



September 9, 2016

Mr. Brian Golden, Director
Boston Redevelopment Authority
One City Hall Square
Boston MA 02201

Re: Fenway Center, Notice of Project Change

Dear Mr. Golden,

MK Parcel 7 Development LLC is submitting this Notice of Project Change in order to make proposed minor changes to the Fenway Center Project in the Kenmore/Fenway/Audubon Circle area of Boston. We believe these changes will not increase the impacts of the Project and respectfully request your confirmation that no further review is required under Article 80B of the Boston Zoning Code, subject to continuing design review by the BRA. We believe, subject to your confirmation, that these changes are consistent with and do not require any amendment of the Planned Development Area (PDA) Development Plan #74 approved for the Project.

Project Summary

MK Parcel 7 Development LLC has been approved by the BRA under Article 80B (and by MEPA under its regulations) to develop a mixed use development including residential, office, retail and parking uses to be contained in five main structures to be constructed on land and air rights adjacent to and over the Massachusetts Turnpike in Boston. The Project is also adjacent to the recently improved state funded, full-service Yawkey Commuter Rail Station and new public roadways and pedestrian improvements as well as surface parking lots serving Fenway Park, the Longwood Medical Area and area businesses. The site is bounded by Beacon Street, Maitland Street, and Brookline Avenue. The fully approved mixed use project is a prime example of smart growth, transit and sustainable energy oriented development that locates up to 1,099,000 square feet of residential, office, retail and parking uses within the five buildings directly adjacent to public mass transit including Yawkey Station and the Kenmore and Fenway MBTA Green Line Stations.

The five buildings have been planned as follows:

Building 1

Building 1 is a seven story building with a height up to 80 feet and with up to 124,000 square feet of space. The building is planned to be primarily residential

with amenity oriented retail at the ground level along Beacon and Maitland Streets and the new Yawkey Way Extension. The private parking garage will be located below Buildings 1 and 2 with up to 590 spaces.

Building 2

Building 2 is a thirteen story building with a height up to 146 feet and with up to 265,000 square feet of space. The building is planned to be primarily residential with amenity oriented retail at the base along Beacon Street and the new Yawkey Way Extension. A Community Center is also planned in a portion of the ground floor as well. The private parking garage will be located below Buildings 1 and 2 with up to 590 spaces.

Building 3

Building 3 is a twenty seven story building with a height up to 305 feet and with up to 317,000 square feet of space. The building is planned to be a mixed-use commercial office and residential tower with amenity oriented retail along Beacon Street.

Building 4

Building 4 is a seven story building with a height up to 80 feet and with up to 113,000 square feet of space. The building is planned to be primarily residential with small amenity-oriented retail along Brookline Ave. The parking will be provided in the Shared Use Garage abutting the building.

Shared Garage

This building, constructed on land and Turnpike air rights, is planned to be a 7 story, 77 foot high building of up to 280,000 square feet and with 750 publicly accessible parking spaces with vehicular and pedestrian access and egress from both Brookline Ave and Beacon Street.

In addition to the five buildings described above, the development includes and the Developer recently completed, on behalf of the State, a newly upgraded and expanded Yawkey Station, an MBTA full service commuter rail station and the State constructed new public roadway and pedestrian access located adjacent to the turnpike and serving the neighborhood, Longwood Medical Area and Fenway Park.

As indicated above, the Project has been fully reviewed and approved by the State and BRA under Article 80B. Specifically, on January 17, 2008 we submitted a Project Notification Form to the BRA. On April 11, 2008, the BRA issued a Scoping Determination outlining the issues to be studied in a Draft Project Impact Report (DPIR), and on August 15, 2008 we filed a DPIR/DEIR

with the BRA. On January 29, 2009, the BRA Board voted to approve the Project, and on April 8, 2009 the BRA issued a Preliminary Adequacy Determination Waiving Further Review (also referred to as a Project Determination and Certification Report) for the Project. As indicated above, the BRA (along with the Boston Zoning Commission and Mayor of the City of Boston) also approved PDA Development Plan #74 for the Project in 2009. In addition, the BRA previously approved a Notice of Project Change on September 15, 2011.

Proposed Changes

MK Parcel 7 Development LLC proposes to make the following changes to the development plans:

Change in Floor Area of Building 1

We propose a change and increase of 6,000 square feet to Building 1, previously submitted and approved as a 7 story, 124,000 square foot residential building with retail to a 7 story residential building with retail of 130,000 square feet. Please note that the building footprint and height remains essentially the same as originally approved and per previously BRA approved NPC.

Change in Floor Area of Building 2

We propose a change and reduction of 56,000 square feet to Building 2, previously submitted and approved as a 13 story, 265,000 square foot residential building with retail, to a 13 story residential apartment building with retail of 209,000 square feet. Please note that the building footprint remains exactly the same as originally approved; only the upper floor plates are smaller and therefore the overall building massing more slender. Also the building apartment unit count will be reduced from a planned 230 units to 213 units. The building height will remain unchanged at 146 feet as previously approved.

Change in Floor Area of Shared Use Parking Garage

We propose a change and decrease of 6,000 square feet to the Shared Use Parking Garage, previously submitted and approved as a 7 story, 280,000 square foot structured parking garage. Please note that the building footprint and height remains essentially the same as originally approved and per previously BRA approved NPC.

Change in Floor Area of Building 4

We propose a change and decrease of 2,000 square feet to Building 4, previously submitted and approved as a 7 story, 113,000 square foot residential building with retail to a 7 story residential building with retail of 111,000 square

feet. Please note that the building footprint and height remains essentially the same as originally approved and per previously BRA approved NPC.

Commensurate Net Increase of Floor Area in Building 3

The net reduction in overall square footage provided in Buildings 1, 2, 4 and the Shared Use Parking Garage (58,000 SF) will be added to the square footage proposed and approved in Building 3 so that the floor area (maximum allowed FAR) for the project will remain unchanged. Consequently Building 3 shall be increased from a maximum of 317,000 SF to a maximum of 375,000 SF. No programmed uses will be changed in Building 3.

No other changes to the approved project are being requested.

Impacts of the Proposed Change

We believe the proposed changes are minor in nature and consistent with the current approvals for the Project.

We will work with BRA staff to make minor amendments to the Article 80B ancillary documents, including the Cooperation Agreement to reflect these changes.

In addition by changing the size of Building 2 to a more streamlined and efficient design and increasing the size of Building 3 located on the air rights deck, we will be able to increase the overall density on the Deck and make the overall Phase 2 project more financeable and attractive to future equity partners. Phase 2 now includes the air rights Deck between Brookline Ave and Beacon St., the Shared Use Public Garage, Building 4, and Building 3 (which has always been a part of Phase 2).

The proposed change creates a more readily financeable project under current market conditions. This will allow the development team to complete its financing and commence construction on Phase 1 in the Spring of 2017. The development team is continuing its efforts to secure financing for Phase 2 which is anticipated to commence construction in 2018-2019. By starting construction on Phase 1 as currently configured, we will build momentum for the overall project. Phase 1 will include a critical pedestrian deck over the eastbound railroad track of Yawkey Station to connect Beacon Street to the second level of the Station.


MK Parcel 7 Development LLC respectfully requests approval of this Notice of Project Change without the need for further review under Article 80B (subject to continuing design review by the BRA). We believe that the minor changes will be embraced by the neighborhood stakeholders and will not adversely increase the

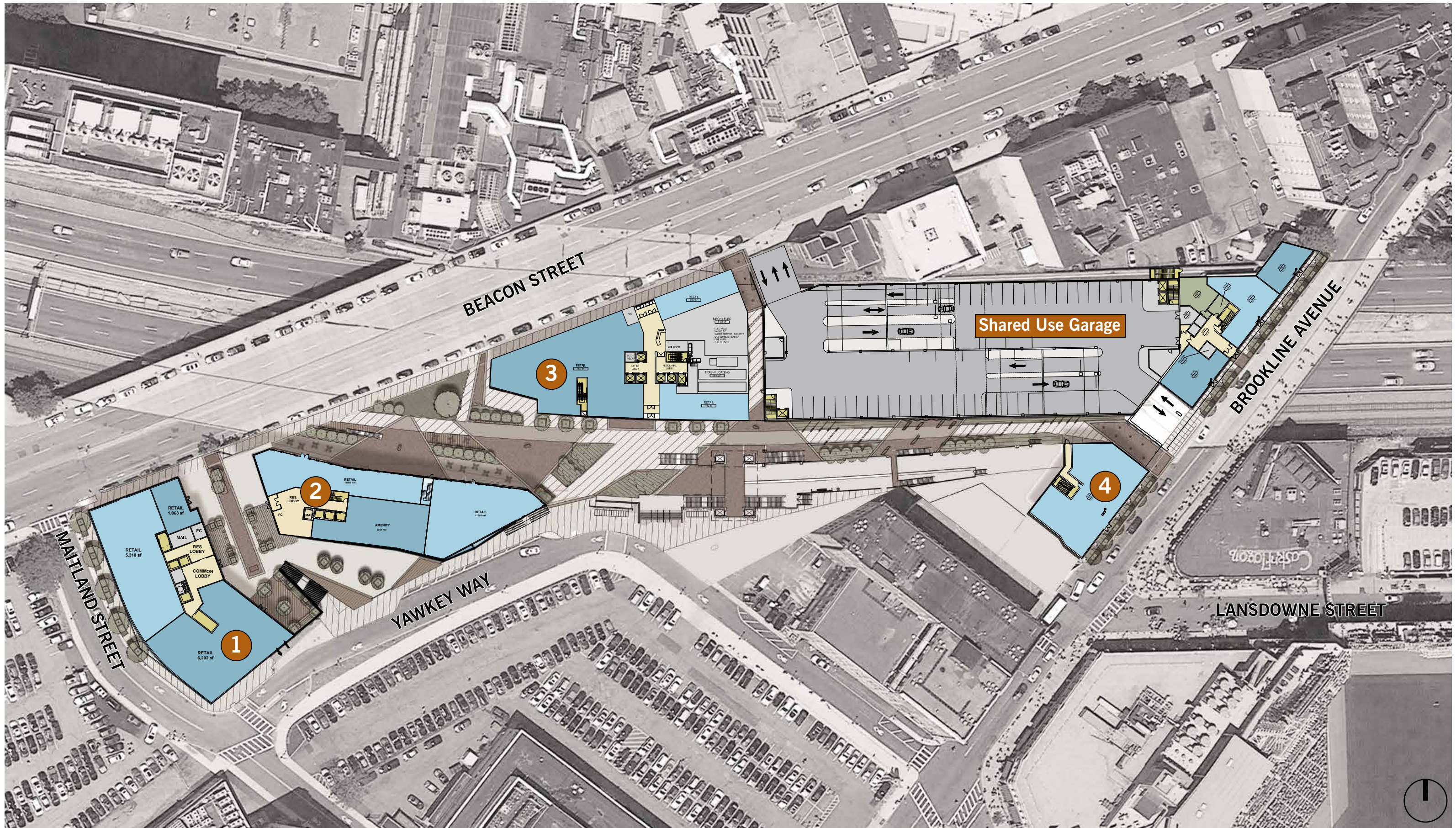
Mr. Brian Golden, Director
Boston Redevelopment Authority
May 9, 2014
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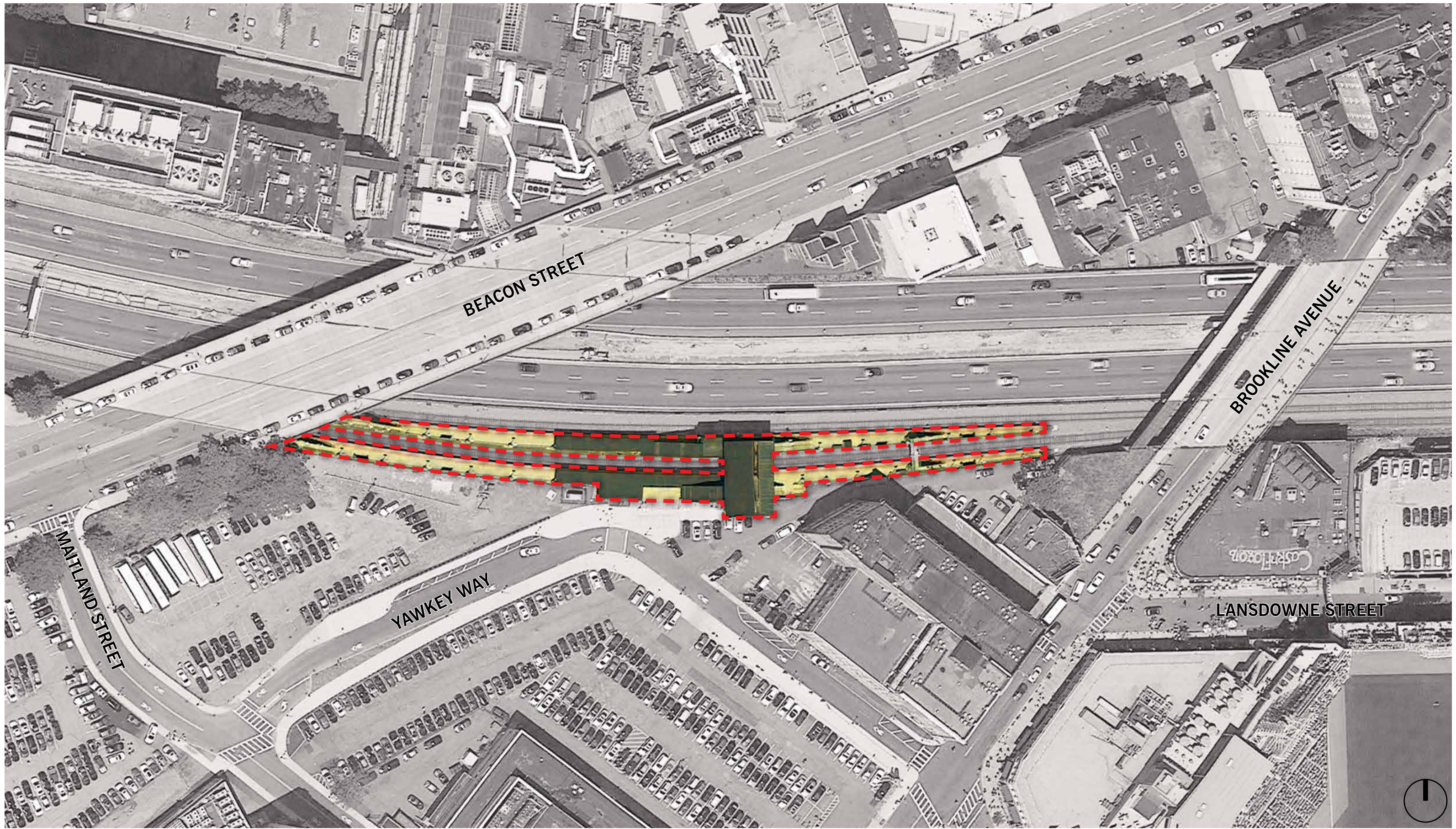
impacts of the Project. We greatly appreciate your guidance and support and look forward to working with you to process this Notice of Project Change as soon as possible.

Thank you very much for your continued cooperation.

Sincerely,


John E. Rosenthal, Manager





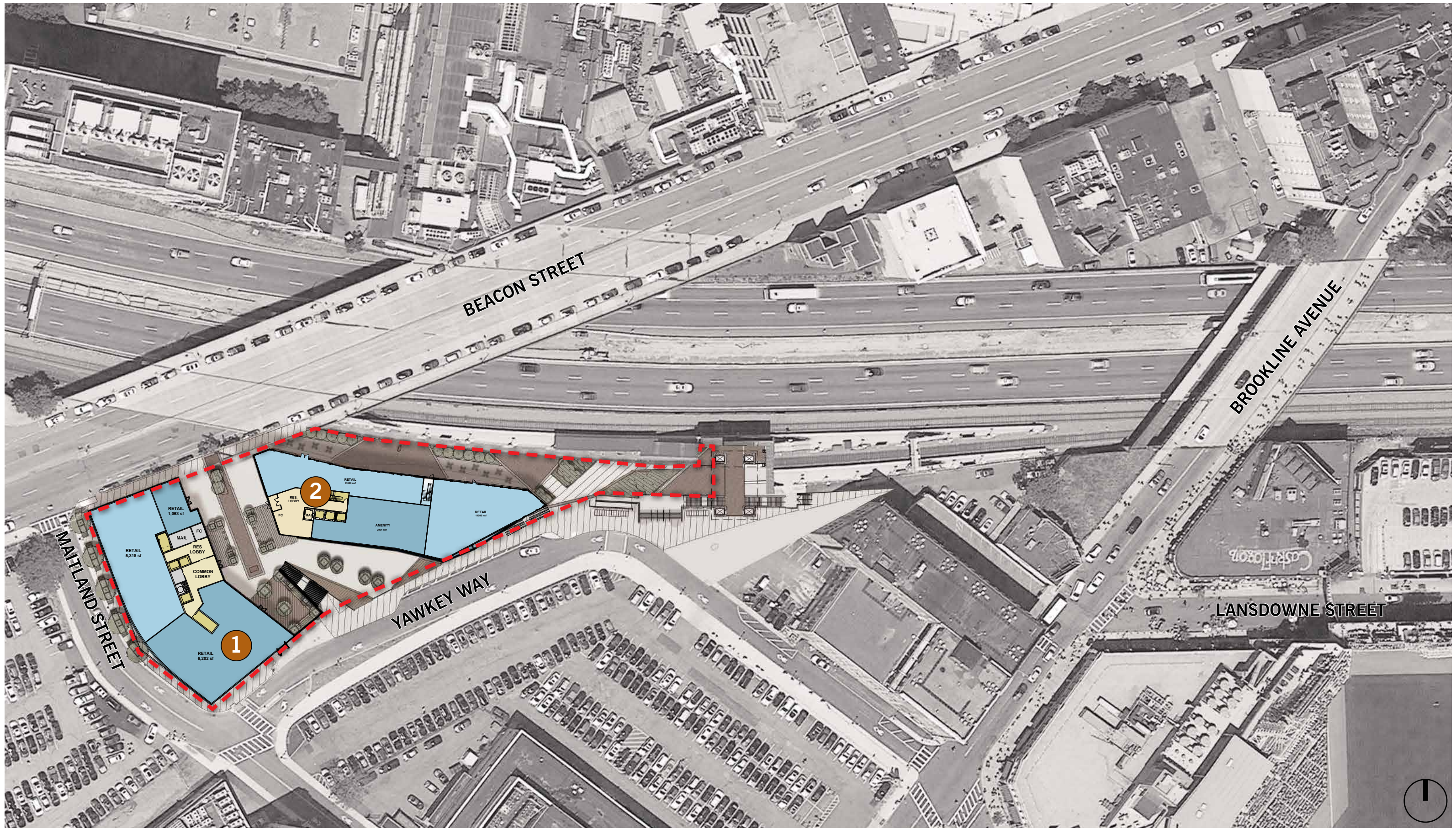
Fenway Center
Boston, MA

Yawkey Station
Completed March 2014

June 15, 2016
DEVELOPER : MK Parcel 7 Development LLC
ARCHITECT : The Architectural Team

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Fenway Center

Boston, MA

Site Plan - Phase 1

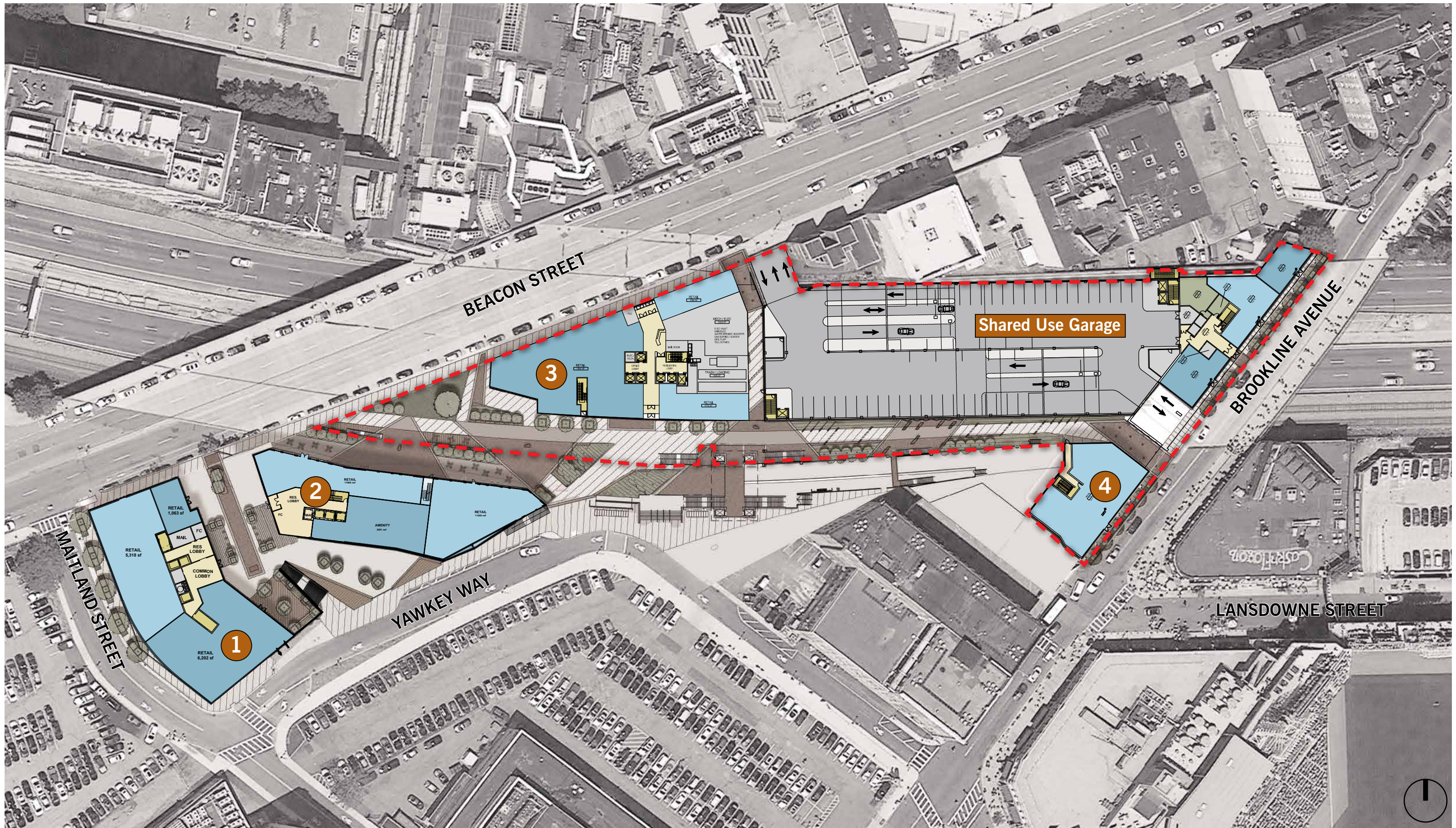
June 15, 2016

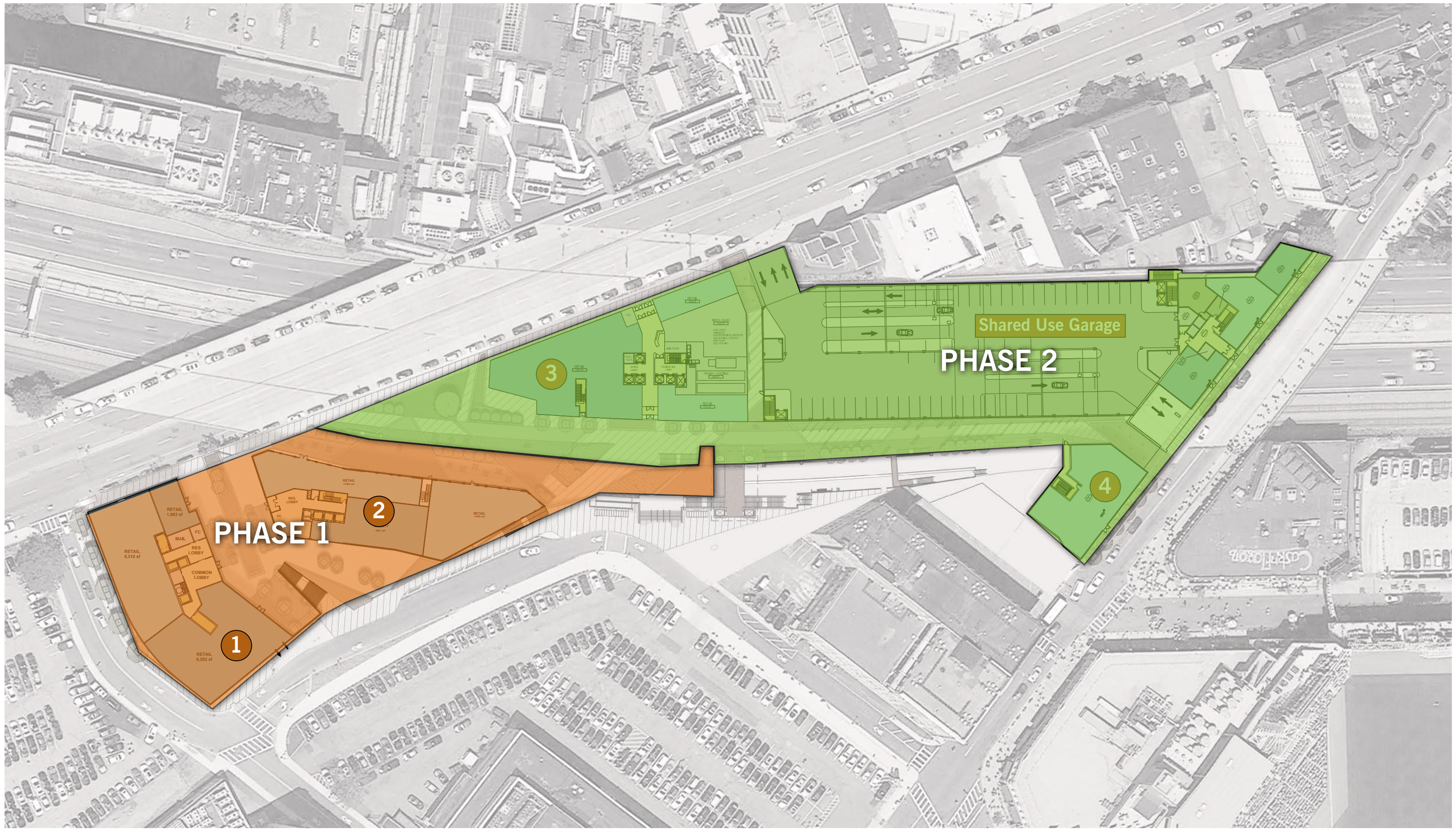
DEVELOPER : MK Parcel 7 Development LLC

ARCHITECT : The Architectural Team

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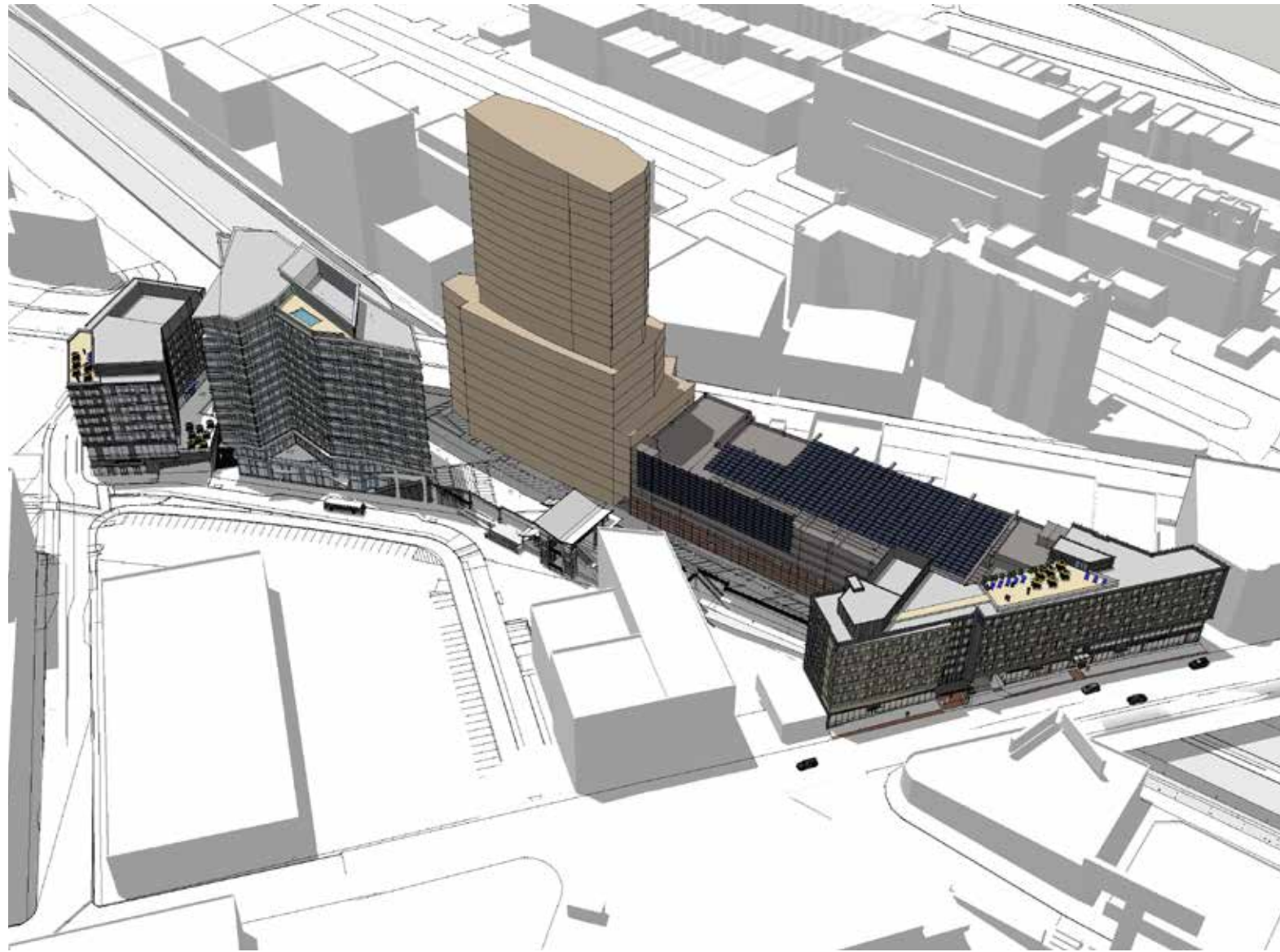
	Originally Permitted	Notice Of Project Change	Currently Proposed	variation
Building 1	124,000 sf	124,000 sf	130,000 sf	6,000
Building 2	245,000 sf	265,000 sf	209,000 sf	-56,000
Building 3	337,000 sf	317,000 sf	375,000 sf	58,000
Building 4	113,000 sf	113,000 sf	111,000 sf	-2,000
Shared Use Parking Garage	280,000 sf	280,000 sf	274,000 sf	-6,000
total	1,099,000 sf	1,099,000 sf	1,099,000 sf	



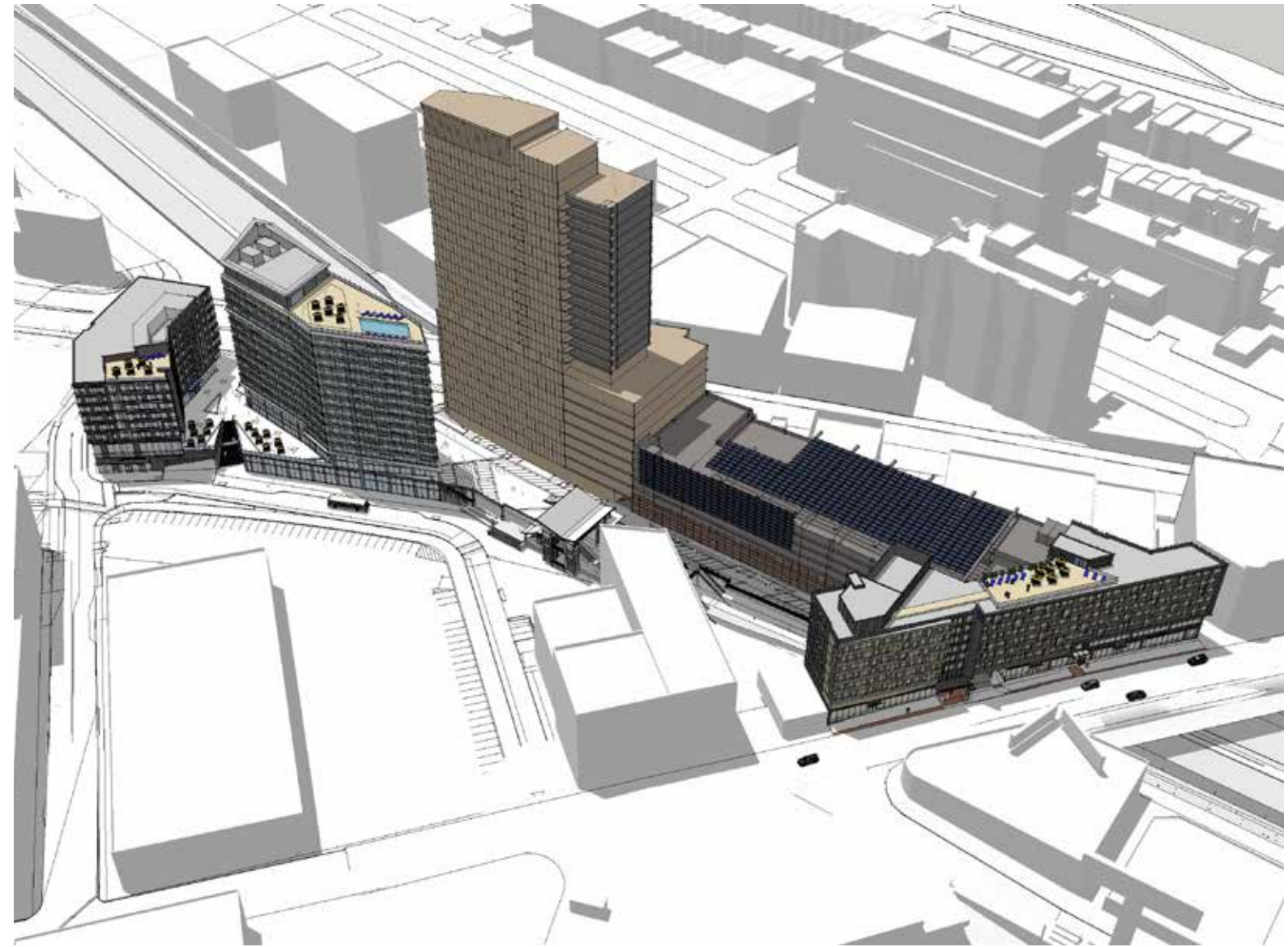
Previous Design



Proposed Design



Previous Design



Proposed Design

Fenway Center

Boston, MA

Aerial Perspective

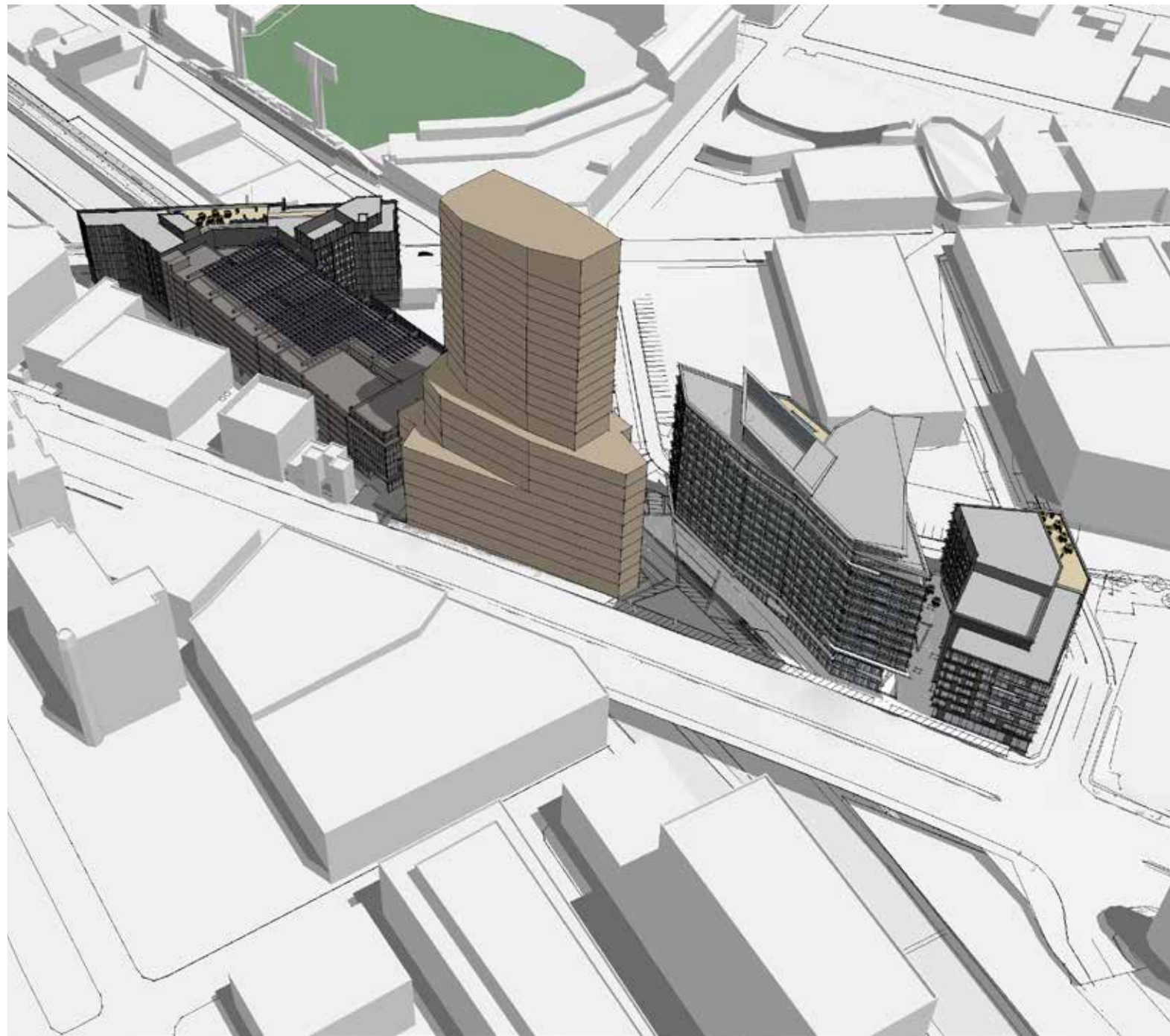
June 15, 2016

DEVELOPER : MK Parcel 7 Development LLC

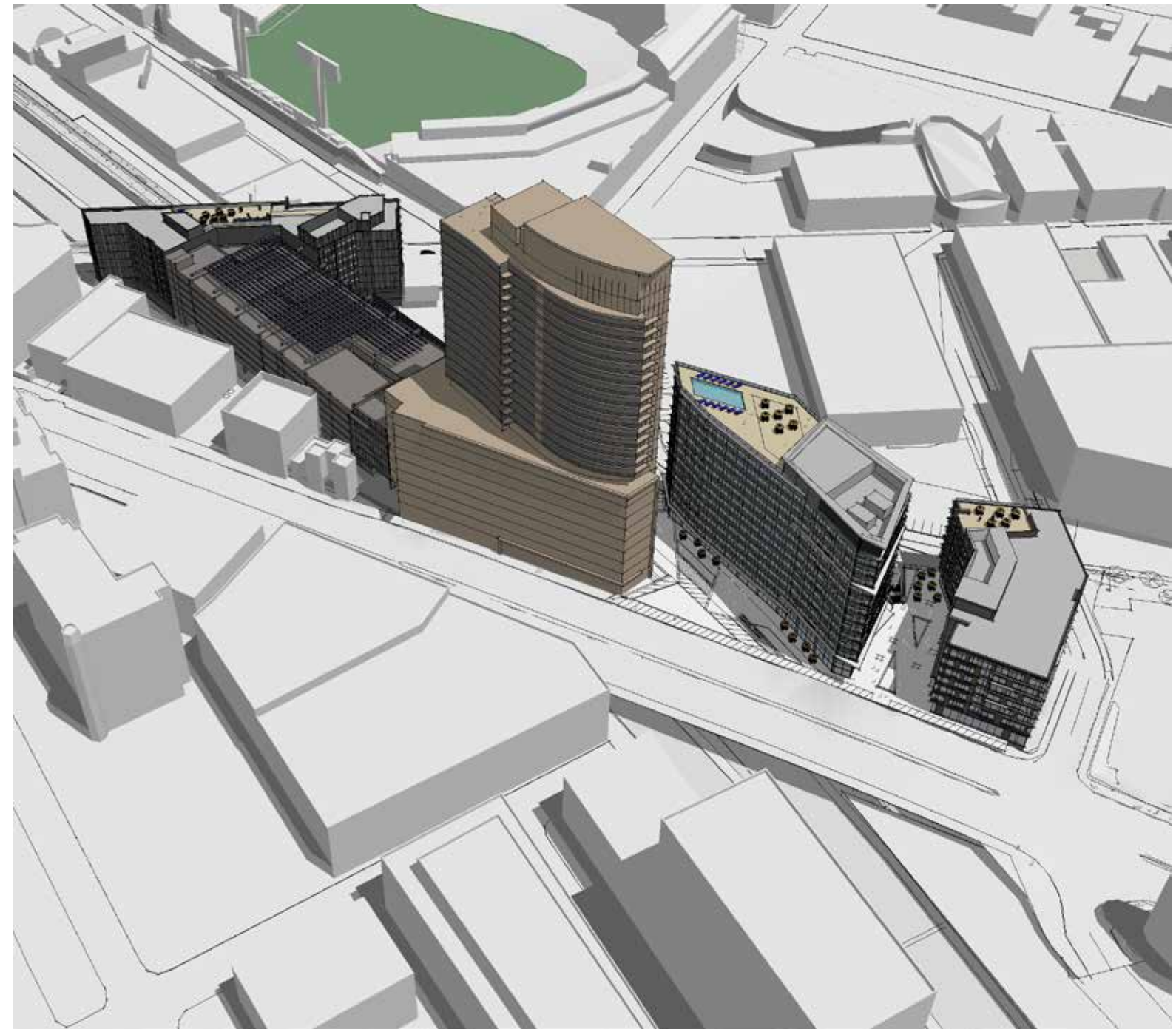
ARCHITECT : The Architectural Team

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Previous Design



Proposed Design

Fenway Center

Boston, MA

Aerial Perspective

June 15, 2016

DEVELOPER : MK Parcel 7 Development LLC

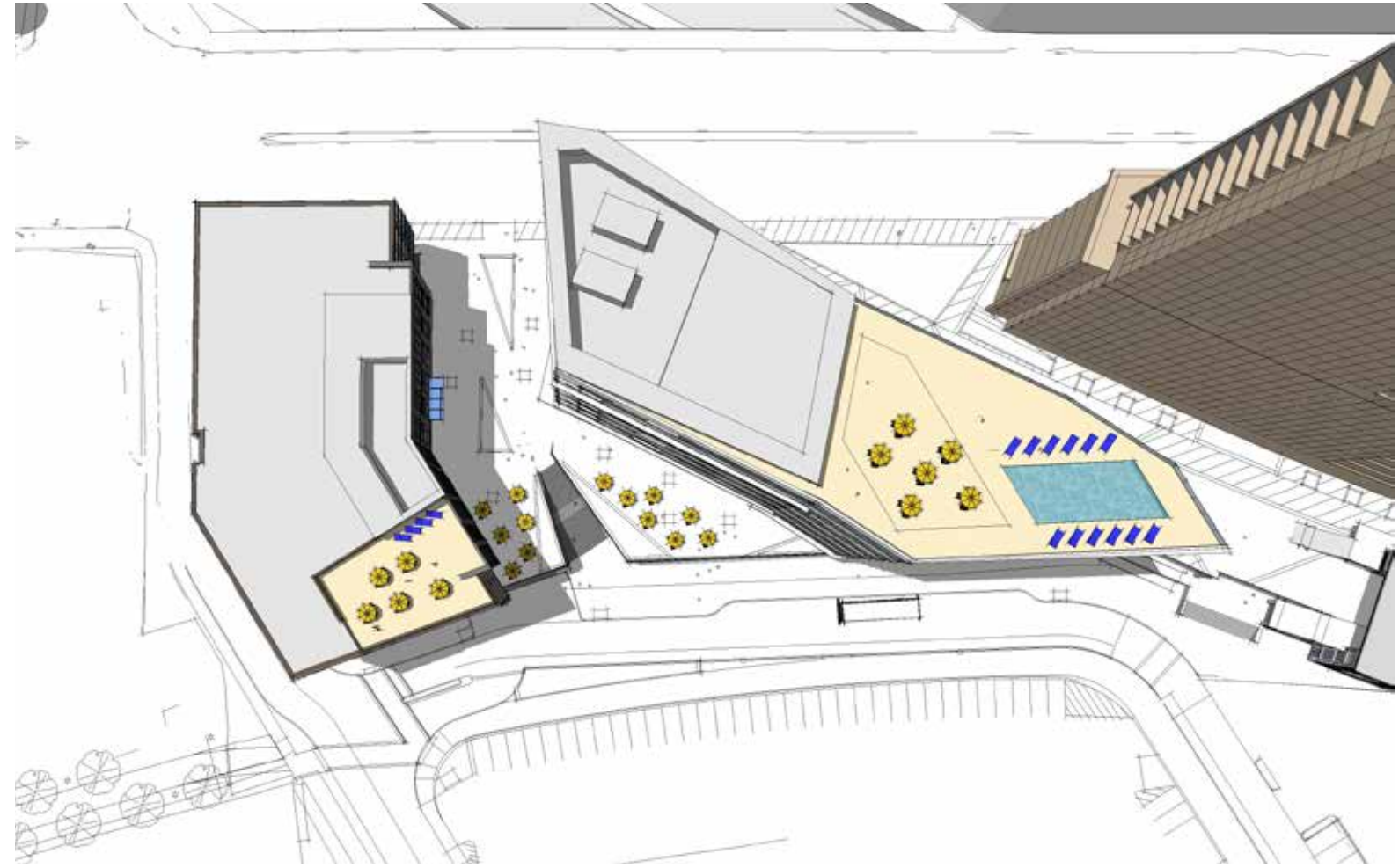
ARCHITECT : The Architectural Team

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Previous Design



Proposed Design



Previous Design



Proposed Design

Fenway Center

Boston, MA

Buildings 1 & 2

June 15, 2016

DEVELOPER : MK Parcel 7 Development LLC

ARCHITECT : The Architectural Team

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Previous Design



Proposed Design



Previous Design



Proposed Design

Fenway Center
Boston, MA

Yawkey Way

June 15, 2016

DEVELOPER : MK Parcel 7 Development LLC

ARCHITECT : The Architectural Team

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Previous Design



Proposed Design

Fenway Center
Boston, MA

Maitland Street

June 15, 2016

DEVELOPER : MK Parcel 7 Development LLC

ARCHITECT : The Architectural Team

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Previous Design

Fenway Center
Boston, MA

Beacon Street

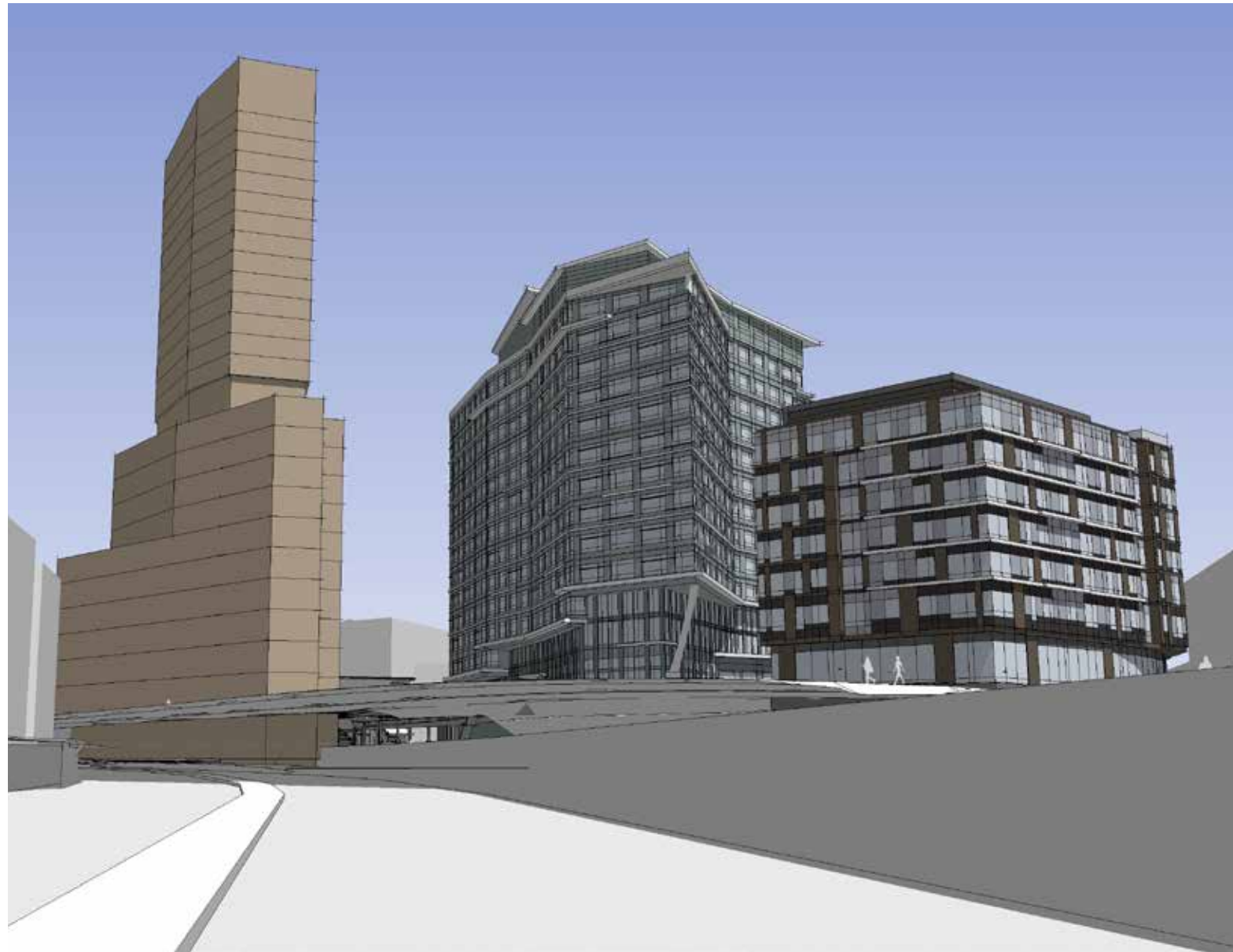


Proposed Design

June 15, 2016
DEVELOPER : MK Parcel 7 Development LLC
ARCHITECT : The Architectural Team

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Previous Design



Proposed Design

Fenway Center
Boston, MA

Eastbound View on I-90

June 15, 2016

DEVELOPER : MK Parcel 7 Development LLC

ARCHITECT : The Architectural Team

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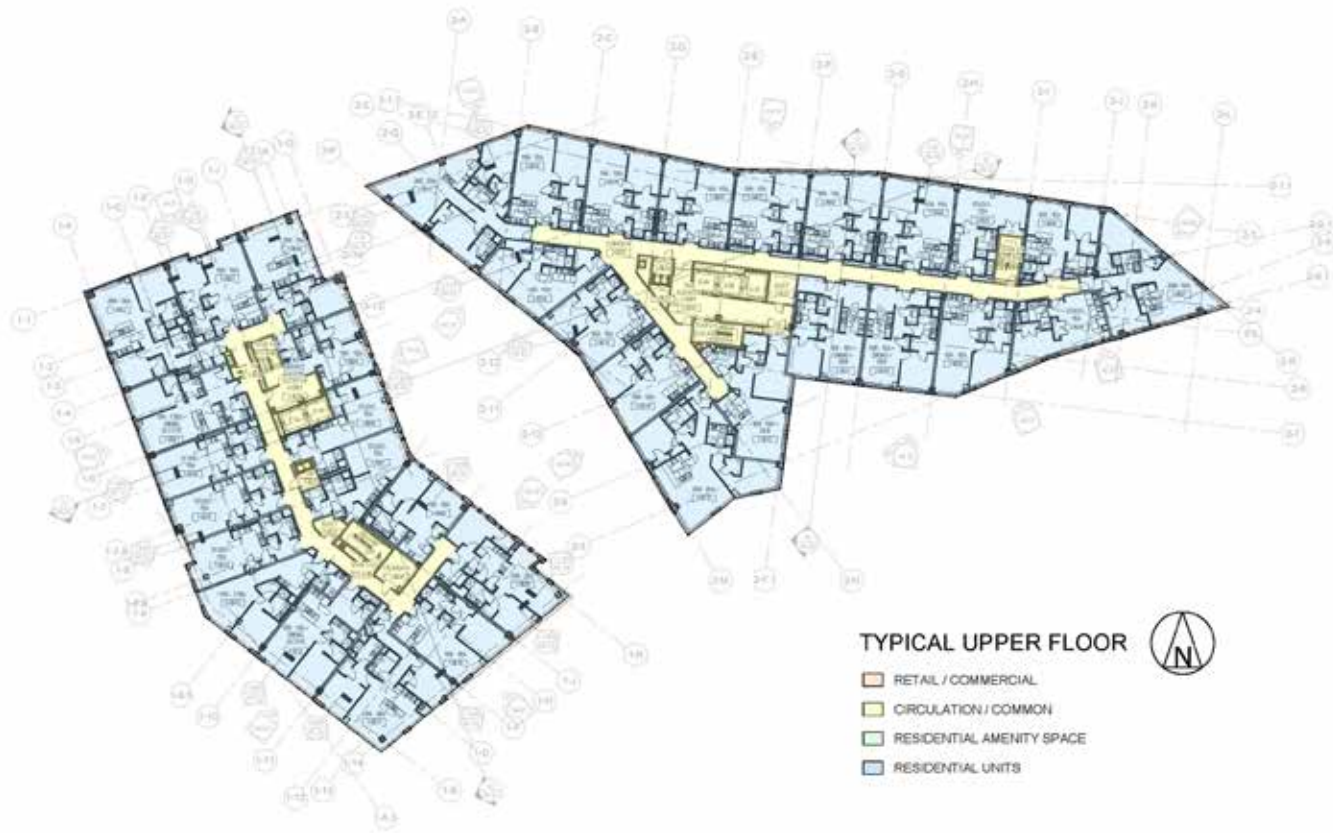
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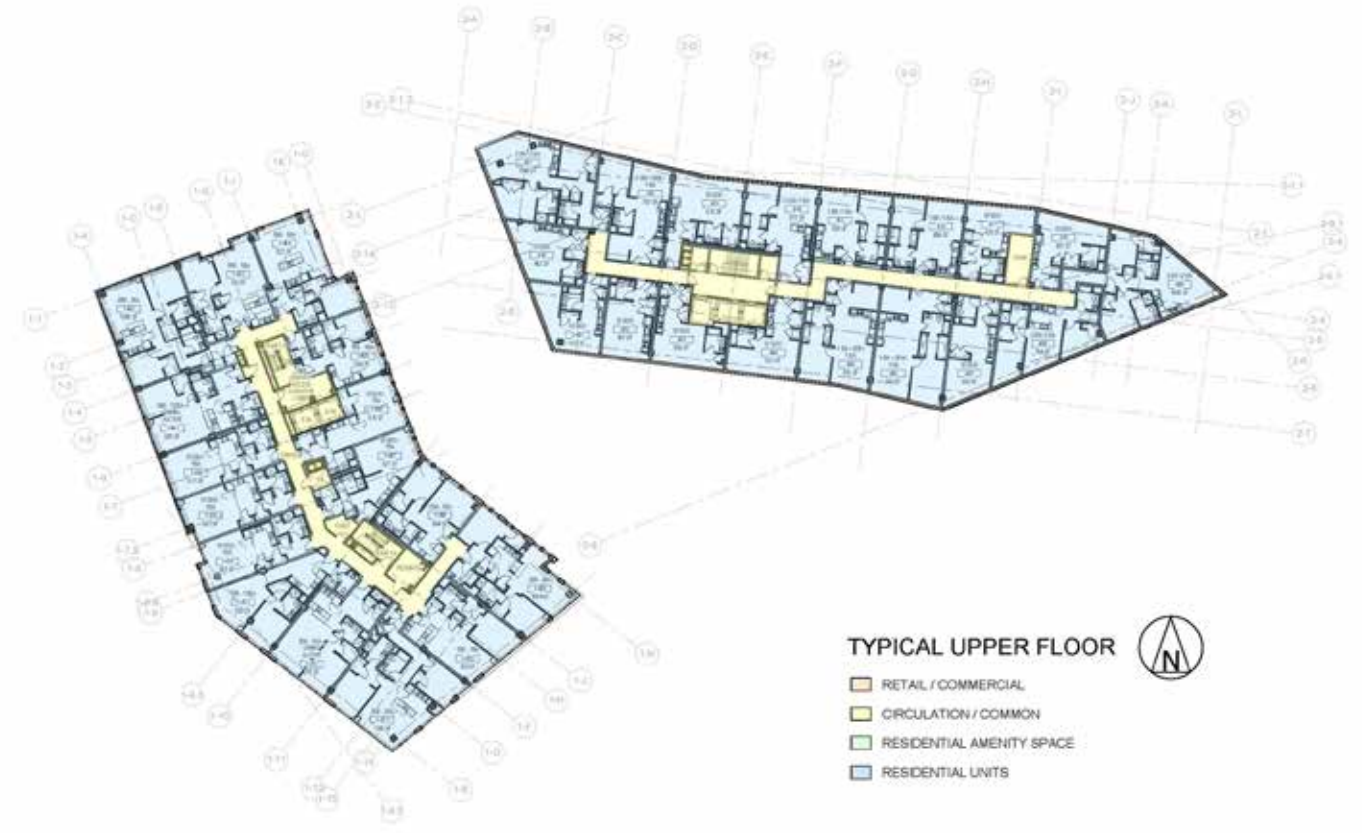
Previous Design



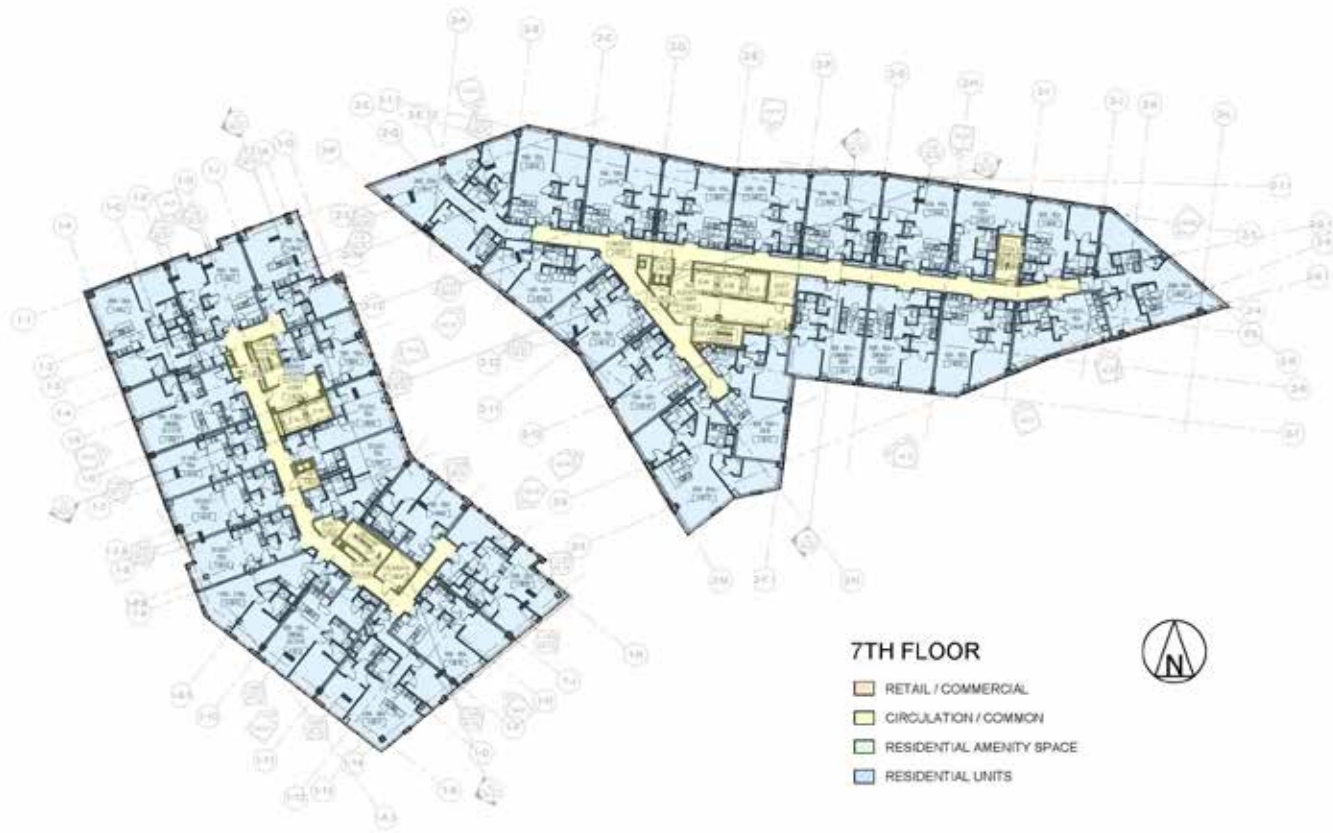
Proposed Design



Previous Design



Proposed Design



Previous Design



Proposed Design



Previous Design



Proposed Design



Trip Generation Comparison Fenway Center

09/14/2016

Time Period/Direction	2008 DPIR Forecast	Less Existing Trips	2008 DPIR Net New Forecast	2016 NPC Forecast	Less Existing Trips	2016 NPC Net New Forecast	Change between 2008 and 2016 Forecasts
<u>Daily (Total)</u>							
Inbound	3,253	-496	2,757	2,803	-496	2,307	-450
Outbound	<u>3,253</u>	<u>-496</u>	<u>2,757</u>	<u>2,803</u>	<u>-496</u>	<u>2,307</u>	<u>-450</u>
	6,506	992	5,514	5,606	992	4,614	-900
<u>AM Peak Hour</u>							
Inbound	404	-60	344	300	-60	240	-104
Outbound	<u>83</u>	<u>-5</u>	<u>78</u>	<u>85</u>	<u>-5</u>	<u>80</u>	<u>2</u>
Total	487	-65	422	385	-65	320	-102
<u>PM Peak Hour</u>							
Inbound	148	-12	136	132	-12	120	-16
Outbound	<u>393</u>	<u>-53</u>	<u>340</u>	<u>298</u>	<u>-53</u>	<u>245</u>	<u>-95</u>
Total	541	-65	476	430	-65	365	-111