU**

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

Dear Mr. Czerwienski,

On behalf of the Greater Boston Convention and Visitors Bureau, I express our support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston and attract visitors from outside the area who will patronize local hotels, restaurants and attractions. The proposal would also enhance a dark corner of the neighborhood with a vibrant, exciting new structure.

Over the years, Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live, work and visit.

Mr. Czerwienski, based on the benefits articulated above, particularly those that relate to Boston's tourism and hospitality industry, I support approval of the proposed project.

Sincerely,  
  
Martha J. Sheridan  
President and CEO

TWO COPLEY PLACE, SUITE 105, BOSTON, MA 02116  
617.536.4100 Fax: 617.424.7664 888.SEE.BOSTON

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

Dear Mr. Czerwienski,

As neighbors of Fenway Park, I write in support of the proposed Fenway Theater project and the proposed improvements to the park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

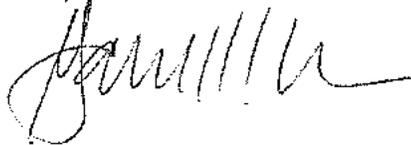
Like baseball games, concerts and events bring customers to the restaurants and stores in the local neighborhood. This extra business greatly impacts the small local businesses in the area. Many of the employees working in these businesses are area residents and derive additional, much needed, income from the added business. When visitors from throughout New England and beyond come to Fenway, for concerts and events, they eat in our restaurants and shop in our stores.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,



Garrett Harker

# Hotel Commonwealth

BOSTON  
KENMORE  
SQUARE

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

Dear Mr. Czerwienski,

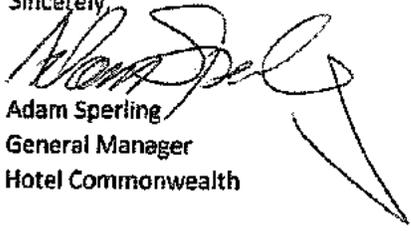
I write in support of the proposed Fenway Theater project and the proposed Improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the revenues that it generates for the hotel by causing demand for our guest rooms, it subsequently allows us to employ staff that otherwise might not work. Employees in Housekeeping, Engineering, Front Desk, Bell and Door and Food and Beverage all rely on the hotels occupancy to earn a living. The majority of these employees are Boston city residents as well. In addition, the guests of this hotel will spend money at many local businesses in Kenmore Square during their stay

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

  
Adam Sperling  
General Manager  
Hotel Commonwealth

500 COMMONWEALTH AVE  
BOSTON MA 02215  
T 617.933.5000  
F 617.266.6888  
R 866.784.4000  
[hotelcommonwealth.com](http://hotelcommonwealth.com)

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

Dear Mr. Czerwienski,

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet. This additional revenue is vital to our staff. Many of whom are parents, students etc.. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. In the event we have had concerns either day of or leading up to the communication with the Red Sox has been top notch. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

Ryan Jones

Director of Operations

The Lyons Group

DISCLAIMER: The online feature displays key milestone dates, documents, events, pictures, and public comment forms related to the selected project. Please note that this new format is a beta version and may not reflect the most up to date information. For further information or general questions, please contact the Project Manager listed above.

## Submit Your Comments

Comment period ends Mar 25, 2019

First Name: *Nickolas*

Last Name: *LiVolsi*

Organization: *- World Trust*

Email: *worldtrust@yahoo / nliivolsi@yahoo*

Street Address: *110 Ketchikan St*

Address Line 2:

City: *Boston*

State: *MA* Massachusetts

Phone: ( )

Zip: *02215*

Opinion: Support

Comments:

Jason Simpson  
General Manager  
Wahlburgers, Fenway  
132 Brookline Ave  
Boston, MA 02215

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

Dear Mr. Czerwienski

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the surrounding community, especially during the winter months when the Fenway/Kenmore area tends to quiet down significantly. The addition of concerts and events will bring quality entertainment to the residence of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and the people they employ. The proposed venue would also replace a very unattractive, dark corner of the neighborhood that we've all grown accustomed to, replacing it with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have done a great job working with the community to alleviate any issues that the Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident that these standards will continue to be expected for the new proposed venue and that they will be responsible in their plans to manage the additional thousands of concertgoers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhood, but also extend to the Back Bay area and well beyond. This venue will make Boston a more vivacious place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In light of these compelling benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

Jason Simpson



\*DISCLAIMER: The timeline feature displays key milestone dates, documents, events, pictures, and public comment forms related to the selected project. Please note that this new format is a beta version and may not reflect the most up to date information. For further information or general questions, please contact the Project Manager listed above.

### Submit Your Comments

Comment period ends Mar 25, 2019

First Name: MARTIN

Last Name: THORNTON

Organization: THORNTONS FENWAY GRILLE

Email: [Redacted]

Street Address: 75 PETERBOROUGH ST

Address Line 2: # 104

City: Boston MA

State: Massachusetts

Phone: [Redacted]

Zip: 02215

Opinion: Support

Comments: THE THEATER WILL BE A GREAT ADDITION TO THE DEVELOPING FENWAY NEIGHBORHOOD. NOT ONLY FOR THE ENTERTAINMENT BUT ALSO ~~FOR~~ FOR TRANSFORMING A SCRUBBY LOOKING CORNER



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

Dear Mr. Czerwiński,

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway area is typically quiet.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

A handwritten signature in blue ink, appearing to read "David Boyle", is written over a blue horizontal line.

David Boyle  
Regional Director

Tony C's Sports Bar & Grill - Fenway  
1265 Boylston Street  
Boston, MA 02215  
T. 617.236.7369 F. 617.867.7805

# Save Fenway Park!

March 25, 2019

Tim Czerwienski  
Boston Planning and Development Agency  
Boston City Hall  
Boston, MA 02201

Re: 12-28 Lansdowne Street

Dear Mr. Czerwienski:

In 1998 the founders of Save Fenway Park! enacted the mission statement, 'To preserve the unique character of Fenway Park while allowing its modernization and expansion to meet contemporary needs.' Over the past fifteen years that mission has been accomplished thanks to the extraordinary efforts and wise stewardship of the Red Sox led by John Henry and Tom Werner. We have witnessed both the rebirth of Fenway Park and four World Series Championships.

During the course of upgrading and renovating Fenway there have been many notable successful improvements ~ from the breathing room provided in the Big Concourse, to the Green Monster seats and refurbishment of the Grandstand. Fenway has been renovated, modernized and expanded without negatively impacting its historic character.

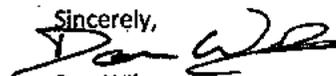
But unlike the successful renovations to date, the changes to the ballpark put forward by the Red Sox in the current PNF will significantly alter the historic fabric of Fenway. The removal of the top six rows of the 1934 bleachers will change the look of the ballpark for nearly every fan attending a game. Likewise, the construction of a new addition at the top of the abbreviated bleacher sections, and signage atop the addition, will dramatically alter how the bleachers are perceived from within the ballpark, and experienced by fans attending games. These changes are considerably more intrusive and less respectful to Fenway's storied past than bleacher improvements undertaken to date, which have included a sizable expansion of concession areas and restroom facilities on the Big Concourse beneath the bleachers, and the installation of new seats, concrete repair and waterproofing. These changes have been successful because they have been almost seamlessly incorporated into the park without injury to its historic features.

Fenway is the premier venue for watching a Major League Baseball game as well as a cultural touchstone for Bostonians for whom Fenway is a consistent comfort, generation after generation. It is a draw for well over three million fans a year who attend a variety of sporting events and concerts, and many thousands more who tour the ballpark between events. It is the historic integrity of the ballpark which makes it beloved and which makes the Fenway Park experience unique and memorable. Altering the look and historic authenticity of the ballpark in such a dramatic way as the Red Sox now propose, will detract from the Fenway experience.

Evaluating the full impact of the ballpark changes proposed in the PNF is not possible without views of those changes from within the ballpark. Fenway Park is listed on the National Register of Historic Places. Before a significant alteration of this national treasure can even be considered, it is necessary that the visual impact of the changes be made clear in renderings viewing the bleachers from seats along the third base line, behind the plate, along the first base line and from other locations within the bleachers themselves.

As a first step, the Red Sox should be required to provide views of their proposal from seating locations within Fenway Park. Then, a careful review and re-working of the plan should be undertaken to ensure that any bleacher changes be done without damaging Fenway's historic character and without detracting from the authenticity of the Fenway Park experience.

Sincerely,



Dan Wilson  
Director



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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## 12-28 Lansdowne Street (Fenway Theater) - FGS Comments

---

**Elizabeth Bertolozzi**

Tue, Mar 26, 2019 at 7:48 AM

To: Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

Cc: "Durant, Claire"

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

Dear Mr. Czerwienski:

Thank you for giving us the opportunity to share our comments on the above project. Rick Richter, our VP of the Park, and I were in attendance at the March 12 public meeting; we had also attended the Red Sox "Neighborhood Advisory Meeting" on February 7 where the details of the project were presented and discussed in a smaller setting.

As those in the neighborhood know, the FGS has a long and proud history in the Fenway, and it is our hope that our continued work in, and stewardship of, this parkland provides a significant benefit to our entire community. The expectation is that our work--which is an all-volunteer effort--also communicates how much we value this unique space in the Fenway and in the City of Boston.

As additional background, we are a small non-profit with a modest budget, and we rely on the generosity of members and corporate and community partners. That support helps us preserve the beauty of the historic Fenway Victory Gardens for our members, neighbors and for all the other stakeholders who use this space for recreational and restorative needs:

- a. tourists and other visitors to the Fenway neighborhood and to Boston whose experience in our community we wish to enhance, including students, Red Sox fans and Fenway Park event and concert attendees;
- b. volunteers (both inside and outside our Boston community), who we educate/train with hands-on learning experiences and who, subsequently, share this learning with others;
- c. community and corporate partners who support and participate by (i) informing their constituencies and employees of our activities and projects, and (ii) by attending our free events;
- d. other local non-profit organizations who act as resources, and which, in their own way, educate and contribute to this community; and

e. all of our City of Boston partners and representatives, including our Mayor's Office, BPD District-4, Parks and Recreation, Park Rangers, Public Works, Boston Fire and Boston Public Health Departments--all of whom provide daily guidance, support and services for this parkland and for our activities.

We do not have a building or lease space—the Gardens are our “office”. Most of our administrative work by our all-volunteer Board and organization is done in our own homes, on our own time. Monthly Board and Security Meetings are organized and take place in various locations in the Fenway in whatever available space we can find. Twice a year, we go out to the local community to request space for our General Meetings with the entire membership; attendance in recent years is approximately 125-135 people per meeting.

During the growing season, the Gardens are a hub of activity for all of these stakeholders. Outside of the growing season, the Gardens see less foot traffic, and the bulk of our organizational work becomes administrative as we wrap up the prior season and start to plan for the year ahead.

To the extent the proposed Fenway Theater project and the proposed improvements to Fenway Park are made, we expect these changes will play an important role in bringing additional business and employment to the Fenway community, and in attracting valuable tourism benefiting both the Fenway and the entire City. This would seem to be particularly true during the winter months of the year when the Fenway/Kenmore area is typically quiet. Based on the designs shared during the presentations, the proposal would also replace a very unattractive, dark corner of the neighborhood with an appealing new structure.

As a member of the FGS Executive Board the last 2 years and the Red Sox Neighborhood Advisory Group the last year, I want you to know we greatly appreciate the continued Neighborhood meetings and the Red Sox' commitment to continuing the conversation with all of our neighbors on matters where people have expressed concern. My experiences are that the Fenway Sports Group and the Red Sox are listening and assessing needs and feedback from this group and the community, and they are working on solutions, often in tandem with our City partners. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional numbers of event and concert goers visiting the Fenway area.

Our primary concerns in the Gardens are litter and vandalism related to fans and concert-goers; based on our first-hand observations, their cleaning crews again did a wonderful job last season. We visited the

Gardens early mornings after virtually every special event and concert, and we did not identify any vandalism that would have been attributable to attendees and concert-goers.

In summary, following are several final comments relative to the project's impact on the Fenway Victory Gardens (FGS):

1. Litter and Vandalism

It is not clear to us whether or how the additional performances at the proposed Fenway Theater project will have an impact on litter and vandalism in the Gardens. We ask that the FSG and Red Sox continue to work with us and our neighbors and City partners on any needed solutions.

2. Meeting Space

We are interested in knowing whether the FSG will make the proposed Theater space available for community use and meetings by non-profits in the neighborhood such as FGS.

3. Cultural Use

Given many of our members live and/or spend leisure time in the Fenway, and the proposed Fenway Theater creates enormous possibilities, we would also speak in favor of incorporating some cultural and community use in response to this community's strong interest.

We appreciate the opportunity to submit comments on behalf of our membership and all of the stakeholders in our community that enjoy this magical space in the Gardens. We recognize the significant benefits that are anticipated with the completion of this new project, and we support our neighbors at Fenway Park in creating this new space.

Regards,

Elizabeth Bertolozzi, President  
Fenway Garden Society, Inc. (501c3), (1942-2019)

Address:  
P.O. Box 230038, Astor Station, Boston MA 02123-0038  
FGS Phone (voicemail):

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Regards,

Elizabeth Bertolozzi, President  
Fenway Garden Society, Inc. (501c3), (1942-2019)

Address:

3/26/2019

City of Boston Mail - 12-28 Lansdowne Street (Fenway Theater) - FGS Comments

*P.O. Box 230038, Astor Station, Boston MA 02123-0038*

*FGS Phone (voicemail):*

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
2/23/2019	Thomas	Jones		Support	Thank you for this proposal! I am behind this 100%. This is a fantastic idea and can fill many cultural needs in the city. My suggestion is to confer with Boston Lyric Opera to see if the stage, fly space, loading docks and possible retractable orchestra pit might suit the needs of a world-class opera company. Why not build in a way that the space can be used year round and for more than just visiting acts/groups? Please consider investing in public transportation issues by constructing a possible pedestrian walkway over the Mass Pike to connect to the Kenmore Square "T" stop. Perhaps even a dedicated ramp to parking facilities could be incorporated into this game-changing addition to the city. As a professional musician who has made his living as a performer for more than 3 decades, I am thrilled to see this proposal on paper! Thank you! Consider me a passionate advocate. Thomas M Jones
2/26/2019	Tommy	Barth		Support	I strongly support this initiative! As a 11 year resident of Fenway and alumni of Boston University and Boston Conservatory, this would be a wonderful addition to my neighborhood. I do hope that infrastructure issues will be mitigated with the creation of this property. We need better transportation in the Fenway neighborhood! Best, Tommy

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/3/2019	Aram	Donabed	Student	Support	I fully support this project. Boston already has a robust entertainment scene, but I believe the Fenway Theater would take it to the next level. Live Nation has done an incredible job in Boston already under the supervision of Don Law. This theater will fill the gap in the venues offered by the city of Boston: the only other of the same capacity are Blue Hills (outdoors, not year round). Most are around the 2500 range. As for the concern of over congestion in the area, I would like to point out that I most often than not ride the T to Kenmore whenever I go to a Red Sox game (coming from the South Shore). I think it would be smart to execute additional promotion and marketing for the T and stress it as THE way to get to Fenway Theater. This may entail offering later trains as well. Also, because Blue Hills is approximately the same size, one could say that the Fenway Theater would most often be utilized during the Winter (which is when Fenway is rarely in use). I myself am a student that is pursuing a career in the music industry. I grew up outside of Boston and I hope to return to live there there and raise a family there in the future. This project is the next step in reigniting what was once a lively music industry in Boston and bringing in more job opportunities for people like me.
3/9/2019	Peter	Steinberg		Support	Looks like a good use of the space. Main issue is construction impact on traffic in the neighborhood.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/13/2019	Robert	Mann	1952	Support	I support the Fenway Theater project, but I am concerned about the increased approximately 20% increase of people who will converge at Fenway Park and Fenway Theater while evening Red Sox games, which start at 7:10PM at Fenway Park and entertainment shows which will start at 8:00PM at Fenway Theater. Also my concerns are when both Red Sox Games and Fenway Theater entertainment events end between 10:00PM to 10:30PM. I have: 1) adequate security concerns 2) sufficient public transportation concerns(MBTA green line trains+MBTA 55 bus route running only every 30 minutes now) and 3) emergency vehicles access(ambulances or firetrucks) will be able to drive through during Red Sox games+Fenway Theater entertainment events. These three(3) concwrns must be planned for during Fenway Theater construction completion for Summer 2021.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/14/2019	Eric	Daniel		Neutral	<p>Based on attendance at the meeting of March 12, 2019, these comments highlight two crucial topics about the Fenway Theater that seemed slighted at the meeting. There was no real attempt to explain the design and nature of the theater. A question about what kind of acts the theater would be booking was not well answered. It is not enough to say that it would be a great place for graduations and that programming will become clear over time. And it is not really clear that the research into the need for a 5000 seat theater went much beyond discovering that the Boston area doesn't have a theater of that approximate size. Equally important, there needs to be a full discussion of the theater design. The current sketch, with banks of seats bracketing a proscenium arch, seems to work very poorly in terms of sight lines. Size of the Theater Comparing the size of the proposed 5,000 seat-plus theater with sizes of a number other venues indicates that it may be something of an outlier. ?The Fenway theater will have more than twice the number of seats as Symphony Hall. ?The Fenway Theater will have about 50% more seats than the Wang Center, which feels like a very big house with its 3400 seats. ?The Gershwin Theater in New York is one of the bigger Broadway theaters. It seats about 1,900 people. The Fenway Theater will be more than two and a half time its size. ?The Fenway Theater will have 40% more seats than the Metropolitan Opera House. The vast size of this theater was identified as a problem shortly after it was opened, and the size continues to be regarded as problematic. While you might be able to hear orchestra and opera stars from the highest seats at the rear of the house, you can't see the back half the stage and the singers appear to be at a great distance. Programming the Theater Perhaps, there are so few 5,000</p>

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
					<p>at the rear of the house, you can't see the back half the stage and the singers appear to be at a great distance. Programming the Theater Perhaps, there are so few 5,000 seat theaters because audience members just don't get the intimacy and connection that they would get in a smaller theater. To be sure there are certain acts that the people would go to see almost anywhere. The question that needs to be answered is whether there are going to be 100 to 150 acts, each year, that want to come to Boston and appear in the huge space planned. Design of the Theater The theater is not well thought out. There are an extraordinary number of seats placed too far to the left and too far to the right of the stage. For example, seats 1?15 or so in the balcony have terrible sight lines, covering only one-third of the stage. The seating plan might work with a thrust stage but it works very poorly with the traditional proscenium stage shown. Proscenium theaters typically widen out gently from the sides of the stage, so that most seats can have adequate sight lines. Placing the stage at the narrower end of the proposed building would open up the possibility for a theater that could widen out gradually and have decent sight lines. Another alternative would be to consider an arena stage for this space. An arena stage would bring performers and audience members closer together since the audience would surround the stage. Summation I hope that there can be an in-depth discussion of the theater design and its scheduling. There seemed to be general support at the meeting for having a performance space in the neighborhood. And the discussion of traffic control and</p>
					similar issues was excellent.
3/20/2019	Ryan	Hatcher	--None--	Support	I support this development!

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/22/2019	Fredericka	Veikley		Oppose	<p>The proposed location of the Fenway Theater on Ipswich St., a constricted roadway with many competing uses and circulation impediments due to existing usage from schools, commuters, MBTA and MASCO buses, Medical area employees, Pedicabs, and the 100 days a year when 35,000 people attend Fenway Park entertainment. Congestion is exacerbated by the Red Sox closures of two public streets, Jersey St. and Lansdowne Street, pushing cars and people onto other circuitous routes. I urge the BPDA, Live Nation, and Red Sox proponents to ride the 55 bus from Queensberry St. to and from Copley Square on multiple evenings during home baseball games or Fenway Park concerts. The proposed theater location is inappropriate for another entertainment venue with capacity nearly twice that of Symphony Hall. The Red Sox own a large parcel on Brookline Ave. next to Yawkey Station currently being rented out for parking that is more accessible. Why not build there? The piling on of another huge entertainment venue at the Ipswich location, when the impacts from existing functions that keep on expanding year after year continue to escape adequate mitigation, seems to be based on some perceived economic benefit at the expense of everyone else who lives, works, visits, and passes through. I do not support the Fenway Theater with the proposed capacity at this location.</p>

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/23/2019	jason	boddie		Support	<p>I work in the Fenway neighborhood and i feel that this theatre will help keeping my job busy to support my family all year round. I always have a big decline in income once the baseball season is over and if we could add another attraction to bring more foot traffic to the area i think it would a major help. It helps keep me employed and working more hours cause i would be needed more at work and in turn i would be able to grow more in my life. I think with the Red Sox being in charge of the venue we will see a great venue that is run correctly and safely. Also i believe the Red Sox do everything in their power during Concerts and other such Fenway activities to make it less intrusive to the surrounding businesses and community. I look forward to the opening of the Fenway Theatre and thank you for taking the time to read my thoughts on the situation. Sincerely, Jason Boddie (Boston Resident and Fenway area worker)</p>

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/24/2019	Iory	Allison	Mr.	Support	<p>A theater for the Fenway Neighborhood is a good idea if it includes facilities, intentions and solid commitments for all kinds of performances such as dance in all its forms, Spoken word theater, Musical theater, Operas and visual art exhibitions, poetry readings, etc. in addition to pop music concerts. Especially as the proposed facility will be adjacent to Boston Arts Academy and the new purpose built Boston Conservatory Building. (BAA.) " is the city's only public high school for the visual and performing arts, serving more than 450 students who reflect the diversity of Boston's neighborhoods. It offers pathways to success to urban students who otherwise might not have access to both formal arts training and a college preparatory education." Boston Conservatory's new building at 132 Ipswich Street is filled with promise. The school's second construction project in fewer than five years opened its doors on September 5, 2014 debuting state-of-the-art practice rooms, teaching studios, spacious dance studios and a vital orchestra rehearsal room/performance space. But just as important are the intimate shared areas where visitors will find a dancer stretching alongside an actor rehearsing a monologue. "It's about synthesis," said Richard Ortner, president of the Conservatory, whose vision for a synergistic student environment is embodied at 132 Ipswich. "I've always felt it's important that music, dance, and theater students be together in a space where they can interact informally, outside of the classroom. That's exactly what the new building does; it allows students across all of our disciplines to connect and collaborate</p>

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
					<p>on exciting cross-platform creations. By virtue of proximity of these spaces, this kind of engagement will happen every hour of every day.? Cultural diversity as expressed in diverse theatrical experiences is essential for the health of our over-all urban environment. It is very important that the Main-line commercial performance businesses embrace the dynamic of all theatrical experiences which began, way back in history, as religious and spiritual expositions celebrating and expounding on the human experience. If we are to synthesis and combine our creative energies to enrich the spirit of our great city we will have to include all disciplines of performing arts. What better opportunity do we have to ensure this success than to have Big Brother nurture his siblings. This would not be possible at just another crass night club. lory Allison</p>
3/25/2019	Lauren	Dewey Platt		Oppose	<p>This proposed development as presented at the public meeting is not appropriate for the neighborhood as the developers have not conducted a thorough transportation study. I am convinced that the number of additional vehicle trips into and out of the Fenway to this destination will increase exponentially, and there is nothing that can appropriately mitigate the effects of the increased particulate pollution that will result. How will the BPDA assure me that I and the other residents of the Fenway will be able to breathe fresh air? How does the City intend to mitigate the additional particulate pollution? I am astounded that the proposed developer has made no commitment to a photovoltaic system on the roof. An unequivocal commitment must be made to create such a system. Additionally, the development should have LEED Platinum certification--nothing less will suffice. The City of Boston has acknowledged the need to prepare for the effects of global climate change on our city. No further development anywhere in the City of Boston should be approved unless it meets the highest standard of LEED certification. I do not approve this project as presented.</p>

<b>Comment: Created Date</b>	<b>First Name</b>	<b>Last Name</b>	<b>Organization</b>	<b>Opinion</b>	<b>Comments</b>
3/25/2019	Charles	Ferrara		Oppose	This project has merits, but it should be tied to a Good Neighbor Agreement between the Fenway Sports Group and the Fenway/Kenmore residents, limiting the number of non baseball game events in the park - especially big concerts. The neighborhood suffers from gridlock before and after events at the park. MBTA 55 bus is often on "diversion" schedule which eliminates some stops and the route cannot stay on time. Please consider some mitigation as this project will flood our neighborhood with more traffic - it's already choking with development.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/25/2019	Eric	Daniel		Neutral	<p>In hopes of having a better project from the perspective of both the the neighborhood and the proponent, I would like to amplify my earlier notes on the proposed Fenway Theater. The recent book Theater Design by Gene Leiterman is the basis for the discussion of theater design.* I would also like to express concern about the seeming disconnect between the presentation at the recent community meeting and the plans shown in the PNF. A Limiting Design The Fenway Theater is best characterized as a large proscenium theater. Ranging in size from 1,500 to 5,000 seats, this type of theater is suited for live entertainment, a broad category including magic shows, acrobatics, animal acts, comedians, and rock concerts. The large proscenium theater is not suitable for events that require an intimate environment or that rely on acoustic sound. Any kind of musical theater, running the gamut a Broadway show to grand opera, is going to require a suitable orchestra pit. With no plans for an orchestra pit apparent, the Fenway Theater is not going to be suitable for musical theater. Modern theaters can be built so that the front rows of seats can be rolled away, and an orchestra pit be raised into place. The diagrams in Chapter 10 of Leiterman give an excellent picture of how these arrangements can work. By these criteria is not possible to regard the proposed Fenway Theater as being either flexible or state of the art. Equally important, the design limits the value of the theater in terms of community benefits. It would never be suited for local theater groups, student productions, and the like. Nebulous Responses to Community Concerns There are a</p>

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
					<p>couple of areas where the PNF runs counter to remarks made at the community meeting, and I am very uncomfortable about going forward based on fleeting statements at a meeting. After all, the diagrams are part of the record. ?The plans for balcony level show the roof deck directly adjacent to a rectangular area designated as a bar (not as a waiting area). It is almost certain that this set-up will lead to patrons circulating, drinks-in-hand, on the roof top, and so on. We need a sufficient guarantee that the roof deck will be an alcohol-free waiting area. ?The proponent said that the theater could be used for graduations. Graduations require easy access from audience seats to the stage, but the Fenway Theater does not provide this sort of access. Is the proponent planning on having portable stairs and a portable lift available to support the circulation requirements of a graduation? Pedestrian and Vehicular Traffic I don?t think anyone would regard a 10% increase in the number of seats at Fenway Park lightly; yet that is roughly the way simultaneous event at theater and the ballpark will affect the neighborhood. Small improvements to public transit, the surrounding roads, and key intersections are welcome; yet they are not providing a 10% jump in capacity. (Senator Brownsberger pointed out a recent meeting that the improvements to green lines would not bring significant additional capacity for another 15 years. ) It seems imperative that the theater and the Red Sox coordinate schedules that so there are no events overlapping on the same day. Conclusion I think that another community meeting is required to advance the discussion of the theater design,</p>
					<p>scheduling at the theater, mitigating traffic impacts, and defining community benefits. *Leiterman, Gene. 2017. Theater Planning: Facilities for Performing Arts and Live Entertainment. London and New York. Routledge, Taylor and Francis Group.</p>

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/25/2019	Bonnie	Thryselius		Support	As a 19 year resident of the Fenway neighborhood, I have witnessed the over programming of Fenway Park and it's neighboring streets. There has been a constant addition and influx of pedestrian and automotive traffic into the Fenway neighborhood with no consideration of the environmental impact, including light, noise, human and vehicular pollution. We need a good neighborhood agreement with Fenway Sports Group to help mitigate the impact on our Fenway neighborhood from not only the over programming of Fenway Park , but the Fenway Theatre which could dump up to 5000 people into our neighborhood on any given night. This is what the residents of Fenway deserve. This is our community and we are invested in a decent and good quality of life. We are tired of being overlooked while developers get whatever they want. It's time the City of Boston started to pay attention to the people who live here.
3/25/2019	Donna	D		Oppose	Here are my reasons for opposing this project: 1) Traffic and gridlock! I don't think it's fair that every time there is an event going on we as residents have to sacrifice the bus re-routing (or as it often happens, the bus cancellation) . 2) You say that there will be no parking, and instead the people will be asked to take public transportation and/or Walk. That itself also creates NOISE traffic. I have to heal with people's noise outside my window every time an event is finished. 3) We keep saying that the Fenway Park is "America's beloved and first ballpark". Yet this building is just yet another constructions that is slowly overshadowing the historical aspect of the ballpark. Not to mention the removing of "6 bleacher rows"? You might as well just tear down the entire Fenway ballpark and create new businesses and theaters. 4) All the new businesses around the neighborhood just focus on the new shops and money-making business. Why can't we focus first on the increasing drug and homelessness situation in the neighborhood?

**APPENDIX C**  
EXAMPLE OF DPIR PUBLIC NOTICE

SAMPLE

**PUBLIC NOTICE**

The Boston Redevelopment Authority ("BRA") d/b/a the Boston Planning & Development Agency ("BPDA"), acting pursuant to Article 80 of the Boston Zoning Code, hereby gives notice that a Draft Project Impact Report ("DPIR") for Large Project Review has been received from

\_\_\_\_\_ on \_\_\_\_\_  
(Name of Applicant) (Date)

for \_\_\_\_\_  
(Brief Description of Project)

proposed at \_\_\_\_\_.  
(Location of Project)

The Proponent is seeking the issuance of a Preliminary Adequacy Determination by the Director of the BRA pursuant to Section 80B-5 of the Code. The BRA, in the Preliminary Adequacy Determination regarding the DPIR, may waive further review requirements pursuant to Section 80B-5.4(c)(iv) of the Code, if after reviewing public comments, the BRA finds that such DPIR adequately described the Proposed Project's impacts.

The DPIR may be reviewed on the BRA website- [www.bostonplans.org](http://www.bostonplans.org) or at the office of the Secretary of the BRA, Room 910, Boston City Hall, 9th Floor, Boston, MA. 02201 between 9:00 AM and 5:00 PM, Monday through Friday, except legal holidays. Public comments on the DPIR, including the comments of public agencies, should be submitted in writing to Tim Czerwienski, Project Manager, BPDA, at the address stated above or via email at [Tim.Czerwienski@Boston.gov](mailto:Tim.Czerwienski@Boston.gov), within seventy five (75) days of this notice or by\_\_\_\_\_.

BOSTON REDEVELOPMENT AUTHORITY  
d/b/a BOSTON PLANNING & DEVELOPMENT AGENCY

Teresa Polhemus  
Executive Director/Secretary

**APPENDIX D**  
ACCESSIBILITY CHECKLIST

## Article 80 – Accessibility Checklist

### A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BPDA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

#### Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design  
[http://www.ada.gov/2010ADASTandards\\_index.htm](http://www.ada.gov/2010ADASTandards_index.htm)
2. Massachusetts Architectural Access Board 521 CMR  
<http://www.mass.gov/ocabr/government/oca-agencies/dpl-lp/opsi/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR  
<http://www.mass.gov/ocabr/government/oca-agencies/dpl-lp/opsi/ma-state-building-code-780-cmr.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations  
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations  
[http://www.mbta.com/riding\\_the\\_t/accessible\\_services/](http://www.mbta.com/riding_the_t/accessible_services/)
6. City of Boston – Complete Street Guidelines  
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board  
[www.boston.gov/disability](http://www.boston.gov/disability)
8. City of Boston – Public Works Sidewalk Reconstruction Policy  
[http://www.cityofboston.gov/images\\_documents/sidewalk%20policy%200114\\_tcm3-41668.pdf](http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf)
9. City of Boston – Public Improvement Commission Sidewalk Café Policy  
[http://www.cityofboston.gov/images\\_documents/Sidewalk\\_cafes\\_tcm3-1845.pdf](http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf)

#### Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>
6. **Visibility** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

**Article 80 | ACCESSIBILTY CHECKLIST**

<b>1. Project Information:</b> <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:			
Primary Project Address:			
Total Number of Phases/Buildings:			
Primary Contact (Name / Title / Company / Email / Phone):			
Owner / Developer:			
Architect:			
Civil Engineer:			
Landscape Architect:			
Permitting:			
Construction Management:			
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <b>If yes</b> , identify and explain.			
<b>2. Building Classification and Description:</b> <i>This section identifies preliminary construction information about the project including size and uses.</i>			
What are the dimensions of the project?			
Site Area:	SF	Building Area:	GSF
Building Height:	FT.	Number of Stories:	Flrs.
First Floor Elevation:		Is there below grade space:	Yes / No

**Article 80 | ACCESSIBILITY CHECKLIST**

What is the Construction Type? (Select most appropriate type)				
	Wood Frame	Masonry	Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:				
<p><b>3. Assessment of Existing Infrastructure for Accessibility:</b>  <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly &amp; disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:				
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:				
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:				
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:				
<p><b>4. Surrounding Site Conditions – Existing:</b>  <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>				
Is the development site within a historic district? <b>If yes</b> , identify which district:				
Are there sidewalks and pedestrian ramps existing at the development site? <b>If yes</b> , list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:				

**Article 80 | ACCESSIBLTY CHECKLIST**

<p>Are the sidewalks and pedestrian ramps existing-to-remain? <b>If yes</b>, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? <b>If yes</b>, provide description and photos:</p>	
<p><b>5. Surrounding Site Conditions – Proposed</b></p> <p><i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? <b>If yes</b>, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	
<p>List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <b>If yes</b>, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	

**Article 80 | ACCESSIBILITY CHECKLIST**

<p>Will any portion of the Project be going through the PIC? <b>If yes</b>, identify PIC actions and provide details.</p>	
<p><b>6. Accessible Parking:</b>  <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	
<p>What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?</p>	
<p>Will any on-street accessible parking spaces be required? <b>If yes</b>, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	
<p>Where is the accessible visitor parking located?</p>	
<p>Has a drop-off area been identified? <b>If yes</b>, will it be accessible?</p>	
<p><b>7. Circulation and Accessible Routes:</b>  <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors.</i></p>	
<p>Describe accessibility at each entryway:          Example: Flush Condition, Stairs, Ramp, Lift or Elevator:</p>	
<p>Are the accessible entrances and standard entrance integrated? <b>If yes</b>, describe. <b>If no</b>, what is the reason?</p>	

**Article 80 | ACCESSIBILITY CHECKLIST**

<p><i>If project is subject to Large Project Review/Institutional Master Plan</i>, describe the accessible routes way-finding / signage package.</p>	
<p><b>8. Accessible Units (Group 2) and Guestrooms: (If applicable)</b>  <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
<p>What is the total number of proposed housing units or hotel rooms for the development?</p>	
<p><i>If a residential development</i>, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</p>	
<p><i>If a residential development</i>, how many accessible Group 2 units are being proposed?</p>	
<p><i>If a residential development</i>, how many accessible Group 2 units will also be IDP units? <i>If none</i>, describe reason.</p>	
<p><i>If a hospitality development</i>, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? <i>If yes</i>, provide amount and location of equipment.</p>	
<p>Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. <i>If yes</i>, provide reason.</p>	
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <i>If yes</i>, describe:</p>	

**Article 80 | ACCESSIBILITY CHECKLIST**

**9. Community Impact:**

*Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.*

<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	
<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	
<p>Are any restrooms planned in common public spaces? <b>If yes</b>, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? <b>If no</b>, explain why not.</p>	
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? <b>If yes</b>, did they approve? <b>If no</b>, what were their comments?</p>	
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? <b>If no</b>, what recommendations did the Advisory Board give to make this project more accessible?</p>	

**Article 80 | ACCESSIBILITY CHECKLIST**

**10. Attachments**

*Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.*

Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.

Provide a diagram of the accessible route connections through the site, including distances.

Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)

Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.

Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.

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This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit [www.boston.gov/disability](http://www.boston.gov/disability), or our office:

The Mayor's Commission for Persons with Disabilities  
1 City Hall Square, Room 967,  
Boston MA 02201.

Architectural Access staff can be reached at:

[accessibility@boston.gov](mailto:accessibility@boston.gov) | [patricia.mendez@boston.gov](mailto:patricia.mendez@boston.gov) | [sarah.leung@boston.gov](mailto:sarah.leung@boston.gov) | 617-635-3682

**APPENDIX E**  
BROADBAND READY BUILDINGS QUESTIONNAIRE

**ARTICLE 80 DESIGN REVIEW  
BROADBAND READY BUILDINGS QUESTIONNAIRE**

The City of Boston is working to cultivate a broadband ecosystem that serves the current and future connectivity needs of residents, businesses, and institutions. The real estate development process offers a unique opportunity to create a building stock in Boston that enables this vision. In partnership with the development community, the Boston Planning and Development Authority and the City of Boston will begin to leverage this opportunity by adding a broadband readiness component to the Article 80 Design Review. This component will take the form of a set of questions to be completed as part of the Project Notification Form. Thoughtful integration of future-looking broadband practices into this process will contribute to progress towards the following goals:

1. Enable an environment of competition and choice that results in all residents and businesses having a choice of 2 or more wireline or fixed wireless high-speed Internet providers
2. Create a built environment that is responsive to new and emerging connectivity technologies
3. Minimize disruption to the public right of way during and after construction of the building

The information that is shared through the Project Notification Form will help BPDA and the City understand how developers currently integrate telecommunications planning in their work and how this integration can be most responsive to a changing technological landscape.

Upon submission of this online form, a PDF of the responses provided will be sent to the email address of the individual entered as Project Contact. Please include this PDF in the Project Notification Form packet submitted to BPDA.

## **SECTION 1: GENERAL QUESTIONS**

### Project Information

- Project Name:
- Project Address Primary:
- Project Address Additional:
- Project Contact (name / Title / Company / email / phone):
- Expected completion date

### Team Description

- Owner / Developer
- Architect
- Engineer (building systems):
- Permitting:
- Construction Management

## **SECTION 2: RIGHT OF WAY TO BUILDING**

### ***Point of Entry Planning***

Point of entry planning has important implications for the ease with which your building's telecommunications services can be installed, maintained, and expanded over time.

#1: Please provide the following information for your building's point of entry planning (conduits from building to street for telecommunications). Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Number of Points of Entry
- Locations of Points of Entry
- Quantity and size of conduits
- Location where conduits connect (e.g. building-owned manhole, carrier-specific manhole or stubbed at property line)
- Other information/comments

#2: Do you plan to conduct a utility site assessment to identify where cabling is located within the street? This information can be helpful in determining the locations of POEs and telco rooms. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Yes
- No
- Unknown

## **SECTION 3: INSIDE OF THE BUILDING**

### ***Riser Planning***

Riser capacity can enable multiple telecom providers to serve tenants in your building.

#3: Please provide the following information about the riser plans throughout the building. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Number of risers
- Distance between risers (if more than one)
- Dimensions of riser closets
- Riser or conduit will reach to top floor
- Number and size of conduits or sleeves within each riser
- Proximity to other utilities (e.g. electrical, heating)
- Other information/comments

### ***Telecom Room***

A well designed telecom room with appropriate security and resiliency measures can be an enabler of tenant choice and reduce the risk of service disruption and costly damage to telecom equipment.

#4: Please provide the following information about the telecom room plans. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- What is the size of the telecom room?
  
- Describe the electrical capacity of the telecom room (i.e. # and size of electrical circuits)
  
- Will the telecom room be located in an area of the building containing one or more load bearing walls?
- Will the telecom room be climate controlled?
  - Yes
  - No
  - Unknown

- If the building is within a flood-prone geographic area, will the telecom equipment will be located above the floodplain?
  - Yes
  - No
  - Unknown
  
- Will the telecom room be located on a floor where water or other liquid storage is present?
  - Yes
  - No
  - Unknown
  
- Will the telecom room contain a flood drain?
  - Yes
  - No
  - Unknown
  
- Will the telecom room be single use (telecom only) or shared with other utilities?
  - Telecom only
  - Shared with other utilities
  - Unknown
  
- Other information/comments

***Delivery of Service Within Building (Residential Only)***

Please enter 'unknown' if these decisions have not yet been made or you are presently unsure. Questions 5 through 8 are for residential development only.

#5: Will building/developer supply common inside wiring to all floors of the building?

- Yes
- No
- Unknown

#6: If so, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#7: Is the building/developer providing wiring within each unit?

- Yes
- No
- Unknown

#8: If so, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#### **SECTION 4: ACCOMMODATION OF NEW AND EMERGING TECHNOLOGIES**

##### ***Cellular Reception***

The quality of cellular reception in your building can have major impacts on quality of life and business operations.

Please provide the following information on your plans to facilitate high quality cellular coverage in your building. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#9: Will the building conduct any RF benchmark testing to assess cellular coverage?

- Yes
- No
- Unknown

#10: Will the building allocate any floor space for future in-building wireless solutions (DAS/small cell/booster equipment)?

- Yes
- No
- Unknown

#11: Will the building be providing an in-building solution (DAS/ Small cell/ booster)?

- Yes
- No
- Unknown

#12: If so, are you partnering with a carrier, neutral host provider, or self-installing?

- Carrier
- Neutral host provider
- Self-installing

### **Rooftop Access**

Building rooftops are frequently used by telecommunications providers to install equipment critical to the provision of service to tenants.

Please provide the following information regarding your plans for roof access and usage. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#13: Will you allow cellular providers to place equipment on the roof?

- Yes
- No
- Unknown

#14: Will you allow broadband providers (fixed wireless) to install equipment on the roof?

- Yes
- No
- Unknown

## **SECTION 5: TELECOM PROVIDER OUTREACH**

### ***Supporting Competition and Choice***

Having a choice of broadband providers is a value add for property owners looking to attract tenants and for tenants in Boston seeking fast, affordable, and reliable broadband service. In addition to enabling tenant choice in your building, early outreach to telecom providers can also reduce cost and disruption to the public right of way. The following questions focus on steps that property owners can take to ensure that multiple wireline or fixed wireless broadband providers can access your building and provide service to your tenants.

#15: (Residential Only) Please provide the date upon which each of the below providers were successfully contacted, whether or not they will serve the building, what transmission medium they will use (e.g. coax, fiber) and the reason they provided if the answer was 'no'.

- Comcast
- RCN
- Verizon
- NetBlazr
- Starry

#16: Do you plan to abstain from exclusivity agreements with broadband and cable providers?

- Yes
- No
- Unknown

#17: Do you plan to make public to tenants and prospective tenants the list of broadband/cable providers who serve the building?

- Yes
- No
- Unknown

## **SECTION 6: FEEDBACK**

The Boston Planning and Development Agency looks forward to supporting the developer community in enabling broadband choice for resident and businesses. Please provide feedback on your experience completing these questions.