

**DEVELOPMENT PLAN  
FOR  
PLANNED DEVELOPMENT AREA NO. 126**

**ONE KENMORE SQUARE**

**KENMORE SQUARE  
BOSTON, MASSACHUSETTS**

**August 15, 2019**

**1. Development Plan:** Pursuant to Sections 3-1A and 80C of the Boston Zoning Code (the “Zoning Code”) of the City of Boston (the “City”), this development plan constitutes the Development Plan for Planned Development Area (“PDA”) No. 126 (this “Development Plan”), for a specific subarea of Kenmore Square (the “Project Area”). Upon approval, this Development Plan shall constitute permanent zoning for the Project Area.

The Project Area is more particularly described in Section 3, below, and a legal description is attached as **EXHIBIT A**. A plan of the Project Area is attached as **EXHIBIT B**. The Project Area contains an area of more than one acre and is therefore eligible for designation as a PDA, a type of special purpose zoning overlay district. Moreover, the Project complies with the *Planned Development Area Policy Guidance for Developers*, adopted by the BPDA Board on August 14, 2015. Specifically, the Project is large-scale, complex, incorporates uses appropriate to its setting, and provides significant mitigation and public benefits to the immediate area and the Kenmore Square neighborhood.

Within the Project Area, Mark Kenmore, LLC (the “Proponent”), proposes to demolish its existing building at 560-574 Commonwealth Avenue and to construct at a site to the east a new, 29-story, up to 299 foot-high building with up to 391 guest rooms, within a new, approximately half-acre public plaza, which the City will own, all as more fully described in Section 4 below (the “Project”).

Shifting the building site to the east allows construction of a new public street to connect Commonwealth Avenue and Beacon Street (“New Road”) at the location of the former building site, and of the new public plaza. The Proponent will be responsible for construction and maintenance of the new public plaza, and for construction only of the roadway improvements, which will significantly improve the pedestrian experience in Kenmore Square, without negatively impacting traffic patterns.

The total gross floor area (“GFA”) of the Project is a maximum of 243,000 square feet (“sf”), with a maximum floor area ratio (“FAR”) of 5.2 for the Project Area, and of 8.6 for the “Lot,” as that term is defined in Section 4, below. The Project will have a maximum building height of two-hundred and ninety-nine feet (299’) above average grade.

This Development Plan consists of eight (8) pages of text, plus attachments designated **EXHIBITS A** through **D**. All references to this Development Plan contained herein shall pertain only to such pages and exhibits. Unless otherwise set forth herein, all references to terms defined by the Zoning Code shall have the meanings set forth therein as of the date of this Development Plan.

**2. Proponent:** The proponent, Mark Kenmore, LLC, is a Massachusetts limited liability company, with its business address at 57 River Street, Suite 106, Wellesley, Massachusetts 02481. Members of the Project team are identified on **EXHIBIT C**.

**3. Project Area:** The proposed Planned Development Area, referred to herein as the Project Area, comprises approximately 47,160 square feet (1.1 acres), including land owned in fee by the Proponent and public ways owned in fee by the City, which will be reconfigured and improved through the Project. Please refer to the legal description of the PDA attached as **EXHIBIT A**, and the plan attached as **EXHIBIT B**.

The Project Area is located within an underlying *B-4* zoning subdistrict, as well as the *Restricted Parking Overlay District*. (Boston Zoning Map 1; Zoning Code secs. 3-1 and 3-1A.c.) No portion of the Project Area is located within the *Groundwater Conservation Overlay District* (“*GCOD*”). (Boston Zoning Map 1; Zoning Code art. 32.)

**4. Project:** As summarized in Section 1, above, the Project includes demolition of the existing commercial building at 560-574 Commonwealth Avenue, which the Proponent owns. After a land exchange with the City, the Proponent will reconfigure public streets, construct a new public plaza measuring approximately 21,000 sf (0.5 acres), and construct within a portion of the plaza a new building with up to 391 guest rooms, and 13,300 sf of retail / restaurant / services use.

Through the land exchange, the Proponent will grant to the City its current fee holdings of approximately 9,501 sf, and acquire from the City a new parcel of approximately 7,547 sf at which to construct the new building, with air rights over another approximately 2,929 sf of the new public plaza, for a total of approximately 10,476 sf. Fair market values will be calculated for all land transactions.

The ground floor of the new building will contain retail / restaurant / services space the hotel lobby, food and beverage service, and back-of-house support space. Of this ground-level interior space, only the support space (e.g., food preparation areas, laundry facilities, employee offices) will be closed to the public, and the food and beverage service may include outdoor seating on the plaza.

The top story of the building will also include food and beverage service open to the public. The rest of the building will contain hotel guest rooms, amenities for hotel guests, and other back-of-house support spaces. No parking will be provided on site, but loading and drop-off/pick-up areas will be provided as described in Section 10, below.

Table 1, which appears on the following page, summarizes the Project, by use.

<b>TABLE 1 – Project Summary by Use (figures are approximations)</b>			
<b>Uses</b>	<b>Existing</b>	<b>Proposed</b>	<b>Change</b>
Retail / Rest. / Svcs.	6,000 sf	13,300 sf	+ 7,300 sf
Hotel	0 sf	229,700 sf (391 guest rooms)	+ 229,700 sf (+ 391 guest rooms)
Parking	None	None	No change
<b>All Interior Uses</b>	<b>6,000 sf</b>	<b>243,000 sf</b>	<b>+ 237,000 sf</b>
<b>Public Open Space</b>	<b>0 sf</b>	<b>20,673 sf</b>	<b>+ 20,673 sf</b>

As noted in Table 1, the total gross floor area of the Project is approximately 243,000 sf, with a total Project Area of approximately 47,160 sf. For purposes of the Zoning Code, the “Lot” is the new public plaza, which will subsume the new building, and be surrounded by public streets. The Lot will have a total area of approximately 28,220 sf, which results in a maximum FAR for purposes of the Zoning Code of approximately 8.6, which is the maximum allowable FAR for the Project.

As noted above, new building will have a building height of 29 stories, and no more than two-hundred and ninety-nine feet (299’) above average grade as defined by the Zoning Code. No other buildings are authorized under this Development Plan.

A proposed circulation plan, landscape plan, proposed elevations, and a set of rendered views for the Project (the “Project Drawings”) are attached as **EXHIBIT D**.

**5. Large Project Review:** The Project has undergone Large Project Review pursuant to Section 80B of the Zoning Code. On May 26, 2017, the Proponent filed a Letter of Intent to the BPDA in accordance with Mayor’s Executive Order of October 10, 2000, as amended, governing mitigation for development projects. The Proponent later filed a Project Notification Form (“PNF”) for the Project on March 12, 2018. The BPDA issued a Scoping Determination for the Project on June 20, 2018, and the Proponent filed a responsive Draft Project Impact Report (“DPIR”) on April 22, 2019.

Large Project Review has included meetings with nearby property and business owners, as well as other members of the public. Both the PNF and the DPIR were submitted to the Impact Advisory Group formed for the Project (the “IAG”). The Project team met with the IAG multiple times, and presented information about the Project. The BPDA convened multiple community meetings, as well, both in 2018, and again in 2019.

Under Section 80B-7 of the Zoning Code, a Development Impact Project (“DIP”) is required to make mitigation payments to create affordable housing and job-training programs. Because it includes hotel use, the Project constitutes a DIP for purposes of Section 80B-7, and so is required to pay DIP exactions or provide in-kind contributions, which will be specified in a binding agreement.

**6. Proposed Location, Dimensions, and Appearance of Structures:** The proposed location, dimensions, and appearance of the structures within the Project Area after completion of the Project are shown in the Project Drawings, attached as **EXHIBIT D**. The final location, dimensions, and appearance of the structures may change during BPDA staff review of the Project, or as a result of review by other agencies, and as agreed upon by the BPDA, but will remain within the dimensional maximums set forth in this Development Plan.

**7. Proposed Uses:** As noted in Section 4, above, upon completion of the Project, the Project Area will include a new building with approximately 391 hotel guest rooms, approximately 13,300 sf of retail / restaurant / service space, and a total GFA of up to 243,000 sf. As noted above, the new building will be located within an approximately 21,000-sf public plaza, to be built by the Proponent but owned in fee by the City. This Development Plan supersedes the use regulations for the *B-4* zoning subdistrict set forth in Section 8 of the Boston Zoning Code. The Project may be used for the uses described in this PDA Plan, which uses shall be deemed to comply with the Code as defined by Article 2A, each as more particularly defined on **TABLE 2**, immediately below.

<b>TABLE 2 – Uses Allowed by Right</b>
<ul style="list-style-type: none"> <li>• Multi-Family Dwellings</li> <li>• Group Care Residences</li> <li>• Lodging Houses and Hotels, but excluding Dormitories</li> <li>• Recreational Uses</li> <li>• Public Service Uses</li> <li>• Retail Business</li> <li>• Retail Catering</li> <li>• Eating Places and Entertainment</li> <li>• Office Uses</li> <li>• Service Establishments</li> <li>• Accessory Uses, including, without limitation, amenities accessory to Lodging Houses and Hotels and the maintenance and operation of not more than four amusement game machines, but excluding accessory parking</li> </ul>

**8. Proposed Dimensions of Structures:** Pursuant to Zoning Code secs. 3-1A and 80C, the dimensional requirements for the Project are set forth in this Development Plan. As noted above, the public plaza and the parcel on which the Proponent will construct the new, approximately 243,000 sf building will serve as the “Lot” for purposes of the Zoning Code, resulting in a maximum FAR of up to 8.6. As further noted above, the new building will have a building height of 29 stories, and up to two-hundred and ninety-nine feet (299’) above average grade, as defined under Zoning Code Article 2A. This is the maximum building height allowed pursuant to this Development Plan. No buildings will be permitted within the rest of the new public plaza.

**9. Proposed Traffic Circulation:** The Project’s creation of New Road, at the location of 560-574 Commonwealth Avenue will shift traffic eastbound on Commonwealth



Avenue onto Beacon Street, allowing the removal of approximately 300 linear feet of Commonwealth Avenue's southerly half. The creation of New Road also allows westbound Beacon Street traffic—which now must cross Commonwealth Avenue—to instead join Commonwealth Avenue and shift southerly to Beacon Street once through the square. This change allows the westbound flank of Beacon Street to be removed, also for approximately 300 feet. Vehicles will flow one-way—much like they do in the eastern half of Kenmore Square around the MBTA station—effectively forming a one-way “square-about.” Please refer to the circulation plan included in **EXHIBIT D**, attached.

**10. Parking and Loading Facilities:** Off-street parking and loading for the Project is determined through Large Project Review under Section 80B of the Zoning Code. As noted in Section 4, above, there is no on-site parking proposed as part of the Project. A drop-off/pick-up lane will be located along Beacon Street, and service loading will primarily occur along New Road, with limited, managed loading occurring along Beacon Street. Valet parking at a local garage or surface lot will be available for any hotel guests requiring parking, and the drop-off/pick-up lane along Beacon Street will accommodate taxi and roadway network companies. No loading, deliveries, or drop-off/pick-up will be permitted along Commonwealth Avenue. Please refer to the circulation plan included in **EXHIBIT D**, attached.

**11. Access to Public Transportation:** Kenmore Square is an important public transportation hub for the City, serving as a gateway to the Back Bay neighborhood, a front door for Boston University, and the prime entry to Fenway Park and the rest of the Fenway neighborhood. The B, C, and D Branches of the MBTA Green Line meet in Kenmore Square, as do seven MBTA bus routes, the Worcester commuter rail line, Boston University's shuttles, and the Medical Academic and Scientific Community Organization (“MASCO”) shuttles. The Proponent intends to implement Transportation Demand Management (“TDM”) measures to reduce dependence on autos, under a Transportation Access Plan Agreement (“TAPA”) with the Boston Transportation Department (“BTD”).

**12. Green Building and Resiliency Measures:** The Project will comply with the requirements of Article 37 (Green Buildings) of the Zoning Code. The design team will use the appropriate U.S. Green Building Council's (“USGBC”) Leadership in Energy and Environmental Design (“LEED”) green building rating system to evaluate sustainable design. Currently, the Proponent has targeted certification at the Gold level for the Project under the LEED v4 BD+C system. Article 37 compliance will be confirmed by issuance of one or more Certifications of Compliance under Section 80B-6 of the Zoning Code.

**13. Open Spaces, Landscaping, and Pedestrian Environment:** By removing surplus portions of Commonwealth Avenue and Beacon Street, a new public plaza in the heart of Kenmore Square can form. This design will greatly reduce crossing distances for pedestrians, create new protected routes for bicyclists, and help to remove vehicle conflicts that cause delays today, such that all modes of transportation will experience more efficient and safe operations—while creating significant public realm. Please refer to the landscape and circulation plans included in **EXHIBIT D**, attached.

**14. Public Benefits:** The BPDA may approve a Development Plan as meeting the requirement of Zoning Code Section 80C-4 (Standards for Planned Development Area Review Approval) where it finds that, among other things, on balance, nothing in such plan will be injurious to the neighborhood or otherwise detrimental to the public welfare, weighing all the benefits and burdens. The Project will provide substantial public benefits for the surrounding neighborhood and the City of Boston as a whole, both during construction and on an ongoing basis upon its completion:

Improved Street and Pedestrian Environment

The Project will create a Kenmore Square whose heart is a new, half-acre public plaza, rather than a busy roadway. The reconfigured roadways through the Project Area will improve safety and the experience of traveling to Kenmore Square for people walking, biking, or driving.

The Proponent will undertake, at its private cost, an approximately \$15 million public works project to transform Kenmore Square, in compliance with the City's Complete Streets Initiative. The development of the new building amid the new public plaza makes this investment feasible.

Direct exposure of bicycles to vehicle traffic would be all but eliminated, with most bicyclists newly able to use dedicated facilities served by signals. These new roadway improvements are also expected to reduce the desire of bicyclists to use sidewalks, which may feel safer than biking on streets in Kenmore Square today but present safety conflicts with pedestrians.

The public plaza will achieve, for the first time in Kenmore Square, a broad area shaded by a canopy of well-adapted tree species that recall the plantings of Commonwealth Avenue to the east and the west. Paving and seating arise from the detailed geometries of the site while bringing a high level of logic and clarity to safe pedestrian and protected bicycle navigation.

The public plaza is organized for dining and lingering, active programming, and the accommodation of large crowds passing through on close to 100 Fenway Park events annually. The hotel is expected to include ground -floor food and beverage venues that spill onto the plaza in good weather.

Smart Growth/Transit-Oriented Development

The Project is consistent with both smart-growth and transit-oriented development principles. The Project Area is currently served intensively by public transportation, including Boston's MBTA Green Line, the recently completed, regional rapid transit Lansdowne Commuter Rail Station. and bus lines that provide easy access to the Project Area from the Greater Boston region. The addition of hotel and restaurant/retail/service uses adjacent to other active uses will support the expansion of the vibrant live, work, and play area existing today and further contemplated by other development projects nearby.

### Sustainable Design

The Proponent is committed to building a LEED-certifiable Project with a target of the Gold level, incorporating sustainable design features into the Project to preserve and protect the environment.

### Increased Employment

Overall, the Project will create approximately 500 construction-period jobs and approximately 190 permanent jobs once it is occupied.

### Increased Property Tax Revenues

The Project will create new property tax revenues to the City of Boston through significantly increased property values.

**15. Other Necessary Government Approvals:** The Project will require other government approvals in addition to this Development Plan. As noted in Section 5, above, the Project is undergoing Large Project Review pursuant to Section 80B of the Zoning Code. Moreover, under Article 28 of the Zoning Code, the Boston Civic Design Commission (“BCDC”) must review the Project because it would result in a new building with a GFA that exceeds 100,000 sf. As noted above, the Project entails demolition of the existing building at 560-574 Commonwealth Avenue, which was constructed in approximately 1954; although the building is not listed or recommended for listing on any registers of historic places, its demolition will be subject to review by the Boston Landmarks Commission under Article 85 of the Zoning Code (Demolition Delay). All work involving public ways, including the new public plaza, must be reviewed and approved by the City’s Public Improvements Commission (“PIC”) Finally, the Boston Water and Sewer Commission (“BWSC”) must approve one or more Site Plans and General Service Applications for the construction, relocation, and activation of sewer, water, and storm drainage service connections to the Project, and through the Project Area.

**16. Development Schedule:** The Proponent currently estimates that construction of the Project will take approximately 36 months: 12 months for the new public plaza, and then 24 months for the new building. Initial work expected to begin in the first quarter of 2020, and concluding during the first quarter of 2023.

**17. Applicability of this Development Plan:** Consistency of the Project with this Development Plan, as evidenced by the issuance of a Certification of Consistency, constitutes compliance with the dimensional, use, and other requirements of the Zoning Code, in accordance with Section 80C-9 of the Zoning Code, to the extent that such requirements are addressed in this Development Plan. Moreover, this Development Plan constitutes approval for any zoning nonconformity created or increased by the future separation of ownership of individual Project Components (defined in Section 21, below), provided that: (A) the use limitations and dimensional requirements of this Development Plan, other than FAR, with respect to each Project Component are met; and (B) the FAR for the Project in the aggregate does not exceed the limit established under this Development Plan.

**18. No Duty to Develop the Project:** Notwithstanding anything set forth in this Development Plan to the contrary, under no circumstances shall the Proponent be obligated to proceed with the Project or any Project Component.

**19. Minor Modifications to Plans:** This Development Plan constitutes the zoning for the Project Area and the Project. Final plans and specifications for the Project or individual Project Components (defined in Section 21 below) will be submitted to the BPDA pursuant to Section 3-1A and 80C of the Zoning Code for final design review approval and certification as to consistency with this Development Plan, and to other governmental agencies and authorities for final approval. Accordingly, subject to consistency with the use and dimensional regulations of this Development Plan, minor changes may occur to the Project's design described in this Development Plan, subject to BPDA design review and approval by Urban Design staff.

**20. Certifications of Consistency:** Under Section 80C-8 of the Zoning Code, no building, use, or occupancy permit for the Project or for any Project Component (defined in Section 21 below) will be issued until the BPDA has issued a corresponding Certification of Consistency under Section 80C-8. To the extent that the BPDA Director certifies consistency with this Development Plan, the Project or a Project Component, as the case may be, will be deemed to be in compliance with the requirements of the Zoning Code, under Zoning Code Section 80C-9.

**21. Project Components and Phasing:** The Project Area may be reconfigured into multiple parcels, which may be under common or separate ownership, and may include subdivision or condominium ownership, developed sequentially or simultaneously, and separately developed and/or financed. Each such parcel is referred to as a "Project Component." One or more of the Project Components may be further subdivided into one or more separate parcels which may be under separate ownership, or one or more of the Project Components may be combined to create one single parcel, or a condominium ownership structure may be created for all or part of the Project. In the event that current parcels within the Project Area are divided into Project Components, a Certification of Consistency may be issued for any such Project Component. Notwithstanding the foregoing, it is intended that that Proponent itself undertake the reconfiguration of public ways and construction of the new public plaza required for the Project, and the Cooperation Agreement entered into by the BPDA and the Proponent may include provisions that elaborate upon these requirements.

**22. Amendment of this Development Plan:** The owner of an individual Project Component may seek amendment of this Development Plan in accordance with the procedures prescribed by the Zoning Code, without the consent of the owner(s) of any other Project Component. In the event that any amendment affects the overall compliance of the Project with this Development Plan, this Development Plan will be deemed amended with respect to the Project as a whole, to the extent necessary for the overall Project to comply with this Development Plan, without requiring any modification of the requirements of this Development Plan as to any other Project Components, subject to BPDA design review and approval.

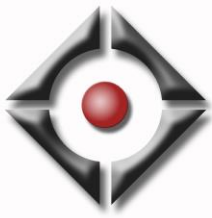
## **LIST OF EXHIBITS**

<b><u>EXHIBIT A</u></b>	LEGAL DESCRIPTION OF THE PROJECT AREA
<b><u>EXHIBIT B</u></b>	PLAN OF THE PROJECT AREA
<b><u>EXHIBIT C</u></b>	PROJECT TEAM
<b><u>EXHIBIT D</u></b>	PROJECT DRAWINGS
	- CIRCULATION PLAN
	- LANDSCAPE PLAN
	- PROPOSED ELEVATIONS
	- RENDERED VIEWS

**EXHIBIT A**

**LEGAL DESCRIPTION OF THE PROJECT AREA**

*(insterted behind)*



# CONTROL POINT ASSOCIATES, INC.

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Southborough, MA 01772  
Tel: 508-948-3000  
www.cpasurvey.com

JULY 8, 2019  
06-170057

SURVEYOR'S  
METES & BOUNDS DESCRIPTION  
PDA AREA FOR PARCEL ID 0504141000  
CITY OF BOSTON  
SUFFOLK COUNTY, MASSACHUSETTS

COMMENCING AT A POINT ON THE SOUTHERLY LINE OF COMMONWEALTH AVENUE (PUBLIC-160' WIDE), THENCE;

1. NORTH 07 DEGREES - 54 MINUTES - 46 SECONDS EAST, A DISTANCE OF 30.00 FEET, THENCE;
2. SOUTH 82 DEGREES - 05 MINUTES - 14 SECONDS EAST, A DISTANCE OF 34.76 FEET, THENCE;
3. NORTH 07 DEGREES - 54 MINUTES - 46 SECONDS EAST, A DISTANCE OF 105.00 FEET, THENCE;
4. SOUTH 82 DEGREES - 05 MINUTES - 14 SECONDS EAST, A DISTANCE OF 221.35 FEET, THENCE;
5. SOUTH 07 DEGREES - 54 MINUTES - 46 SECONDS WEST, A DISTANCE OF 105.00 FEET, THENCE;
6. SOUTH 68 DEGREES - 19 MINUTES - 16 SECONDS WEST, A DISTANCE OF 242.85 FEET, THENCE;
7. NORTH 21 DEGREES - 40 MINUTES - 44 SECONDS WEST, A DISTANCE OF 50.00 FEET, THENCE;
8. DEPARTING THE NORTHERLY LINE OF BEACON STREET, NORTH 20 DEGREES - 44 MINUTES - 35 SECONDS WEST, A DISTANCE OF 27.05 FEET, THENCE;
9. SOUTH 84 DEGREES - 04 MINUTES - 54 SECONDS WEST, A DISTANCE OF 0.33 FEET, THENCE;
10. NORTH 05 DEGREES - 55 MINUTES - 06 SECONDS WEST, A DISTANCE OF 26.71 FEET, THENCE;
11. NORTH 84 DEGREES - 04 MINUTES - 54 SECONDS EAST, A DISTANCE OF 0.32 FEET, THENCE;
12. NORTH 08 DEGREES - 54 MINUTES - 03 SECONDS EAST, A DISTANCE OF 27.12 FEET TO THE POINT AND PLACE OF BEGINNING.

CONTAINING 47,160 SQUARE FEET OR 1.08 ACRES

THIS PROPERTY MAY BE SUBJECT TO RESTRICTIONS, COVENANTS AND/OR EASEMENTS EITHER WRITTEN OR IMPLIED.

Corporate Headquarters  
35 Technology Drive, Warren, NJ 07059  
Tel: 908.668.0099 Fax: 908.668.9595

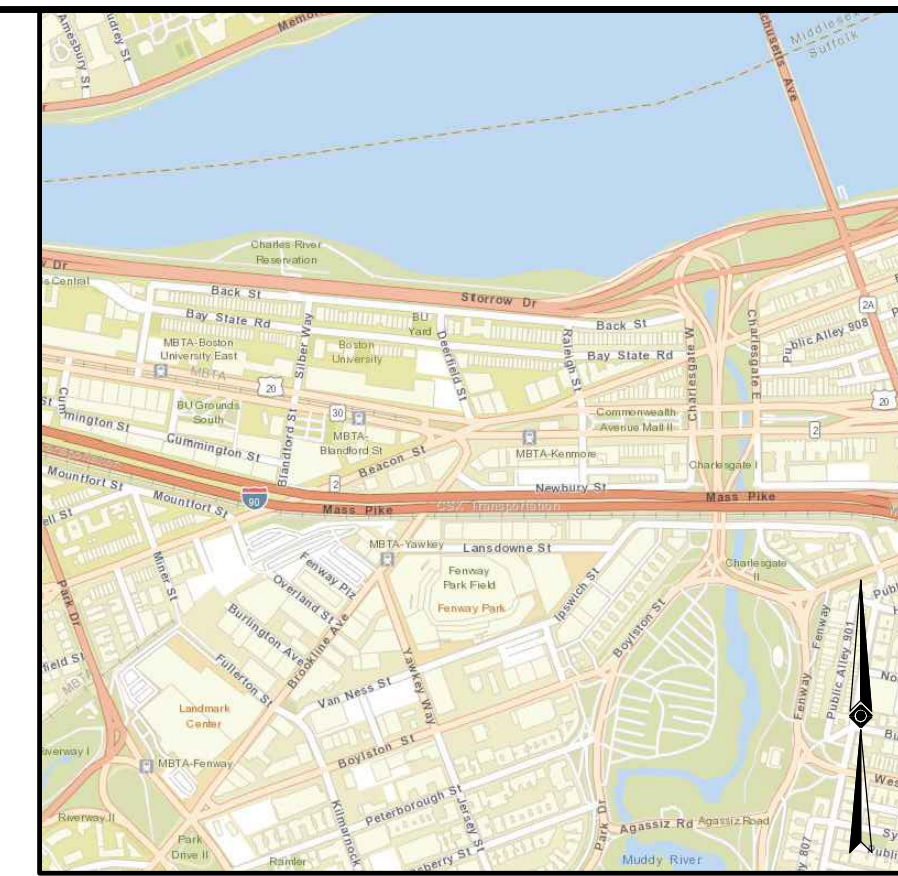
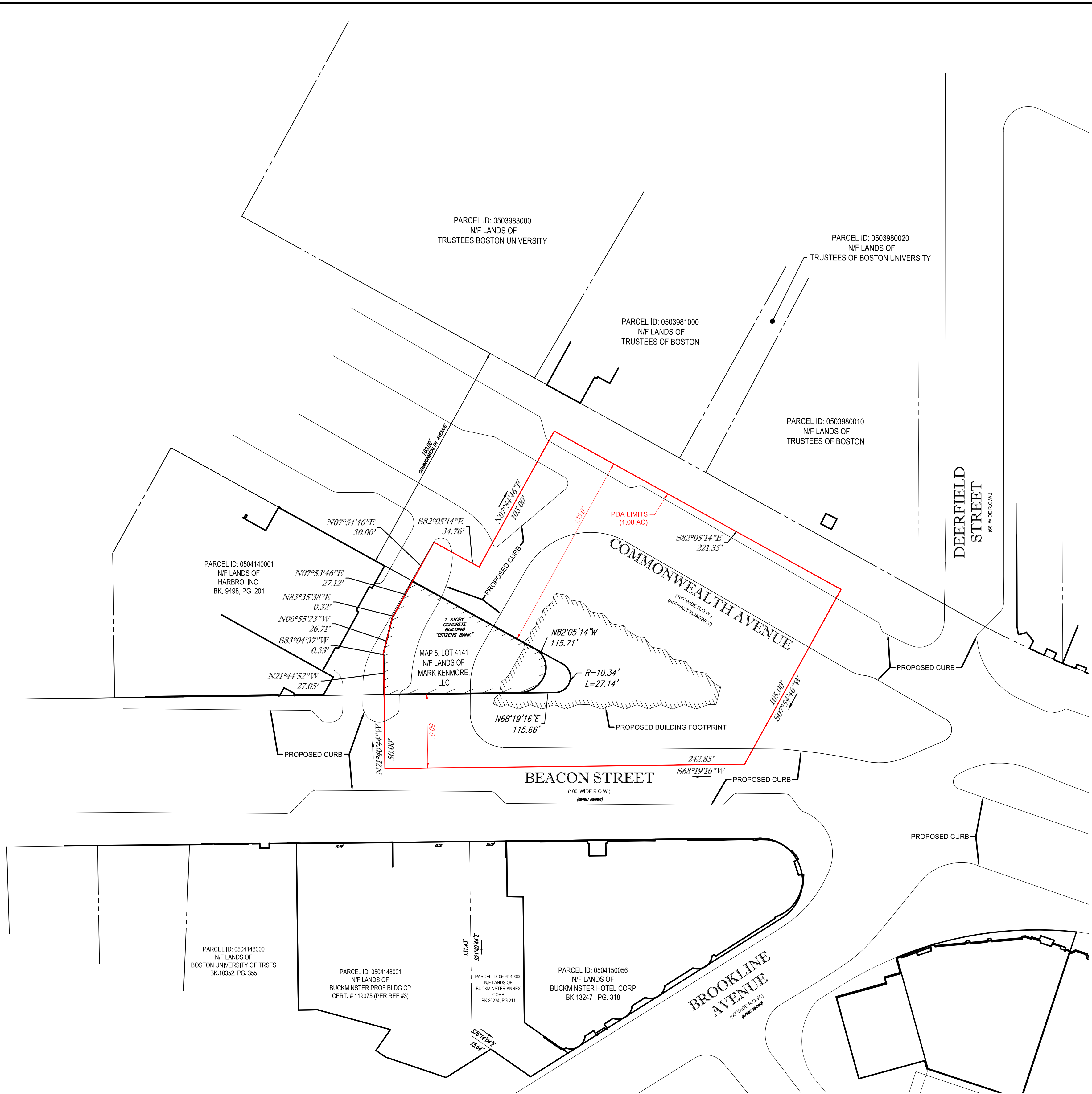
Professional Land Surveying, Geospatial and Consulting Services

**EXHIBIT B**

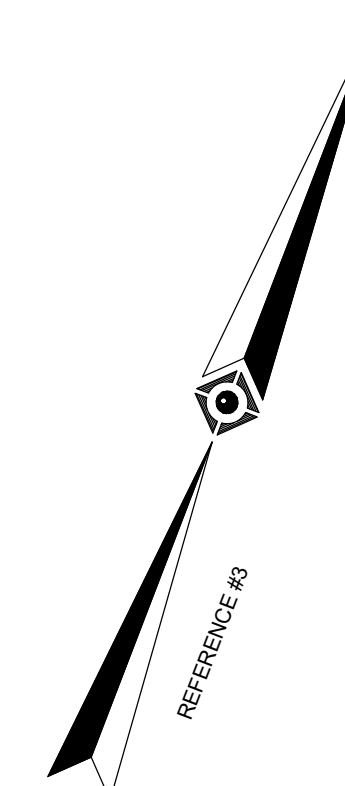
**PLAN OF THE PROJECT AREA**

*(inserted behind)*





LOCUS MAP  
© 2013 ESRI WORLD STREET MAPS

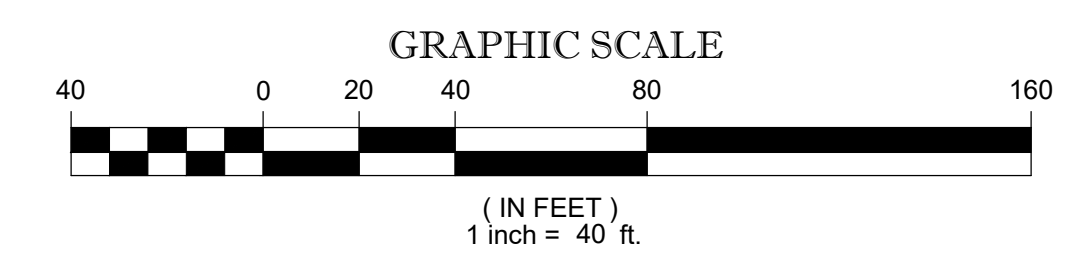


NOTES:

1. THIS PLAN IS BASED ON INFORMATION PROVIDED BY A SURVEY PREPARED IN THE FIELD BY CONTROL POINT ASSOCIATES, INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREON.
2. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND IS SUBJECT TO THE RESTRICTIONS, COVENANTS AND/OR EASEMENTS THAT MAY BE CONTAINED THEREIN.
3. THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED PLANNED DEVELOPMENT AREA.

REFERENCES:

1. THE TAX ASSESSOR'S MAP OF BOSTON, SUFFOLK COUNTY, PARCEL VIEWER.
2. MAP ENTITLED "NATIONAL FLOOD INSURANCE PROGRAM, FIRM, FLOOD INSURANCE RATE MAP, SUFFOLK COUNTY, MASSACHUSETTS (ALL JURISDICTIONS) PANEL 76 OF 151," MAP NUMBER 250250076G, EFFECTIVE DATE: SEPTEMBER 25, 2009.
3. MAP ENTITLED "EXISTING CONDITIONS PLAN 651-665 BEACON STREET BOSTON, MASS.," PREPARED BY FELDMAN LAND SURVEYORS, DATED MARCH 6, 20014
4. MAP ENTITLED "CITY OF BOSTON, ASSESSORS PLAN WARD 5032 SEC. 11 BLK. 7, SEC. 11 BLK. 8, SECTION 11 PT. BLK. A5A, SECTION 11 PT. BLK. 5," PREPARED BY E. CORSANO C.E., DATED OCTOBER 1974.
5. MAP ENTITLED "ASSESSORS PLAN WARD 5033 SEC. 10 BLOCK 5 PART 6 & 7, SEC. 11 BLOCKS 3 & 4 PART BLOCK 5 & 6," PREPARED BY T. B. KENNEY C.E., DATED OCTOBER 1930.
6. MAP ENTITLED "CITY OF BOSTON ASSESSORS PLAN WARD 5039 SECTION 9 BLOCK G1A, SEC. 9 PT. BLK. G3, SEC. 10 PT. BLK. 7-8, SEC. 11 PT. BLK. E," PREPARED BY E. CORSANO C.E., DATED OCTOBER 1974.
7. MAP ENTITLED "CITY OF BOSTON ASSESSORS PLAN WARD 5211 SECTION 11 BLOCK D3, SECTION 11 PART BLOCK E, WARD 21 SEC. 12 PT. BLK. 8 SEC. 13 PT. BLK. 1, 2, 3, 4 & 5" PREPARED BY E. CORSANO C.E., DATED AUGUST 1974.
8. MAP ENTITLED "PLAN OF LAND IN BOSTON-MASS.," PREPARED BY WILLIAM S. CROCKER, INC., DATED FEBRUARY 20, 1963.
9. MAP ENTITLED "PLAN OF LAND 560 COMMONWEALTH AVENUE BOSTON, MASS.," PREPARED BY FELDMAN LAND SURVEYORS, DATED JULY 30, 2014.
10. MAP SHOWING "MASSACHUSETTS TURNPIKE AUTHORITY BOSTON EXTENSION SECTION NO. C-4 PROFILE 42" WATER LINE AT BEACON STREET," PREPARED BY HOWARD, NEEDLES, TAMMEN & BERGENDOFF CONSULTING ENGINEERS.



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THE COMMONWEALTH OF MASSACHUSETTS REQUIRES NOTIFICATION BY EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE COMMONWEALTH.

THIS SURVEY HAS BEEN PERFORMED IN THE FIELD UNDER MY SUPERVISION, AND TO THE BEST OF MY KNOWLEDGE, BELIEF, AND INFORMATION, THIS SURVEY HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENTLY ACCEPTED ACCURACY STANDARDS.		FIELD DATE 9-7-17		PLANNED DEVELOPMENT AREA PLAN MARK KENMORE, LLC BUCKMINSTER ANNEX CORPORATION	
NOT A VALID ORIGINAL DOCUMENT UNLESS EMBOSSED WITH RAISED IMPRESSION OR STAMPED WITH A BLUE INK SEAL.		FIELD BOOK NO. 17-11MA		651, 655-665 BEACON STREET & 560-574 COMMONWEALTH AVE PARCELS 0504148001, 0504149000, 0504141000	
		FIELD BOOK PG. 24		CITY OF BOSTON, SUFFOLK COUNTY COMMONWEALTH OF MASSACHUSETTS	
		FIELD CREW J.A.			
		DRAWN: E.LOC		ALBANY, NY 5183175010 CHALFONT, PA 2157129900 MANHATTAN, NY 6467800411 MT LAUREL, NJ 6095723999 WARREN, NJ 9086689999	
GERRY L. HOLDRIGHT, PLS MASSACHUSETTS PROFESSIONAL LAND SURVEYOR #49211		DATE		APPROVED: G.L.H.	DATE 3-19-19
				SCALE 1"=40'	FILE NO. 06-170057
				DWG. NO. 1	OF 1

**EXHIBIT C**

**PROJECT TEAM**

Proponent	Mark Kenmore, LLC 57 River Street, Suite 106 Wellesley, MA 02481 (617) 614-9149 Robert Korff Damien Chaviano David Roache, PE
Planning and Urban Design	Speck & Associates LLC 1561 Beacon Street, #3 Brookline, MA 02446 (617) 614-9149 Jeff Speck, AICP, CNU-A, LEED AP, Hon. ASLA
Public Realm Consultant	Isenberg Projects 230 Cypress Street Brookline, MA 02445 (857) 600-1761 Emily Isenberg Liz Woodward
Architect	Studio Gang 50 Broad Street, Suite 1003 New York, NY 10004 (212) 579-1514 Jeanne Gang Weston Walker Bryan Scheib
Landscape Architect	Reed Hilderbrand LLC 130 Bishop Allen Drive Cambridge, MA 02139 (671) 923-2422 Gary Hilderbrand John Kett Mann Sangthongjai

Legal Counsel	Reuben, Junius & Rose, LLP 171 High Street Newburyport, MA 01950 Jared Eigerman, Esq.
Permitting Consultant:	Epsilon Associates, Inc. 3 Mill & Main Place, Suite 250 Maynard, MA 01754 (978) 897-7100 Cindy Schlessinger Talya Moked, LEED AP BD+C
Transportation and Parking Consultant:	Stantec 226 Causeway Street, 6 <sup>th</sup> Floor Boston, MA 02114 (617) 523-8103 Ralph DeNisco Jason Schrieber
Civil Engineer:	Bohler Engineering 75 Federal Street, Suite 620 Boston, MA 02110 (617) 849-8040 Steve Martorano, PE Zachary Richards, PE
Mechanical, Electrical, and Plumbing Engineer / Sustainability Consultant	R. G. Vanderweil Engineers, LLP 274 Summer Street Boston, MA 02210 (617) 574-8132 Alex Vanderweil Paul Van Kauwenberg Alana Spencer
Geotechnical and Environmental Engineer	Sanborn, Head & Associates, Inc. 1 Technology Park Drive Westford, MA 01886 (978) 577-1000 Matthew Heil Kevin Stetson

**EXHIBIT D**

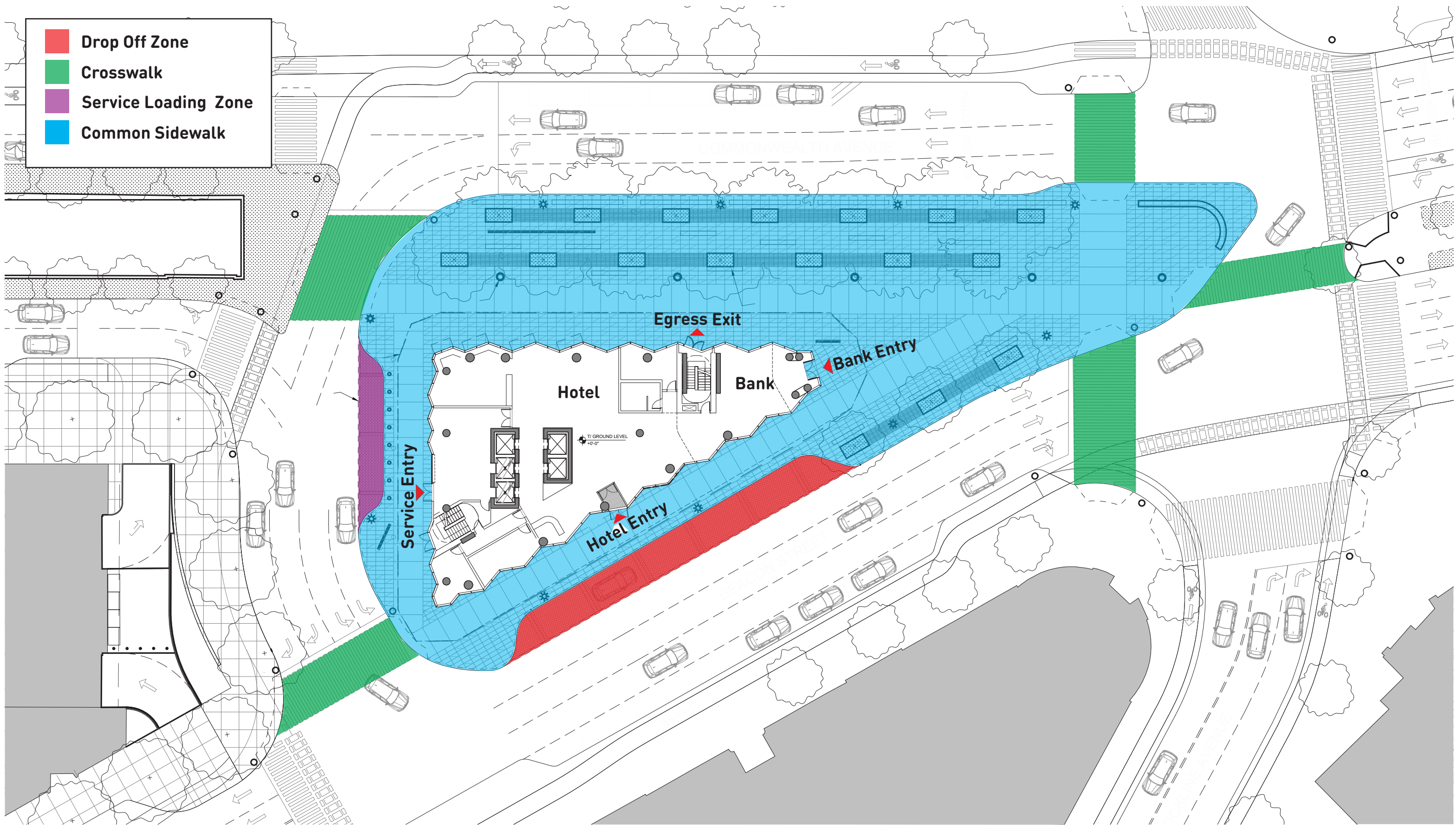
**PROJECT DRAWINGS**

- **Circulation Plan**
- **Landscape Plan**
- **Proposed Elevations**
- **Rendered Views**

*(inserted behind)*

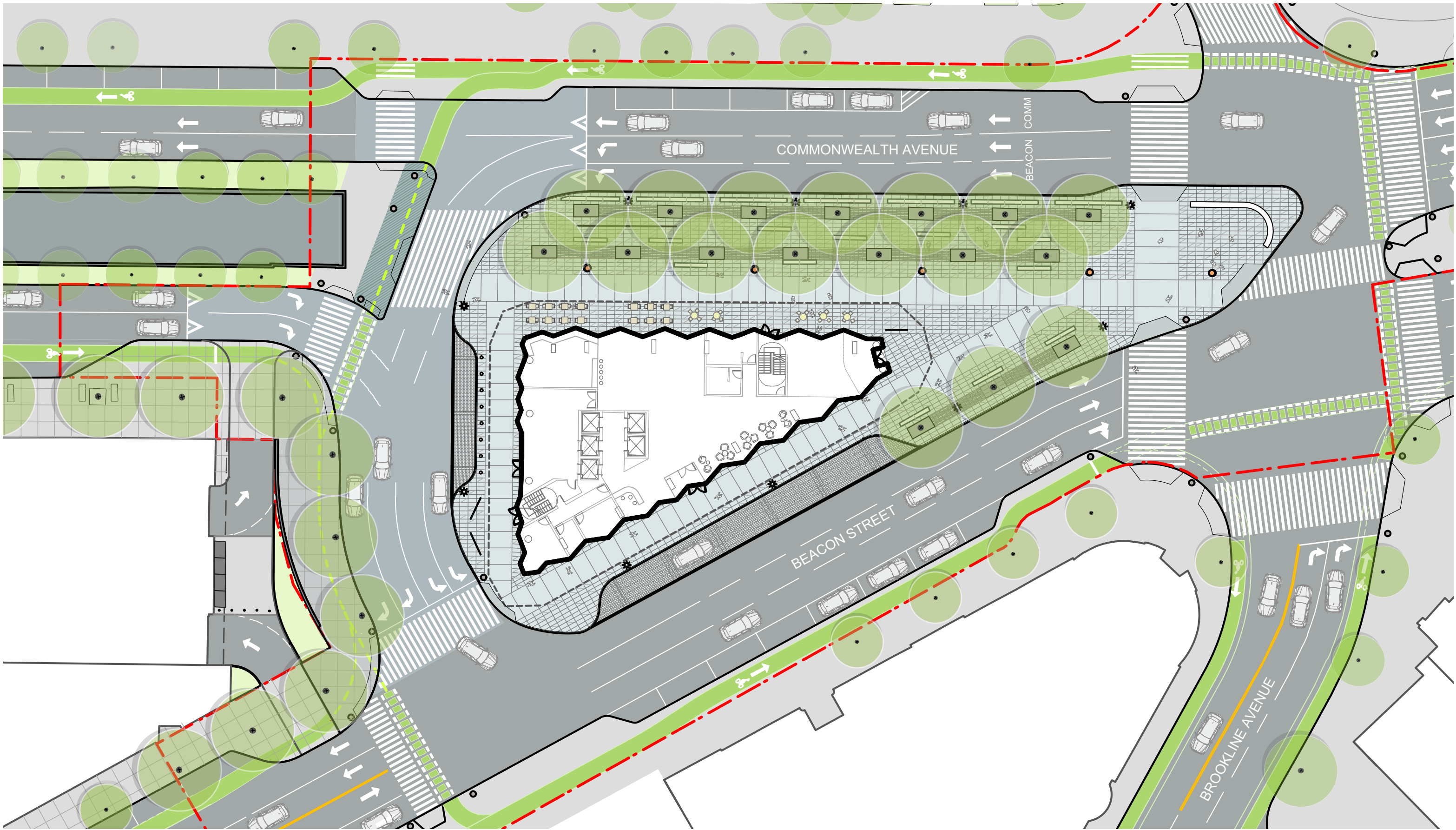


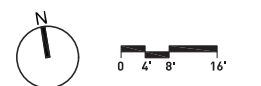
- Drop Off Zone
- Crosswalk
- Service Loading Zone
- Common Sidewalk

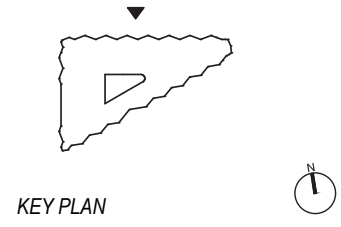


## Circulation Plan

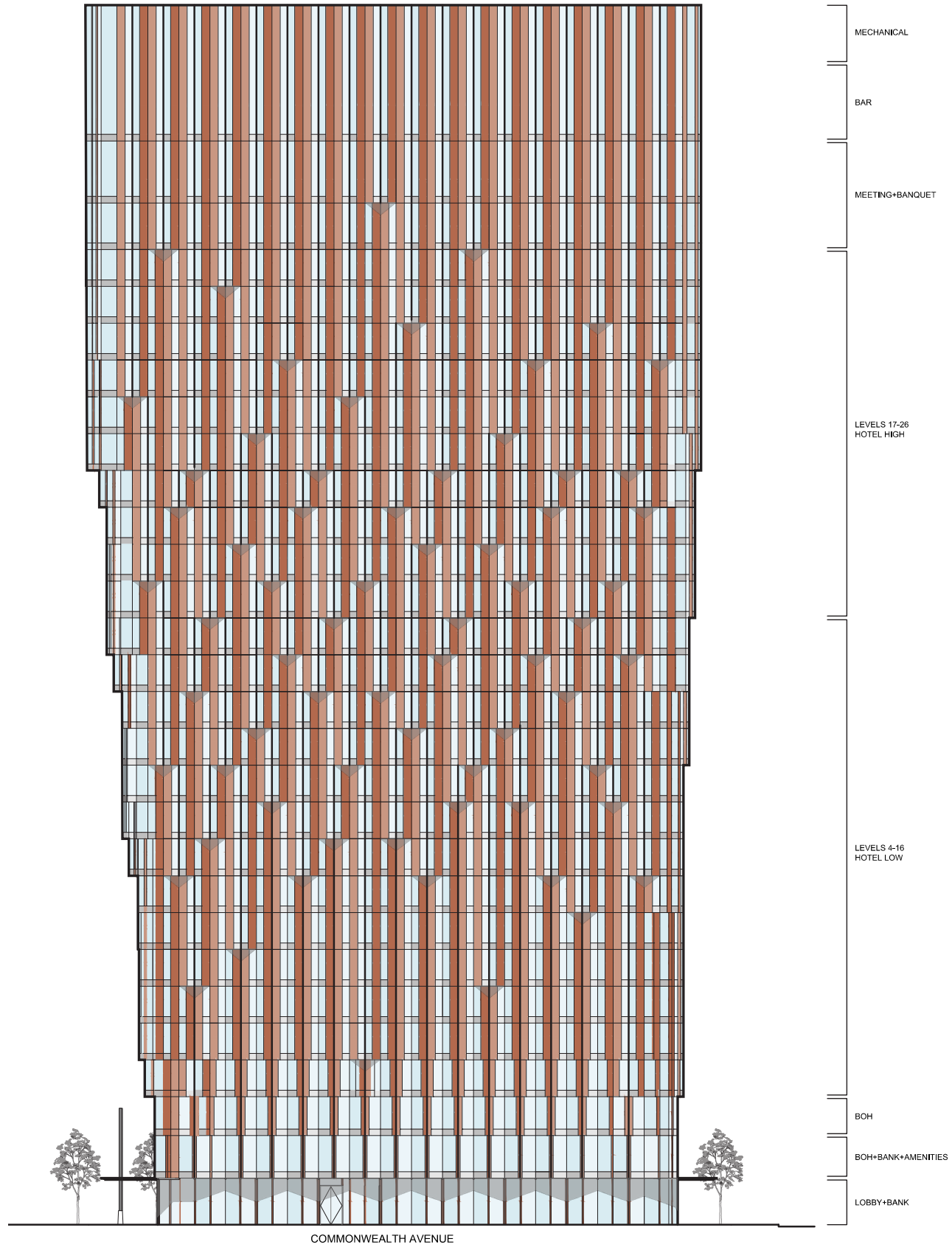




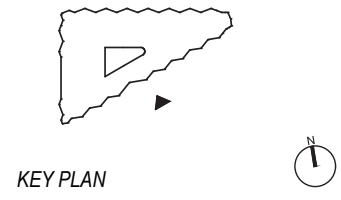
 0 4' 8' 16'  
Landscape Plan



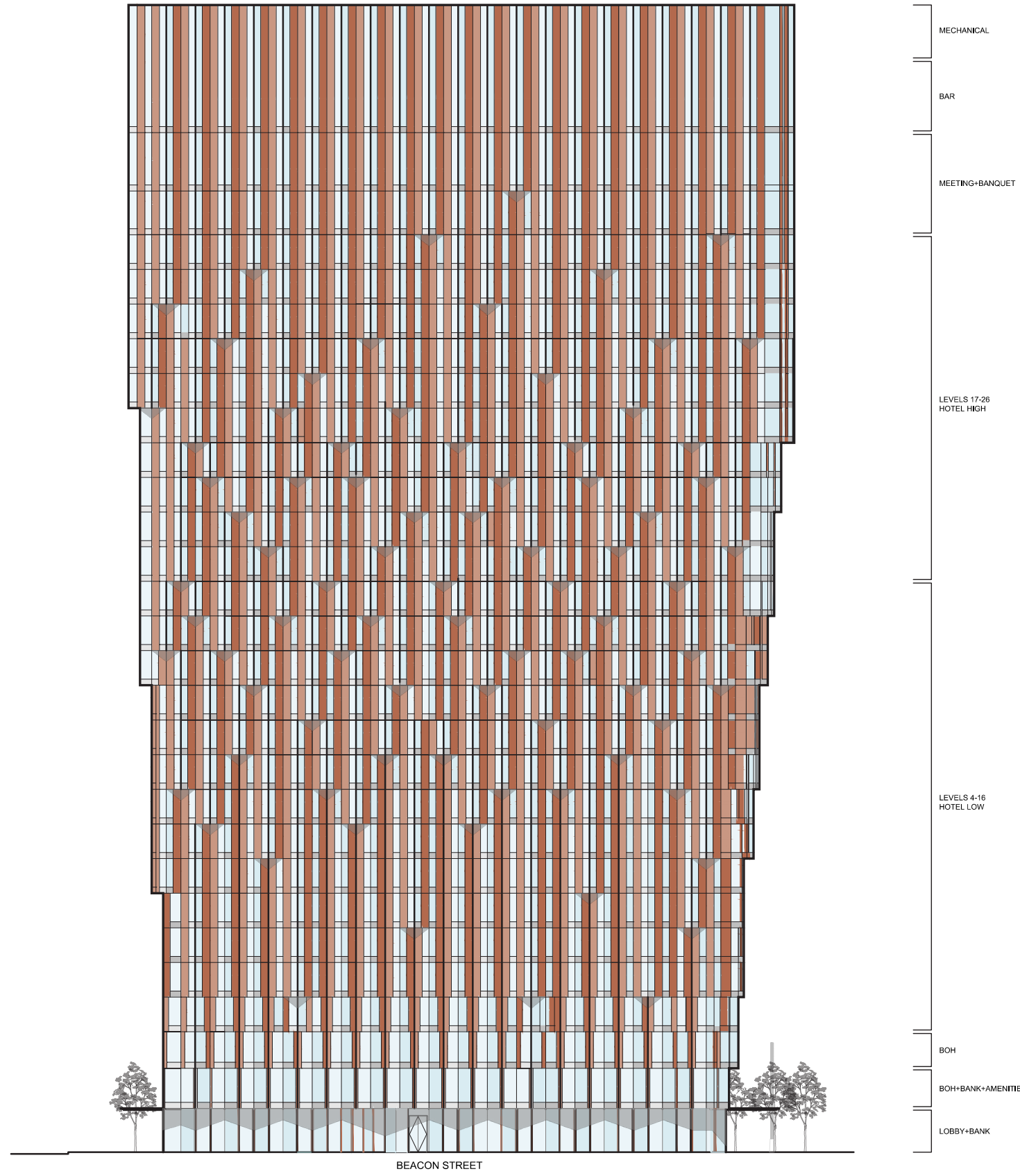
KEY PLAN



# North Elevation

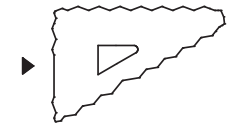


KEY PLAN

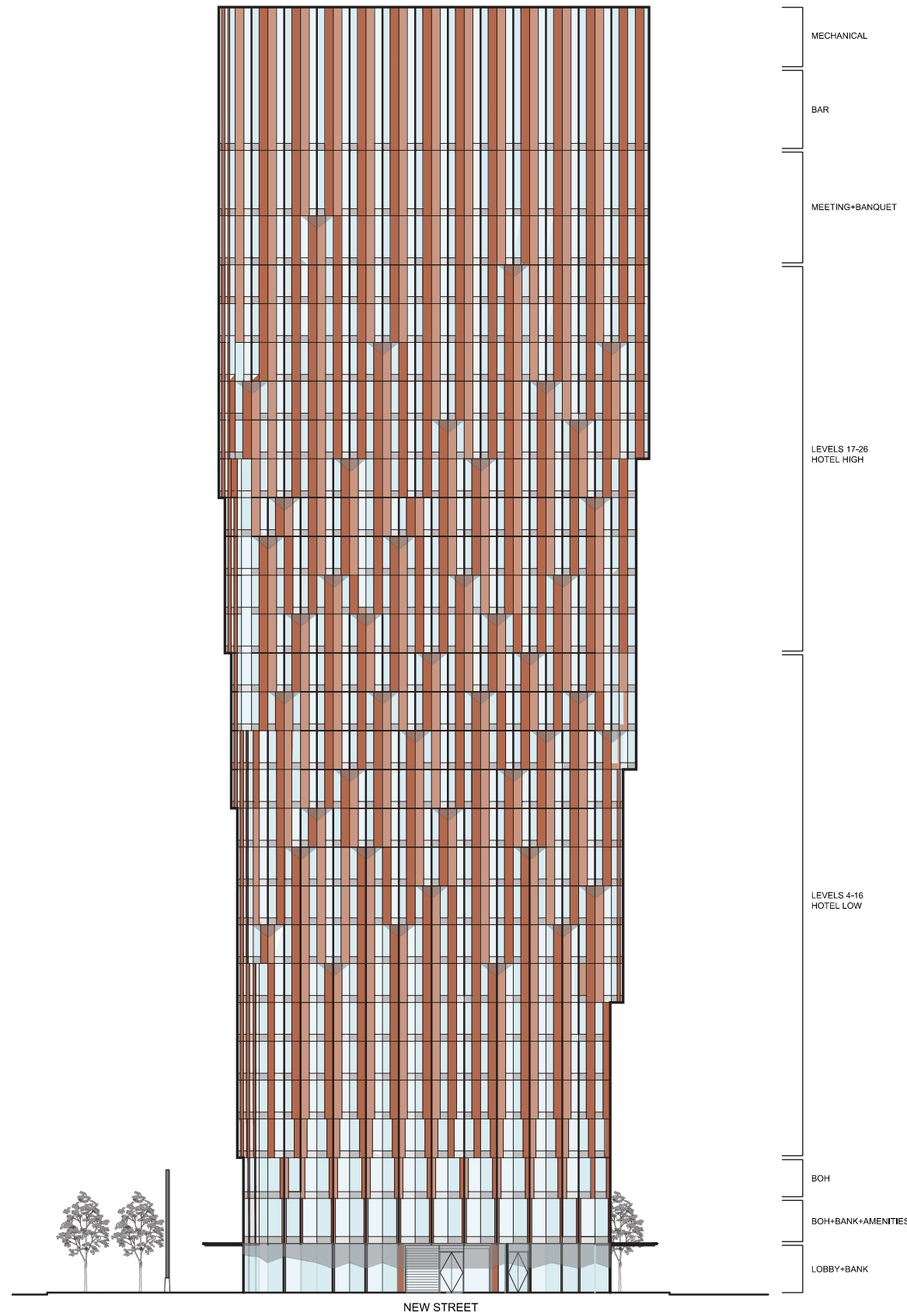


# South Elevation





KEY PLAN



# West Elevation





View West on Commonwealth Avenue





View East on Commonwealth Avenue





Plaza View West





Aerial View