

October 18, 2018

BY EMAIL AND HAND DELIVERY

Mr. Brian P. Golden, Director  
Boston Planning and Development Agency  
Boston City Hall, Ninth Floor  
Boston, Massachusetts 02201

Re: Cover Letter for the Supplemental Information  
60, 67-75, 70-80 Kilmarnock Street and 59-75 Queensberry Street, Fenway

Dear Director Golden:

On behalf of 60 Kilmarnock (Boston) Owner, LLC (the “Proponent”), a joint venture affiliate of Cabot, Cabot & Forbes and CIM Group, we are pleased to submit this Supplemental Information as requested by the BPDA on September 19, 2018 in association with the proposed 60 Kilmarnock Street Project (the “Project”), to be located at 60, 67-75, 70-80 Kilmarnock Street and 59-75 Queensberry Street (the “Project Site”) in the Fenway neighborhood.

The Project proposes to construct new residential buildings comprised of approximately 440 units as well as ancillary retail, residential and parking amenities. The Project will further the ongoing revitalization of the Fenway neighborhood by replacing surface parking, aging parking garages, and single-story buildings with quality transit-oriented housing at a scale and density that compliments the existing and established neighborhood. The Project Site offers neighborhood scale amenities that residents desire within easy access to public transportation, universities, cultural institutions, and quality open spaces.

The enclosed Supplemental Information includes responses to the written comments on the Project Notification Form (PNF) from BPDA staff, other public agencies, and the public that were submitted to the BPDA during the PNF public review period. In addition, the Project has benefited from feedback we received during several sessions with the Impact Advisory Group (IAG), Boston Civic Design Commission (BCDC) and the BPDA Urban Design staff. Similarly, we have held meetings open to all members of the community and have implemented changes to the Project to better fit into the context of the West Fens neighborhood. For example, the commercial area of the Project has been reduced by over 70% to encourage a small, quiet, neighborhood style amenity; the top floor of the Project has been further set back several feet from the building’s primary façade to mitigate the perception of height; the secondary pedestrian pass-through into the alley from Queensberry Street has been eliminated due to security concerns; the massing of the bridge element has been reduced to a single-loaded corridor on its upper levels; and our approach to courtyard design has shifted to intentionally deactivate the

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street edge and create semi-private areas consistent with the pedestrian scale of the West Fens neighborhood.

We look forward to continuing to work collaboratively with you and your staff, and other city agencies and members of the community to develop the best redevelopment plan for this location. Requests for copies of the Supplemental Information should be directed to Jacob Vance at (617) 603-4000 or via email at [jvance@ccfne.com](mailto:jvance@ccfne.com).

If you have any questions, please do not hesitate to contact me.

Very truly yours,

A handwritten signature in blue ink that reads "Jay Doherty". The signature is fluid and cursive, with the first name "Jay" and last name "Doherty" clearly legible.

Jay Doherty  
Cabot, Cabot & Forbes  
(617) 603-4000

cc: Jonathan Greeley, BPDA  
Tim Czerwienski, BPDA  
Yissel Guerrero, Mayor's Office of Neighborhood Services

## Response to Comments

This document presents direct responses to the BPDA's supplemental information request ("SIR") as well as all public comments received on the DPIR. Copies of the SIR and each comment letter received during the public review period of the DPIR are included in this chapter. The responses are organized as Part I, *Agency and Organization Comment Letters*, and Part II, *Community Comment Letters*.

### Part I - Agency and Organization Comment Letters

Each letter from an agency, organization, or individual received during the public comment period was been assigned a number, as listed in Table 1 below. Each individual comment is assigned a code that corresponds with the annotated comment letter included herein for reference.

**Table 1 List of DPIR Comment Letters**

<b>Letter No.</b>	<b>Commenter</b>	<b>Affiliation</b>	<b>Date Received</b>
SIR	Tim Czerwienski	Boston Planning and Development Agency	September 19, 2018
1	Elizabeth Stifel	BPDA Urban Design Department	September 10, 2018
2	Katie Pedersen	BPDA Climate Change and Environment Planning Department	September 10, 2018
3	Katie Pedersen	Interagency Green Building Committee	September 13, 2018
4	Carrie Marsh	Boston Parks and Recreation Commission	September 17, 2018
5	Zach Wassmouth	Boston Public Works Department	August 6, 2018
6	Kristen McCosh	Mayor's Commission for Persons with Disabilities	August 15, 2018
7	John P. Sullivan	Boston Water and Sewer Commission	August 7, 2018
8	Christian Simonelli	Boston Groundwater Trust	September 4, 2018

\* Comment letters in support of the Project and, therefore, no direct responses are needed.

Individual comments from the agency and community organization letters are addressed below.

## Letter 1: BPDA Urban Design Department

### Comment 1.1

*Massing strategy. While already well-developed and thoughtful, look at the West Building and whether some reshaping to relate it more directly to the East Building might not be a stronger move. Look at how the East Building is eroded – would simplifying this slightly give a stronger read to the rhythm of the courtyards and possibly gain useful space?*

### Response

The development team will continue to investigate how to strengthen the relationship between the east and west buildings. We have studied several courtyard options on the east building, which although appear to have a more direct relationship with the east site, also reveals adjacency concerns and a compromised ground floor due to the relatively small footprint of the west site.

The team has also created multiple studies simplifying the eroded upper corners of the east massing. Although filling in the eroded corners create a positive net gain of floor area, extending and accentuating the height along Queensbury is of concern. The development team would like to review the options and discuss with the BPDA the concern of scale and the nature of eliminating the eroded corners.

### Comment 1.2

*The design of the bridge over Private Alley 934, including retaining the view to the Prudential Building and reducing the visual impact of that element. This is also affected by the design of the alley space beyond; making that appealing and visually attractive could draw people in. Consider making the bridge more of/growing from the building. Consider the bridge as a special case of a courtyard.*

### Response

The development team has evolved the massing of the connector to reduce the visual impact by stepping back the upper two floors and raising the underside of the connector, thereby increasing the visual connection to the alley and city beyond. This is further reinforced by creating landscape elements within the alley visible from Kilmarnock Street as well as articulating the ground plane in front of the connector as an analogous courtyard to those on Queensbury. Moreover, the architectural language of the connector, while still in development, has been simplified to reduce the visual impact.

**Comment 1.3**

*The East Building courtyards, understanding that it is early in design, need clarification. The logical and expected solution is that entry occurs at courtyards and this should be explored.*

**Response**

The development team has further developed the program as well as the articulation of the courtyards along Queensbury Street. The entry that anchored the corner of Queensbury and Kilmarnock has been relocated to the southern-most courtyard in order to reinforce the contextual use of the courtyards in the Fenway neighborhood. We have also done the same with the eastern-most courtyard. Both of these courtyards are now articulated in such a way as to clearly identify the entry, but also create a soft buffer between public and private spaces. The Development team will continue to advance the landscape design of the courtyards to support their programmatic nature.

**Comment 1.4**

*Understanding the programmatic desire for balconies, note that these are not a feature of the West Fenway. Is there a way to design them so that they could be understood in that context more clearly? This might be material and/or design cues from neighborhood metal elements like fences or ornament.*

**Response**

The development team will continue to research and develop different strategies that will allow the balconies to read as part of the façade as well as part of the neighborhood. The team agrees that studying the decorative elements of the neighborhood will certainly assist in contextualizing the language of the balconies.

**Comment 1.5**

*Continue the development of the building material palette. The use of many façade materials, while an appropriate contemporary expression, continues to link these buildings to the other recent buildings on Boylston Street and less to the West Fenway neighborhood. To enhance that knitting together of the neighborhood, look at focusing on the various masonry elements. Metal should be secondary. Wood is not likely to be successful in this location because of the immediate relationship to other buildings. Also, look at introducing masonry piers to break up large expanses of glazing. This should continue to be a building of this decade, but with a little refinement to bring it more into the neighborhood vernacular and less of the commercial Boylston corridor.*

**Response**

The development team agrees and will continue to study the material palette in an effort to simplify the overall Project.

**Comment 1.6**

*In short, strengthen and simplify your design elements along the lines suggested in part by your own studies, and be more deliberate about where you reference datum lines as a scaling device.*

**Response**

The development team agrees and will continue to work with BPDA staff in an effort to create a contextual yet modern new residential building in the Fenway.

## Letter 2: BPDA Climate Change and Environment Planning Department

### Comment 2.1

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

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

### Response

Please refer to the revised exhibits in Appendix A.

### Comment 2.2

*Accordingly, the Proponent shall be required to provide a comprehensive narrative to support the assertion that winds at all pedestrian areas on and around the Proposed Project Site are expected to meet the effective gust criterion, and no dangerous wind conditions are predicted for both the No-Build and Build configurations.*

### Response

The design of the building and landscape are continuously evolving in close coordination with the BCDC and BPDA design staff. The Proponent will continue to work collaboratively with the wind consultant to ensure that the building design promotes a comfortable pedestrian environment. The Proponent looks forward to continuing to work with the Environment Department through design review to ensure that the Project site will meet effective gust criterion and that the building design does not result in dangerous wind conditions.

## Letter 3: Interagency Green Building Committee

### Comment 3.1

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

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

### Response

The team collectively reviewed the LEED-NC v4 Project scorecard and identified nine additional credit points as being feasible for this Project to attempt. The credits identified in the "yes" category now total 50, with an additional 13 in the "maybe" category that will be further reviewed as the Project design progresses. By identifying the additional credit points, the Project is able to confirm LEED Certifiability and target the LEED-NC Silver. Refer to Appendix A for the revised scorecard.

The Project team will continue to assess mitigation strategies and energy efficiency measures that support the City of Boston's Resiliency and GHG emissions reduction goals as follows:

- › The design team has engaged a building envelope consultant to assist with the development of a modern envelope design that exceeds the ASHRAE 90.1-2013 code baseline.
- › The team contacted a representative for the Eversource/MassSave incentives program. When the Project transitions into the Schematic design phase the team will schedule an Energy Charrette with the utility companies to discuss Energy Conservation Measures applicable to this Project. Additionally, as the team considers building mechanical systems, the CEC will be engaged to review those that may be eligible for rebates or incentives such as heat pump/VRF systems.
- › The Project will assess the potential for inclusion of a Photovoltaic array on the building roof. At this time, it is difficult to identify how much roof area will be available to accommodate the panels.



## **Letter 4: Boston Parks and Recreation Department**

### **Comment 4.1**

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

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

### **Response**

The development team is open to this discussion and will coordinate the Project's community benefits with the IAG. Pets will be allowed in the Project, and the appropriate facilities will be provided within the Project to mitigate pet impacts to the surrounding neighborhood open space.

## Letter 5: Boston Public Works Department

### Comment 5.1

*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.*

#### Response

The Project Team will provide full engineering site plans, which will include details on curb material, location, functionality for entrance to and egress from the property, and grading and drainage.

### Comment 5.2

*All work within the public way shall conform to Boston Public Works Department (PWD) standards. Any nonstandard materials proposed within the public way will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.*

#### Response

The Proponent plans to construct all improvements within the public way to PWD standards, including any specific neighborhood plans and details for the Fenway neighborhood.

### Comment 5.3

*Developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public Right of Way (ROW) within and beyond the project limits. This shall include all sidewalk abutting the project on both Kilmarnock and Queensberry Streets. The reconstruction effort also must meet current Americans with Disabilities Act (ADA) and Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections, specifically the intersection of Kilmarnock Street and Queensberry Street. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval.*

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

**Response**

The Proponent plans to reconstruct and improve all sidewalks in the public way that abut the Project on both the east and west sides of Kilmarnock Street, and the north side of Queensberry Street. The Proponent will contact the Disabilities Commission and plans to strictly adhere to ADA and AAB guidelines for accessibility within the public way and on the Project Site where required.

**Comment 5.4**

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

**Response**

The Project Team will provide full site plans for PIC approval, which will include all discontinuances and subsequent improvements.

**Comment 5.5**

*Any and all easements associated with this project must be processed through the PIC.*

**Response**

The Project Team will work with Feldman Land Surveyors to properly identify all Project Site passageway, access and utility easements on the engineering site plans provided for PIC approval.

**Comment 5.6**

*Developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Any landscape program must accompany a LM&I with the PIC.*

**Response**

The Project will include landscape improvements in the public way that are acceptable to the Chief Landscape Architect at the Parks and Recreation Department, and that are cohesive with the overall streetscape plan in the Fenway neighborhood, as applicable.

**Comment 5.7**

*Developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain*

*shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.*

**Response**

The Project Team plans to use street lighting consistent with that in the Fenway neighborhood, and will coordinate details and materials with the PWD Street Lighting Division.

**Comment 5.8**

*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.*

**Response**

The Proponent intends to restore the roadway sections that immediately abut the Project along Kilmarnock and Queensberry Streets to a limit satisfactory to the PWD Engineering Division, depending on the amount of utility work proposed within the street.

**Comment 5.9**

*All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the public right-of-way. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.*

**Response**

The Project Team will enter the Project information into the COBUCS system and complete any necessary review and coordination of nearby work in the right-of-way by the City or other developers. The Project Team is aware of BWSC capital improvements planned in Queensbury Street in 2019 and will coordinate directly with BWSC.

**Comment 5.10**

*The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the public right-of-way. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.*

**Response**

The Proponent will work with PWD and BWSC to evaluate all alternatives for green infrastructure and other stormwater best management practices in the public right-of-way, as well as within the Project Site.

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## Letter 6: Mayor's Commission for Persons with Disabilities

### Comment 6.1

*(67-75 Kilmarnock Building)*

*Will the building have apartments for rent or condominiums for sale?*

- › *If residential units for rent, please indicate the location of Group 2 units in the building.*
- › *If residential units are for sale, would you consider including Group 2 units in the building portfolio, although not required by Massachusetts Architectural Access Board?*

### Response

This proposed building includes units for sale (condominiums) only. The development team will consider the possibility of including Group 2 units within the building during the Project's design process.

### Comment 6.2

*(67-75 Kilmarnock Building)*

*At the Scoping Session select ground-level units were described to have to have stoops. We do not support this as this limits persons with disabilities and those who would like to age-in- place, as well as the visitability to these particular units, even if an accessible entry is given through the interior of the building. We would support that exterior stoops incorporate an accessible flush condition (ex. sloped walkway, ramp) in order to allow for an equitable experience for persons with disabilities.*

### Response

The design team will continue to study the opportunity to provide a sloped entry condition to the individual units from the exterior. Units along the alleyway do have a grading condition that may render an accessible ramp infeasible.

### Comment 6.3

*(67-75 Kilmarnock Building)*

*The Accessibility Checklist and associated diagrams provides incomplete information regarding the number and location of accessible parking spaces in the building.*

- › *What is the total of accessible parking spaces? How many of these are designated as "Van Accessible" with an 8 ft access aisle? We would support a number and*

*locations that are consistent with 521 CMR Section 23.00: Parking and Passenger Loading Zones.*

**Response**

This proposed building will provide three (3) accessible parking spaces including one (1) van accessible parking space, consistent with 521 CMR 23.2.1.

**Comment 6.4**

*(67-75 Kilmarnock Building)*

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

**Response**

The design team will continue to investigate appropriate materials that are suitable for potential tenants.

**Comment 6.5**

*(60 Kilmarnock / 70-80 Kilmarnock / 59-75 Queensbury Street Building)*

*Will the building have apartments for rent or condominiums for sale?*

- › *If residential units for rent, please indicate the location of Group 2 units in the building.*
- › *If residential units are for sale, would you consider including Group 2 units in the building portfolio, although not required by Massachusetts Architectural Access Board?*

**Response**

This proposed building will have a mix of for-sale condominiums units as well as rental units. The total mix of unit types is still under development pending market feedback. Location of Group 2 units will be distributed throughout rental building and will comply with Group 2 units in 521 CMR once unit mix has been established.

**Comment 6.6**

*(60 Kilmarnock / 70-80 Kilmarnock / 59-75 Queensbury Street Building)*

*At the Scoping Session select ground-level units were described to have to have stoops. We do not support this as this limits persons with disabilities and those who would like to age-in- place, as well as the visitability to these particular units, even if an accessible entry is given through the interior of the building. We would support that*



*exterior stoops incorporate an accessible flush condition (ex. sloped walkway, ramp) in order to allow for and equitable experience for persons with disabilities.*

### **Response**

Individual units that are provided for lease will not have stoops or steps. The design team will continue to study the opportunity to provide a sloped or co-planar exterior entry condition to the individual units provided for sale. Units along the alleyway do have a grading condition that may render an accessible ramp infeasible.

### **Comment 6.7**

*(60 Kilmarnock / 70-80 Kilmarnock / 59-75 Queensbury Street Building)*

*The Accessibility Checklist and associated diagrams provides incomplete information regarding the number and location of accessible parking spaces in the building.*

- › *What is the total of accessible parking spaces? How many of these are designated as "Van Accessible" with an 8 ft access aisle? We would support a number and locations that are consistent with 521 CMR Section 23.00: Parking and Passenger Loading Zones.*

### **Response**

This proposed building will provide six (6) accessible parking spaces including one (1) van accessible parking space, consistent with 521 CMR 23.2.1.

### **Comment 6.8**

*(60 Kilmarnock / 70-80 Kilmarnock / 59-75 Queensbury Street Building)*

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

*Renderings and landscape plans show the use of "stepping stone"-like paving on private property. Per 521 CMR Section 20.10: Accessible Route – Changes in Levels, we support a paving surface that is smooth and continuous to provide equitable access to the courtyard areas of the development.*

### **Response**

The design team will continue to investigate appropriate materials that are suitable for potential tenants.

**Comment 6.9**

*Per 521 CMR Section 35: Tables and Seating, we support the inclusion of wheelchair accessible furniture in all common, retail and outdoor patio spaces.*

**Response**

The design team will continue to investigate appropriate seating arrangements and accessible tables and seating to comply with 521 CMR 35 for shared amenity and public spaces.

**Comment 6.10**

*Please provide details on all walkways and plazas within the development, including unit paving and decking materials, dimensions and slopes. We support the use of cast-in-place concrete to ensure that the surface texture is smooth and continuous (minimize joints) and for the ease of maintenance.*

**Response**

All primary pedestrian walkways/sidewalks in the public way and to public amenity entrances such as retail or community space shall be cast in place concrete sidewalk with medium broom finish and sawed control joints at 5" on center. Plazas, courts, or other spaces on the project's property shall be a combination of concrete sidewalks and wire cut bricks/concrete unit pavers. Any brick or paver will be uniform (rather than hand molded) with 90-degree corners and hand tight joints to minimize any surface disruptions.

**Comment 6.11**

*Please provided detailed and dimensioned landscape plans demonstrate the development's compliance with Boston Complete Streets.*

- › *Updated plans should reflect bringing reciprocal pedestrian ramps into City of Boston standards.*
- › *We would support ensuring that building setbacks allow for the installation of sidewalks that meet the design standards put forth by Boston Complete Streets Design Guidelines as well as other desired sidewalk uses (retail space or sidewalk cafes), so the site is accessible and functional for residents as well as visitors.*
- › *The project site is located in Boston Groundwater Conservation Overlay District; If the recharge wells are proposed for sidewalk, we would support their location to be in the furnishing zone.*

**Response**

1. The Project shall place three (3) new sets of reciprocal pedestrian ramps at both ends of new crosswalks at the north side of Queensberry crossing Kilmarnock and

both the east and west side of Kilmarnock crossing Queensberry. Ramps shall be cast in place concrete with yellow detectable warning elements and conform to City of Boston standards.

2. The Project shall provide newly constructed sidewalks along Queensberry and Kilmarnock along the Project extents. The new sidewalks shall meet the Complete Streets guidelines by providing a minimum 7-foot clear pedestrian corridor along Queensberry Street and 9-foot clear zone along Kilmarnock Street. Queensberry Street shall have a 5-foot wide greenscape zone consisting of a continuous treeway and a frontage zone of buffer plantings approximately 10-feet wide to match the existing streetscapes. Kilmarnock Street shall have a 5-foot wide greenscape/ frontage zone consisting of 10-foot long raised tree pits at 30-feet on center and a frontage zone that varies in width in response to the ground floor uses of the building.

3. Along the Queensberry Street sidewalk and entry plazas, surface stormwater shall drain into the continuous treeway system within the furnishing zone. Location of roof leader infiltration shall be determined once all calculations have been confirmed and every effort will be made to recharge the maximum amount of stormwater.

### **Comment 6.12**

*Due to the number of public realm improvements proposed, we encourage the Proponent to schedule a meeting with architectural staff, prior to Public Improvement Commission hearings.*

#### **Response**

The development team will pursue scheduling a meeting with architectural staff, prior to Public Improvement Commission hearings.

### **Comment 6.13**

*Accessibility extends past compliance through building code requirements. For example, by providing employment and other opportunities for persons with disabilities, the development becomes an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities?*

#### **Response**

The Project seeks to be fully integrated into the surrounding neighborhood. The on-site property management team will be available to discuss opportunities to partner with and support persons with disabilities in the community.

**Comment 6.14**

*Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?*

**Response**

A wayfinding package has not been developed at this time as the design is still in progress.

**Comment 6.15**

*Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.*

**Response**

No variances are anticipated to be filed with the Massachusetts Architectural Access Board at this time.

**Comment 6.16**

*There are multiple City of Boston on-street HP-DV parking spaces on Kilmarnock Street and Queensbury Street, located adjacent to the site. Should any of these parking spaces be affected due to construction activities, relocated areas will require approval from the Commissioner. Additionally, the Commission shall be notified before construction starts.*

*Please provide more information on the phasing of the overall development.*

**Response**

The development team will notify the PIC prior to construction commencement. Details on the phasing of construction and development are not yet determined. Consideration for the on-street HP-DV spaces will be coordinated and addressed within the Construction Management Plan.

## **Letter 7: Boston Water & Sewer Commission**

### **Comment 7.1**

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

#### **Response**

The Project Team has researched BWSC records of available infrastructure in the vicinity of the Project and has coordinated a hydrant flow test on Queensberry Street with the BWSC. The Proponent and Project Team will plan to meet with the BWSC after the conclusion of the Article 80 process.

### **Comment 7.2**

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

#### **Response**

The Project Team plans to detail all terminations of services on the site plans, in compliance with BWSC standards and processes.

### **Comment 7.3**

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

#### **Response**

The Project Team will work with the BWSC to provide necessary upgrades to water, sewer and storm drain mains, including any relocations, as needed. The Project

Team will coordinate all services with the BWSC through the Site Plan Review process and design all services to BWSC standards.

#### **Comment 7.4**

*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.*

#### **Response**

The Project will have design flows that exceed 15,000 gallons per day, and the Proponent is prepared to adhere to the 4:1 ratio for I/I removal.

#### **Comment 7.5**

*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 green spaces, 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/>*

#### **Response**

The Project Team will work with the BWSC to identify opportunities for green infrastructure as part of the Project, while also coordinating landscape improvements with City and neighborhood standards.

**Comment 7.6**

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

**Response**

The Proponent is aware of the RGP for Groundwater Remediation and the risks associated with construction dewatering and other discharges, and will apply for the appropriate permits as necessary.

**Comment 7.7**

*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.*

**Response**

The Project intends to adhere to the GCOD requirement of infiltrating one inch (1") of runoff over the Project Site, and if applicable, the more stringent BWSC requirement of 1.25 inches adopted from the Smart Utilities Policy for Article 80 Development Review.

**Comment 7.8**

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

**Response**

The Project Team will provide analysis of the existing water, sewer and storm drain systems on Kilmarnock Street and Queensberry Street, as well as detailed water demand, sewage generation and stormwater discharge rates for the Project. BWSC may provide information on contributing flows to the systems in the area for the Project Team to incorporate into the capacity analysis.

**Comment 7.9**

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

**Response**

The Project Team will provide estimates of peak and continuous maximum water demand for all uses in compliance with regional and industry standards.

**Comment 7.10**

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

**Response**

The Project Team will evaluate water conservation measures as part of the LEED process and overall design. The Project will utilize water conserving measures for irrigation, if irrigation is implemented as part of the landscape design.

**Comment 7.11**

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

**Response**

The Proponent will contact the Commission's Meter Department prior to use of any hydrants for water supply during construction.

**Comment 7.12**

*The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information*



*regarding the installation of MTUs, 60 Kilmarnock (Boston) Owner, LLC should contact the Commission's Meter Department.*

**Response**

The Project Team will coordinate with the Commission's Meter Department to ensure new water meters are designed to their standards and are outfitted with MTUs.

**Comment 7.13**

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

**Response**

The Project Team will evaluate alternatives for infiltration and detention of stormwater, and provide pollutant removal calculations for TSS and phosphorus, as needed.

**Comment 7.14**

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

**Response**

The Project will disturb over an acre of land and will be required to obtain an NPDES General Permit. The Project Team will prepare a Stormwater Pollution Prevention Plan, provide it to BWSC and file it with the proper agencies prior to construction. A copy of the plan will be kept on the construction site at all times.

**Comment 7.15**

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

**Response**

The Proponent will consider the reduction of these pollutants during design, including selection of materials and plantings, and development of a maintenance plan.

**Comment 7.16**

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

**Response**

The Proponent will ensure that a Drainage Discharge Permit is obtained from BWSC prior to construction, and that all dewatering drainage is discharged to the separated storm drain system. The Proponent will provide geotechnical and environmental information prior to construction, and will monitor contaminants, as required.

**Comment 7.17**

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

**Response**

If applicable, the Project intends to adhere to the BWSC, GCOD and Smart Utilities Policy for Article 80 Development Review by infiltrating a minimum of 1.25 inches of rainfall times the impervious area on the Project Site. The Project Team will analyze alternatives for additional best management practices for detention and reuse of stormwater runoff.

**Comment 7.18**

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

**Response**

As a redevelopment, the Project is required to meet certain standards only to the maximum extent practicable. The Project intends to fully comply with all ten MassDEP stormwater management standards.

**Comment 7.19**

*Sanitary sewage must be kept separate from storm water 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 reused by the proposed project, be dye tested to confirm they are connected to the appropriate system.*

**Response**

The Project will provide separate services for sanitary sewer and storm drain. Dye tests will be conducted for any services that will be reused, if any.

**Comment 7.20**

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

**Response**

The Project will adhere to BWSC standards and ensure that all catch basins are installed with the proper casting.

**Comment 7.21**

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

**Response**

If food service facilities are included as part of the Project, the Project Team will consult with the Operations Department regarding the proposed grease traps.

**Comment 7.22**

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

**Response**

Parking garage drainage will be designed in accordance with BWSC Sewer Use Regulations.

**Comment 7.23**

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

**Response**

No new exterior parking lots are proposed as part of the Project. If exterior parking is added, the Project will utilize a particle separator and consult with the Commission during the Site Plan Review process.

## Letter 8: Boston Groundwater Trust

### Comment 8.1

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

### Response

The Project intends to adhere to the GCOD requirement of infiltrating one inch (1") of runoff over the Project Site, and if applicable, the more stringent BWSC requirement of 1.25 inches adopted from the Smart Utilities Policy for Article 80 Development Review. The letter will be provided by the Proponent's engineer and stamped by a professional engineer registered in Massachusetts.

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## **Part II - Community Comment Letters**

Because many of the letters expressed a similar array of concerns global responses to these letters are provided by topic below. The public comments and concerns fall into the following key categories:

1. Affordable Housing and Unit types
2. Parking
3. Daylight and Views
4. Urban Design
5. Height
6. Operation Peace
7. K Street Club
8. Retail

The responses below aim to address each key community issue and refer to specific sections of the SID for further information.

### **Affordable Housing and Unit Mix**

The Project is being designed to provide an array of unit typologies to serve Fenway's evolving neighborhood and its surrounding communities. Recently, there have been several developments along Boylston Street that are primarily available for rent only. In addition to some rental units, the 60 Kilmarnock Project will create a healthy mix of units available for homeownership with the goal of satisfying an unmet demand of potential residents seeking to call the West Fens neighborhood their permanent home.

The Project is envisioned to include 50-60% of its units as studio or one-bedroom units, which are anticipated to serve younger professionals and/or couples that are seeking fully amenitized new construction accommodations but may not be capable of purchasing or renting in an ultra-luxury tower, and instead would prefer a more pedestrian scale building in a neighborhood setting. The Project is of lower density and height than recent projects along Boylston Street and is designed to favor efficient unit typologies, which could allow this demographic to establish their residency in the West Fens at a relatively more achievable entry price point.

The Project is also envisioned to include 40-50% of its units as two- or three-bedroom units, which are intending to serve established professionals, growing families and empty-nesters. While the Project's design is not finalized, the Proponent is exploring the possibility of offering several units with unique layouts and features, such as units with private entrances from the public realm and units with dual level townhouse style floorplans. The Project is seeking to appeal to a wide demographic, and in turn, replace the property's existing dated uses with a vibrant residential community fully integrated into the West Fens neighborhood.

The Project is also committed to full compliance with the City of Boston Mayor's Executive Order Relative to Inclusionary Development ("IDP"). There are three avenues outlined in the IDP for a Project to meet compliance:

1. On-Site: a project can designate 13% of its total units as affordable to households earning less than or equal to 70% of the Area Median Income ("AMI") for rental; or a range of 80%-100% of AMI for homeownership.
2. IDP Fund: a project can contribute money towards the City's IDP Fund (as determined by a predetermined formula), which the City then uses to provide money to affordable housing developments city-wide.
3. Off-Site: a project can create IDP units off-site in an amount equal to or greater than 18% of the project's total units.

To meet compliance with a portion of the Project's IDP obligation, the Proponent has agreed to provide \$6,000,000 of funding to create and preserve units within an Off-Site affordable housing project known as the Newcastle/Saranac Apartments. Without this funding, those income-restricted units were set to expire, and 97 families would have been displaced. The Proponent will continue to work with the City and the Newcastle/Saranac development team to reach agreement on how the Project will meet compliance with the remainder of its IDP obligation.

## **Parking**

The Project's design includes one level of below-grade garage parking, which will be exclusively available to homeowners and renters of the Project and will not be available for public use at any time (including game-days). Regional and nationwide transportation patterns are increasingly favoring ride sharing services and alternate means of transportation over single-occupant automobile travel, especially in very urban locations such as Kilmarnock Street that benefits from easy access to public transportation. With these trends in mind, the Project will supply 200-265 parking spaces (depending on the potential use and number of stackers), which is an adequate number of spaces to meet the demand of its residents and therefore minimize the desire for residents to utilize on-street resident parking spaces.

## **Daylight and Views**

The Property is currently significantly underdeveloped, comprised of at-grade surface parking lots and structures of up to only two stories in height. The existing conditions allow surrounding buildings to benefit from daylight and views that are certainly not typical for very urban locations or contextual to the West Fens neighborhood. Any project of any scale proposed for this Property would diminish the existing daylight and views of some parts of the surrounding buildings. However, Project's residential use, materiality and design methods such as step-backs in massing are being intentionally utilized to create buildings that fit into the fabric of the West Fens neighborhood and mitigate these potential impacts to



surrounding buildings. For example, the top story of the Project has been stepped back several feet from the primary façade; the massing of the bridge element has been reduced to a single-loaded corridor on the upper floors; and the proposed building setbacks from the property boundary will serve to provide further buffer and relief from neighboring buildings relative to existing building setbacks.

## **Urban Design**

The Project is intending to be designed as a modern interpretation of the surrounding precedent within the West Fens community. The Project, like the majority of the buildings in the area, will be comprised of residential buildings that feature semi-private courtyard areas, masonry façade materials, and residential bays to create a similar rhythm to the neighborhood's pedestrian streetscape experience. To complement the design cues from the West Fens, and to avoid creating buildings that are exact replicas of decades-old structures, the Project's design also contemplates more modern materials such as metal panel and some glass.

Through the community process, the Project has evolved to differentiate itself from a design aesthetic that "feels too much like Boylston Street" into one that more closely respects the neighborhood character. For example, the courtyards are now contemplated as deactivated semi-private open spaces; the façade now features additional masonry detailing and broad spanning glass panes have been mostly eliminated; the alleyways are now enhanced public spaces; and the retail concept has been significantly scaled back in terms of its overall square footage and contemplated uses so as to serve as a neighborhood amenity. The Proponent will continue to work collaboratively with the City and community to advance the Project's urban design objectives.

## **Height**

While the Project is eight stories in height, the design has taken measures to align with the surrounding structures. Rather than propose an imposing uniform vertical façade, the massing approach steps the building back at several intervals to remain true to the cornice lines of the adjacent buildings. As noted above, since the initial EPNF filing the top story of the Project has been stepped back several more feet from the primary façade and the height of the bridge element has been reduced to a single-loaded corridor on the upper floors, which will mitigate the pedestrian perception of the Project's overall height.

## **Operation Peace**

As noted above, the Project seeks to fully integrate into the West Fens neighborhood, including support of community groups such as Operation Peace. The Proponent looks forward to its continued collaboration with the IAG and the City to establish the full scope and allocation of the Project's mitigation to best serve the community as a whole.

## **K Street Club**

The Proponent supports K Street, its commendable mission, its longstanding value and its integration into the community. The Project will provide a place for K Street to continue its mission within the completed Project, and the Proponent will continue to work collaboratively with K Street to identify and finalize the details of that space.

## **Retail**

The retail portion of the Project has been significantly scaled back in terms of its square footage and contemplated uses. The initial EPNF filing contemplated a commercial area of approximately 7,800 square feet with sufficient depth to allow back-of-house area for a full service restaurant. After hearing feedback from the community, the Project now contemplates only approximately 2,150 square feet of shallower space to allow for a neighborhood style amenity convenience retail, such as a small café. From a programming perspective, placing a small, quiet, neighborhood style retail amenity adjacent to the active "restaurant row" bars and restaurants is intended to act as a buffer to the residential units within the Project. The Proponent continues to encourage members of the community to submit ideas for what the appropriate use of that space should be to best serve as a neighborhood amenity.

## **Construction**

Once the Project's general contractor has been selected, a Construction Management Plan ("CMP") will be identified, submitted for approval and adhered to throughout the course of construction. The Proponent has noted the issues raised by the community and will address them within the CMP.

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# Appendix A: Exhibits



- 60 Kilmarnock
- Existing Shadow
- New Shadow

**cbt**

Figure 5.1a

Shadow Study  
Vernal Equinox - 9am

**60 Kilmarnock**  
**Boston, Massachusetts**



**cbt** Figure 5.1b  
Shadow Study  
Vernal Equinox - 12pm  
**60 Kilmarnock**  
**Boston, Massachusetts**



**cbt** Figure 5.1c  
Shadow Study  
Vernal Equinox - 3pm  
**60 Kilmarnock**  
**Boston, Massachusetts**



- 60 Kilmarnock
- Existing Shadow
- New Shadow



Figure 5.1d

Shadow Study  
Summer Solstice - 9am

**60 Kilmarnock**  
**Boston, Massachusetts**



**cbt** Figure 5.1e  
Shadow Study  
Summer Solstice - 12pm  
**60 Kilmarnock**  
**Boston, Massachusetts**





**cbt** Figure 5.1f  
Shadow Study  
Summer Solstice - 3pm  
**60 Kilmarnock**  
**Boston, Massachusetts**



**cbt** Figure 5.1g  
Shadow Study  
Summer Solstice - 6pm  
**60 Kilmarnock**  
**Boston, Massachusetts**



- 60 Kilmarnock
- Existing Shadow
- New Shadow

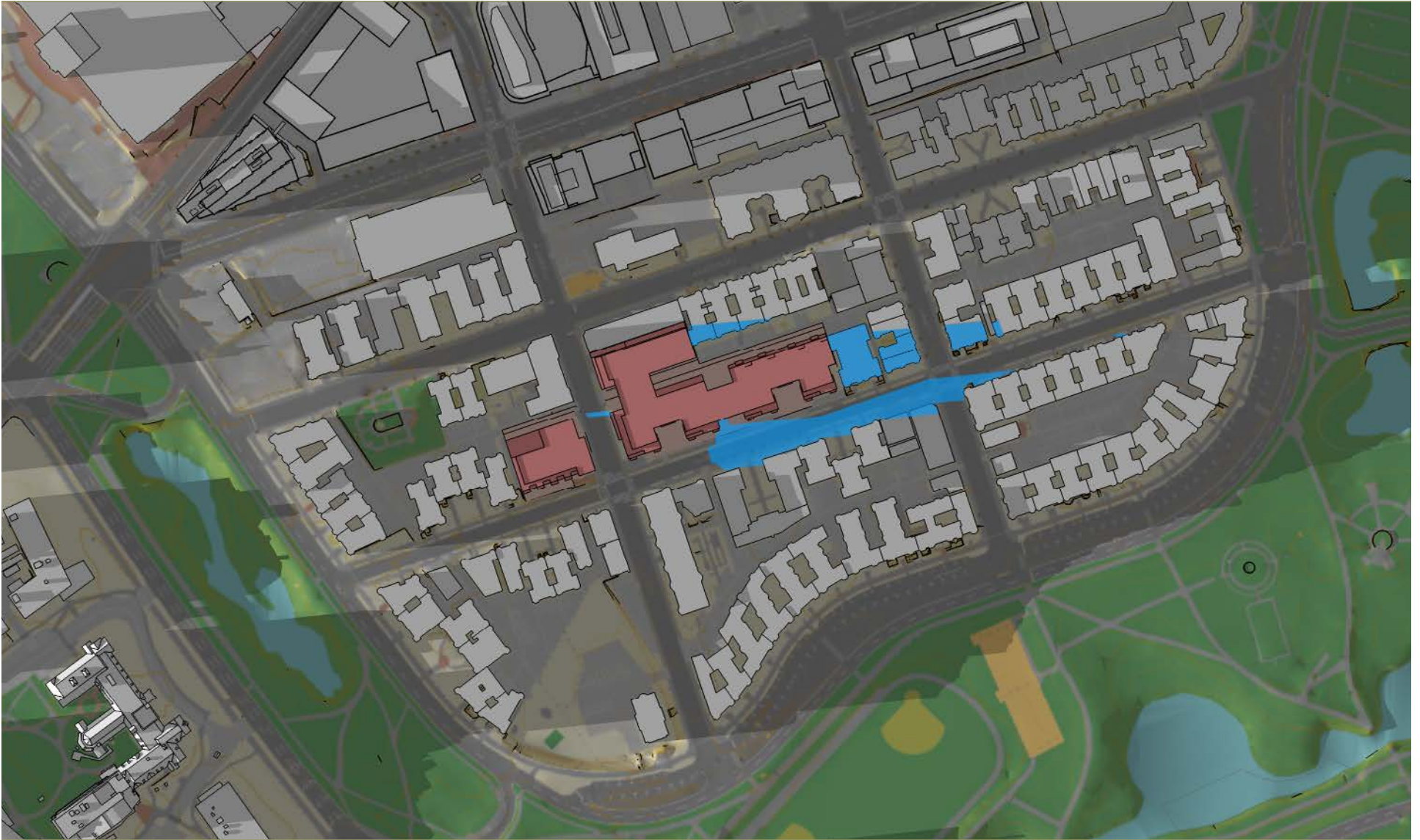
**cbt** Figure 5.1h  
Shadow Study  
Autumnal Equinox - 9am  
**60 Kilmarnock**  
**Boston, Massachusetts**



**cbt** Figure 5.1i  
Shadow Study  
Autumnal Equinox - 12pm  
**60 Kilmarnock**  
**Boston, Massachusetts**



**cbt** Figure 5.1j  
Shadow Study  
Autumnal Equinox - 3pm  
**60 Kilmarnock**  
**Boston, Massachusetts**



**cbt** Figure 5.1k  
Shadow Study  
Autumnal Equinox - 6pm  
**60 Kilmarnock**  
**Boston, Massachusetts**



- 60 Kilmarnock
- Existing Shadow
- New Shadow

**cbt** Figure 5.11  
Shadow Study  
Winter Solstice - 9am  
**60 Kilmarnock**  
**Boston, Massachusetts**

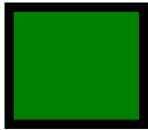


**cbt** Figure 5.1m  
Shadow Study  
Winter Solstice - 12pm  
**60 Kilmarnock**  
**Boston, Massachusetts**





**cbt** Figure 5.1n  
Shadow Study  
Winter Solstice - 3pm  
**60 Kilmarnock**  
**Boston, Massachusetts**



## Preliminary Solar Photovoltaics Feasibility

Project: 60 Kilmarnock Residential development

### Analysis Summary

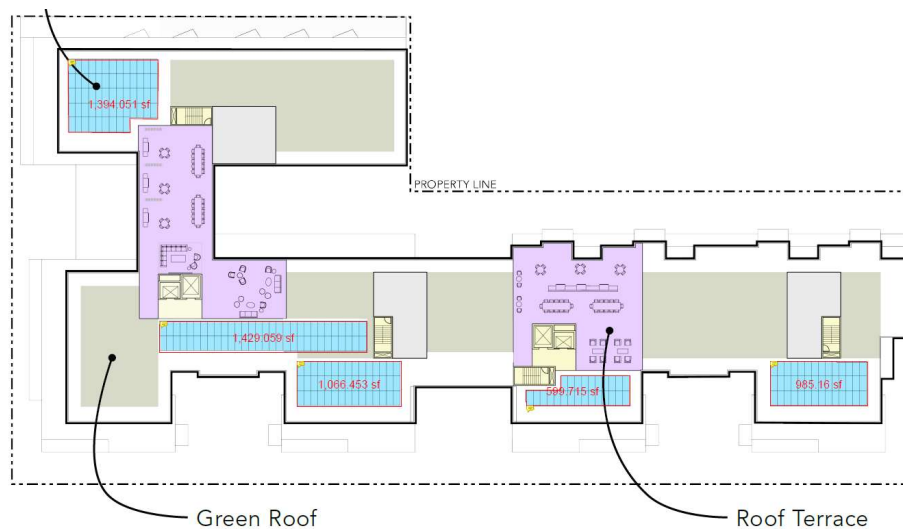
The Kilmarnock development is considering rooftop photovoltaic (PV) arrays. These are unshaded and provide unobstructed solar access (*Image 1*). Two scenarios were analyzed, flat PV arrays and a 40-degree configuration.

If PV panels were to be installed flat on the available portions of the roofs, a total of 76 kW of panels generating 84,768 kWh per year, the value of the electricity generated would be approximately \$11,868 and the installation cost is approximately \$148,783 yielding a simple payback of 12.54-years (Table 1).

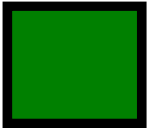
If PV panels were to be installed at 40-degrees on the available portions of the roofs, a total of 52 kW of panels generating 69,373 kWh per year, the value of the electricity generated would be approximately \$9,712 and the installation cost is approximately \$100,500 yielding a simple payback of 10.34-years (Table 2).

These results are based on an electricity rate of \$0.14/kWh (See table 1 and table 2 for results per array). Contingent upon project details and implementation timing, there are potential SMART incentives available. Both options may be eligible for a 20-year fixed SMART incentive rate of \$0.1056 per kWh, reducing the simple payback to 7.15-years (flat) and 6-years (40-degrees), respectively.

Image 1: PV Layout



Courtesy CBT Architects



## Methodology

Estimated PV Capacity – 71.75 sf/kW (15% panel efficiency)

Estimated installation cost:

- Roof mounted: \$1.95/Watt<sup>1</sup>

Estimated utility rate - \$0.1400/ kWh (based on rates used in the energy model)

The primary reason to include flat panels in the study is due to a recent ASHRAE study<sup>2</sup> on the design of zero net energy (ZNE) buildings. It suggested that flat mounted PV panels maximize solar production per available square foot of roof area. Although PV production per panel is lower than a panel with optimized tilt, no roof area is lost trying to avoid panel self-shading, which allows for more installed PV capacity per roof area.

**Table 1: Flat Rooftop PV Output**

Kilmarnock	Roof Area (SF)	PV Area (SF)	Array Size	Azimuth	Tilt	Annual Production	Annual Value	Installed Cost	Simple Payback w/o Incentive	Annual SMART Incentive*	Simple Payback w/ Incentive
			kW	(Deg)	(Deg)	kWh/yr	(\$)	(\$)	(Years)	(\$)	(Years)
PV north	1,394	1,394	19	180	0	21,586	\$3,022	\$37,887	12.54	\$2,279.69	7.15
PV south west	1,429	1,429	20	180	0	22,128	\$3,098	\$38,839	12.54	\$2,336.94	7.15
PV south 1	1,066	1,066	15	180	0	16,513	\$2,312	\$28,984	12.54	\$1,743.97	7.15
PV south 2	600	600	8	180	0	9,286	\$1,300	\$16,299	12.54	\$980.71	7.15
PV south east	985	985	14	180	0	15,255	\$2,136	\$26,774	12.54	\$1,611.03	7.15
<b>Total</b>	<b>5,474</b>	<b>5,474</b>	<b>76</b>	<b>180</b>	<b>0</b>	<b>84,768</b>	<b>\$11,868</b>	<b>\$148,783</b>	<b>12.54</b>	<b>\$8,952</b>	<b>7.15</b>

**Table 2: 40-degree Rooftop PV Output**

Kilmarnock	Roof Area (SF)	PV Area (SF)	Array Size	Azimuth	Tilt	Annual Production	Annual Value	Installed Cost	Simple Payback w/o Incentive	Annual SMART Incentive*	Simple Payback w/ Incentive
			kW	(Deg)	(Deg)	kWh/yr	(\$)	(\$)	(Years)	(\$)	(Years)
PV north	1,394	941	13	180	40	17,666	\$2,473	\$25,574	10.34	\$1,865.66	5.89
PV south west	1,429	965	13	180	40	18,109	\$2,535	\$26,216	10.34	\$1,912.51	5.89
PV south 1	1,066	720	10	180	40	13,514	\$1,892	\$19,564	10.34	\$1,427.24	5.89
PV south 2	600	405	6	180	40	7,600	\$1,064	\$11,002	10.34	\$802.60	5.89
PV south east	985	665	9	180	40	12,484	\$1,748	\$18,073	10.34	\$1,318.44	5.89
<b>Total</b>	<b>5,474</b>	<b>3,695</b>	<b>52</b>	<b>180</b>	<b>200</b>	<b>69,373</b>	<b>\$9,712</b>	<b>\$100,428</b>	<b>10.34</b>	<b>\$7,326</b>	<b>5.89</b>

## Renewable Energy Incentives:

To promote cost-effective solar development, the Massachusetts Department of Energy Resources (DOER) is in the process of implementing a new solar incentive program: The *Solar Massachusetts*

<sup>1</sup> Reference: NREL U.S. Solar PV Benchmark Q1 2017  
<https://www.nrel.gov/docs/fy17osti/68925.pdf>

<sup>2</sup> Reference: ASHRAE Journal, Feasibility of ZNE by Building Type and Climate  
[www.eley.com/sites/default/files/pdfs/ASHRAE\\_Journal\\_July\\_2017\\_\[36-37\].pd](http://www.eley.com/sites/default/files/pdfs/ASHRAE_Journal_July_2017_[36-37].pd)



**LEED v4 BD+C: New Construction**  
Project Checklist

Project Name: **Fenway/Kilmarnock**  
Address: 60 Kilmarnock St  
Date: October 4, 2018

Y	?+	?-	N	<b>Integrative Process</b>	<b>1</b>
1	0	0	0	Credit 1 Integrative Process	1

15	0	0	1	<b>Location and Transportation</b>	<b>16</b>
x	x	x	x	Credit 1 LEED for Neighborhood Development Location	16
1				Credit 2 Sensitive Land Protection	1
			1	Credit 3 High Priority Site	2
5				Credit 4 Surrounding Density and Diverse Uses	5
5				Credit 5 Access to Quality Transit	5
1				Credit 6 Bicycle Facilities	1
1				Credit 7 Reduced Parking Footprint	1
1				Credit 8 Green Vehicles	1

4	2	2	2	<b>Sustainable Sites</b>	<b>10</b>
Y				Prereq 1 Construction Activity Pollution Prevention	Required
1				Credit 1 Site Assessment	1
		1	1	Credit 2 Site Development - Protect or Restore Habitat	2
1				Credit 3 Open Space	1
	2		1	Credit 4 Rainwater Management	3
2				Credit 5 Heat Island Reduction	2
		1		Credit 6 Light Pollution Reduction	1

4	2	0	5	<b>Water Efficiency</b>	<b>11</b>
Y				Prereq 1 Outdoor Water Use Reduction	Required
Y				Prereq 2 Indoor Water Use Reduction	Required
Y				Prereq 3 Building-Level Water Metering	Required
1			1	Credit 1 Outdoor Water Use Reduction	2
2	1		3	Credit 2 Indoor Water Use Reduction	6
	1		1	Credit 3 Cooling Tower Water Use	2
1				Credit 4 Water Metering	1

10	4	3	16	<b>Energy and Atmosphere</b>	<b>33</b>
Y				Prereq 1 Fundamental Commissioning and Verification	Required
Y				Prereq 2 Minimum Energy Performance	Required
Y				Prereq 3 Building-Level Energy Metering	Required
Y				Prereq 4 Fundamental Refrigerant Management	Required
5			1	Credit 1 Enhanced Commissioning	6
5	3		10	Credit 2 Optimize Energy Performance	18
			1	Credit 3 Advanced Energy Metering	1
			2	Credit 4 Demand Response	2
		1	2	Credit 5 Renewable Energy Production	3
		1		Credit 6 Enhanced Refrigerant Management	1
1	1			Credit 7 Green Power and Carbon Offsets	2

4	3	0	6	<b>Materials and Resources</b>	<b>13</b>
Y				Prereq 1 Storage and Collection of Recyclables	Required
Y				Prereq 2 Construction and Demolition Waste Management Planning	Required
	3		2	Credit 1 Building Life-Cycle Impact Reduction	5
1			1	Credit 2 Building Product Disclosure and Optimization - EPD	2
			2	Credit 3 Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1			1	Credit 4 Building Product Disclosure and Optimization - Material Ingredients	2
2				Credit 5 Construction and Demolition Waste Management	2

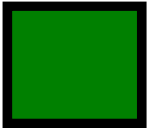
7	0	2	7	<b>Indoor Environmental Quality</b>	<b>16</b>
Y				Prereq 1 Minimum Indoor Air Quality Performance	Required
Y				Prereq 2 Environmental Tobacco Smoke Control	Required
2				Credit 1 Enhanced Indoor Air Quality Strategies	2
1		1	1	Credit 2 Low-Emitting Materials	3
1				Credit 3 Construction Indoor Air Quality Management Plan	1
			2	Credit 4 IAQ Assessment	2
1				Credit 5 Thermal Comfort	1
1			1	Credit 5 Interior Lighting	2
			3	Credit 5 Daylight	3
1				Credit 5 Quality Views	1
		1		Credit 5 Acoustic Performance	1

5	1	0	0	<b>Innovation</b>	<b>6</b>
1				Credit 1 Innovation Credit: TBD	1
1				Credit 2 Innovation Credit: TBD	1
1				Credit 3 Innovation Credit: TBD	1
1				Credit 4 Innovation Credit: TBD	1
	1			Credit 5 Pilot Credit: TBD	1
1				Credit 6 LEED Accredited Professional	1

0	1	3	0	<b>Regional Priority (earn up to 4 points)</b>	<b>4</b>
	1			Credit 1 EAc2 Optimize Energy Performance (17%/8 pts)	1
		1		Credit 2 LTC3 High Priority Site (2 points)	1
		1		Credit 3 #N/A	1
		1		Credit 4 #N/A	1

50	13	10	37	<b>TOTALS</b>	Possible Points:	<b>110</b>
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Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110



*Renewable Target (SMART)*<sup>3</sup>. This analysis provides a very preliminary estimate of potential incentives for Roof Mounted PV under the SMART program.

The new program is based on a declining block incentive system (4% decline with each block), to be paid out based on solar energy produced. Incentives will be provided for 10-20 years, with varied values depending on ownership, system size, location, etc.

For this analysis, to provide a conservative estimate of available incentives under the SMART program, we are assuming Block-4 capacity driven compensation base rate. The ceiling price of \$0.2256/kWh for Block-4 was established by DOER for PV systems between 25kW and 250kW. In addition, the system may also qualify for a compensation rate adder of \$0.020 /kWh for a building-mounted solar installation.

The net value of the incentive is calculated as the net difference between the capacity-based rate (incl. adders as applicable) and the value of the energy generated, using the following equation:

$$\begin{aligned} \text{Compensation Rate (\$/kWh)} &= (\text{Capacity Based Rate} + \text{Adders}) \\ &\quad - (\text{Three Year average of volumetric rates} + \text{three-year} \\ &\quad \quad \text{average of Basic Service Rate}) \end{aligned}$$

The net SMART incentive for the project is estimated to be \$0.1056/kWh per year and the project may be eligible for a 20 year term.

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<sup>3</sup> Reference: Massachusetts DOER - SMART Final Program Design  
<http://www.mass.gov/eea/docs/doer/rps-aps/final-program-design-1-31-17.pdf>

## **Appendix B: Request for Supplemental Information**



September 19, 2018

60 Kilmarnock (Boston) Owner, LLC  
c/o Cabot, Cabot & Forbes  
Attn: Jay Doherty  
185 Dartmouth Street  
Boston, MA 02116

Re: Request for Supplemental Information – 60 Kilmarnock Street Project

Dear Mr. Doherty,

Please find enclosed a Request for Supplemental Information in association with the proposed 60 Kilmarnock Street Project in the Fenway neighborhood of Boston. This Request for Supplemental Information describes information required by the Boston Redevelopment Authority d/b/a the Boston Planning & Development Agency in response to the Project Notification Form, which was submitted under Article 80B of the Boston Zoning Code on July 9, 2018. Additional information may be required during the course of review of this proposal.

If you have any questions regarding this Request for Supplemental Information or the review process, you may contact me at (617) 918 – 5303.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tim Czerwienski".

Tim Czerwienski  
Project Manager

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

**REQUEST FOR SUPPLEMENTAL INFORMATION  
60 KILMARNOCK STREET PROJECT**

**SUBMISSION REQUIREMENTS  
FOR SUPPLEMENTAL INFORMATION REQUEST**

**PROPOSED PROJECT:** 60 KILMARNOCK STREET PROJECT

**PROJECT SITE:** 60, 67-75, 70-80 KILMARNOCK STREET AND 59-75  
QUEENSBERRY STREET, FENWAY

**PROPONENT:** 60 KILMARNOCK (BOSTON) OWNER, LLC  
c/o CABOT, CABOT & FORBES  
185 DARTMOUTH STREET, BOSTON MA 02116

**DATE:** SEPTEMBER 19, 2018

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The Boston Redevelopment Authority (“BRA”) d/b/a The Boston Planning & Development Agency (“BPDA”) is issuing this Supplemental Information Request (“SIR”) in response to and based on the review of the Project Notification Form (“PNF”) submitted by 60 Kilmarnock (Boston) Owner, LLC (the “Proponent”) for the 60 Kilmarnock Street Project.

This document is not a Scoping Determination as we are not requesting a Draft Project Impact Report. This document is only requesting that the Proponent provide more details around the information that was submitted in the PNF and respond to all comments and feedback received during the comment period. When the Proponent files a response to this request, a new comment period will commence and the public review process shall continue.

On December 13, 2017, the Proponent filed a Letter of Intent in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston. On July 9, 2018 the Proponent filed a Project Notification Form (“PNF”) pursuant to Article 80 Large Project Review for a proposal which includes the construction of approximately 443 residential units in two buildings, totaling 420,800 square feet, separated by Kilmarnock Street, along with ground floor retail space fronting on Kilmarnock Street, and landscaped areas and other amenities and services for residents (the “Proposed Project”). The Proposed Project will also include 250 below-grade and surface parking spaces. Notice of the receipt by the BPDA of the PNF was published in the *Boston Herald* on July 9, 2018 which initiated a public comment period, which was extended until September 10, 2018.

On August 8, 2018, the BPDA hosted a publicly advertised community meeting regarding the PNF at Simmons College, and another on September 5, 2018 at the Fenway Community Center. The BPDA hosted Impact Advisory Group meetings on July 24, 2018 and August 28, 2018, both at Simmons College.



## **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, if any. The Proponent is required to prepare and submit to the BPDA a filing with supplemental information that meets the requirements of this request by detailing the Proposed Project's impacts and proposed measures to mitigate, limit, or minimize such impacts. After submittal of the supplemental information filing, the BPDA shall distribute notice of such submittal. If the BPDA determines that the filing of supplemental information adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit, or minimize such impacts, the BPDA 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 may issue any building permit for the Proposed Project.

## **SUPPLEMENTAL INFORMATION REQUEST RESPONSE**

The Request for Supplemental Information 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.

Written comments in response to the PNF from BPDA staff and other public agencies are included in **Appendix A** and must be answered in their entirety. Included in Appendix A are letters from:

- Elizabeth Stifel, Senior Architect/Urban Designer, BPDA Urban Design Department
- Katie Pedersen, Senior Land Use Planner, Sustainability Specialist & Environmental Review, BPDA Climate Change and Environment Planning Department / Interagency Green Building Committee
- Carrie Marsh, Executive Secretary, Boston Parks and Recreation Commission
- Zach Wassmouth, Chief Design Engineer, Boston Public Works Department
- Kristen McCosh, Commission, Mayor's Commission for Persons with Disabilities
- John P. Sullivan, PE, Chief Engineer, Boston Water and Sewer Commission
- Christian Simonelli, Executive Director, Boston Groundwater Trust

Written comments in response to the PNF received by the BPDA from the public are included in **Appendix B** and must be answered in their entirety.

## **REVIEW/SUBMISSION REQUIREMENTS**

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 electronic copy should be emailed to Tim Czerwienski at [Tim.Czerwienski@Boston.gov](mailto:Tim.Czerwienski@Boston.gov). The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this request for supplemental information should be included in the booklet for reference.

**APPENDIX A**  
PUBLIC AGENCY COMMENTS