

# **Boston Groundwater Trust**

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

## Board of Trustees

Gary L. Saunders  
Tim Ian Mitchell  
Co-Chairs

Janine Commerford  
Greg Galer  
John Hemenway  
Peter Shilland  
Amelia Croteau  
Kaira Fox  
Aaron Michlewitz  
Angie Liou  
Ed Flynn  
Christopher Cook

## Executive Director

Christian Simonelli

June 25<sup>th</sup>, 2019

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

**Subject: One Kenmore Square Hotel Draft Project Impact Report (DPIR)  
Comments**

Dear Mr. Czerwienski:

Thank you for the opportunity to comment on the One Kenmore Square Hotel Draft Project Impact Report (DPIR) located in the Fenway. The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in sections of Boston where the integrity of building foundations is threatened by low groundwater levels and to make recommendations for solving the problem. Therefore, my comments are limited to groundwater related issues.

Although the Project is not located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code, the document states that the Project will comply with the standard to the maximum extent practicable.

Compliance with the GCOD requires both the installation of a recharge system and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots. As stated in the document the Project Area is not located within the GCOD however, it is immediately adjacent to the GCOD boundary. There are a number of piling supported buildings in the immediate vicinity of this boundary.

The DPIR states that the proposed building is anticipated to be supported on deep foundations bearing in the glacial till or bedrock with a slab-on-grade floor system. Since the Project is in close proximity to wood pile supported structures, the foundation design



should be constructed to not cause a reduction in groundwater levels on site or on adjoining lots pre and post construction as if it were in the GCOD.

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

Very truly yours,



Christian Simonelli  
Executive Director

CC: Kathleen Pederson, BPDA  
Maura Zlody, EEOS





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

---

## Comment letter for proposed Kenmore Hotel Project

---

**Christian Hicks**

Thu, Jul 4, 2019 at 10:44 AM

To: tim.czerwienski@boston.gov

Dear Mr. Czerwienski,

We are members of the 01/02 group of units in Kenmore Tower ([566 Commonwealth Ave](#)). We write to you in response to the invitation to submit comments regarding the currently planned hotel in Kenmore Square.

As you know, our building would be most affected by the proposed project, and the 01/02 units would be those most affected in our building. The recently released wind and shadow studies prompt us to raise with you a proposal for specific changes to the hotel project.

We propose that the northwest and southwest corners of the proposed building be trimmed. Attached to this email please find sketches showing what we have in mind. The red lines represent the new exterior walls we are proposing. These changes would cause a modest reduction in square footage of the building. If this presents a problem, we suggest that the building's overhang to the east be slightly increased to make up for the loss.

This proposal would provide the following benefits:

- 1) **SHADOW:** The recent light and shadow studies show that Kenmore Tower would sit in the proposed hotel's shadow for substantial periods in mornings, varying by time of year. Trimming the corners of the proposed hotel would reduce the overall shadow thrown onto Kenmore Tower, and the trimming of the southwest corner would bring Kenmore Tower out of shadow sooner in the day.
- 2) **WIND:** The recent wind studies indicate that the proposed hotel would create troubling amount of wind on the ground. According to the studies, this would primarily be caused by winds coming out of the west down Commonwealth Ave and then impacting the proposed hotel and being redirected down. Trimming the northwest corner would deflect some of that wind northwards instead; trimming the southwest corner would actually reduce the building's profile to the winds out of the west, thereby directly reducing the impact of the proposed hotel on wind flow.
- 3) **SIGHT LINES:** Trimming the corners would benefit the 01/02 group by improving the sight lines from our windows and balconies.

We have spoken to the developer, who has resisted making any such changes to the project. However, while we understand his reluctance to do additional design work at this stage, we feel that this proposal is a reasonable response to the wind and shadow studies.

Please let us know if you have any questions about this proposal.

Thank you for your consideration.

Sincerely,

Christian Hicks

Diane Lapkin

Milt Lapkin

Felipe Molina

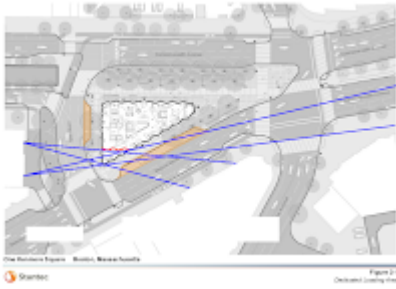
Rick Scheife

Wendy Cramer

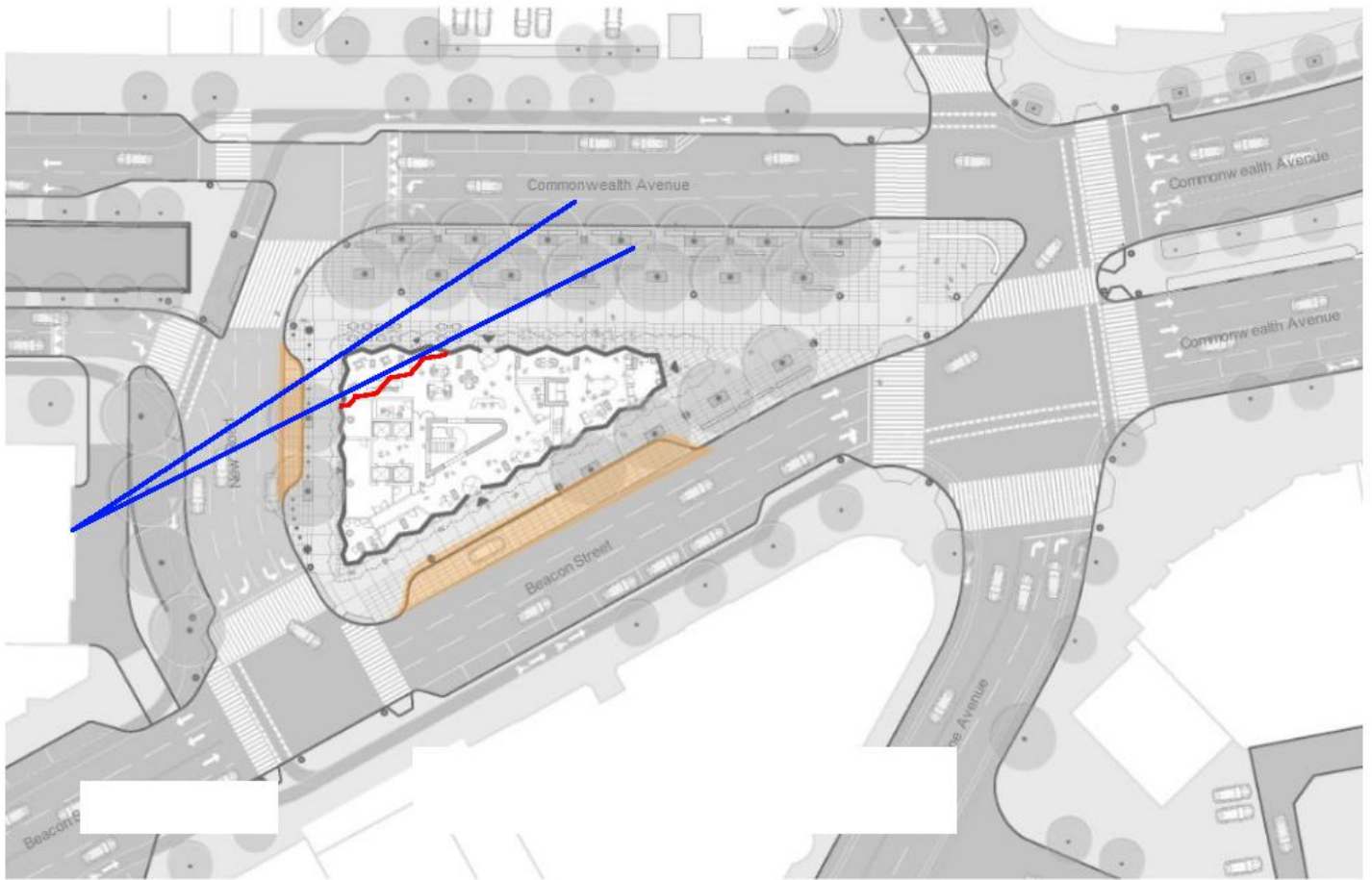
---

**2 attachments**

**south-line.png**  
445K



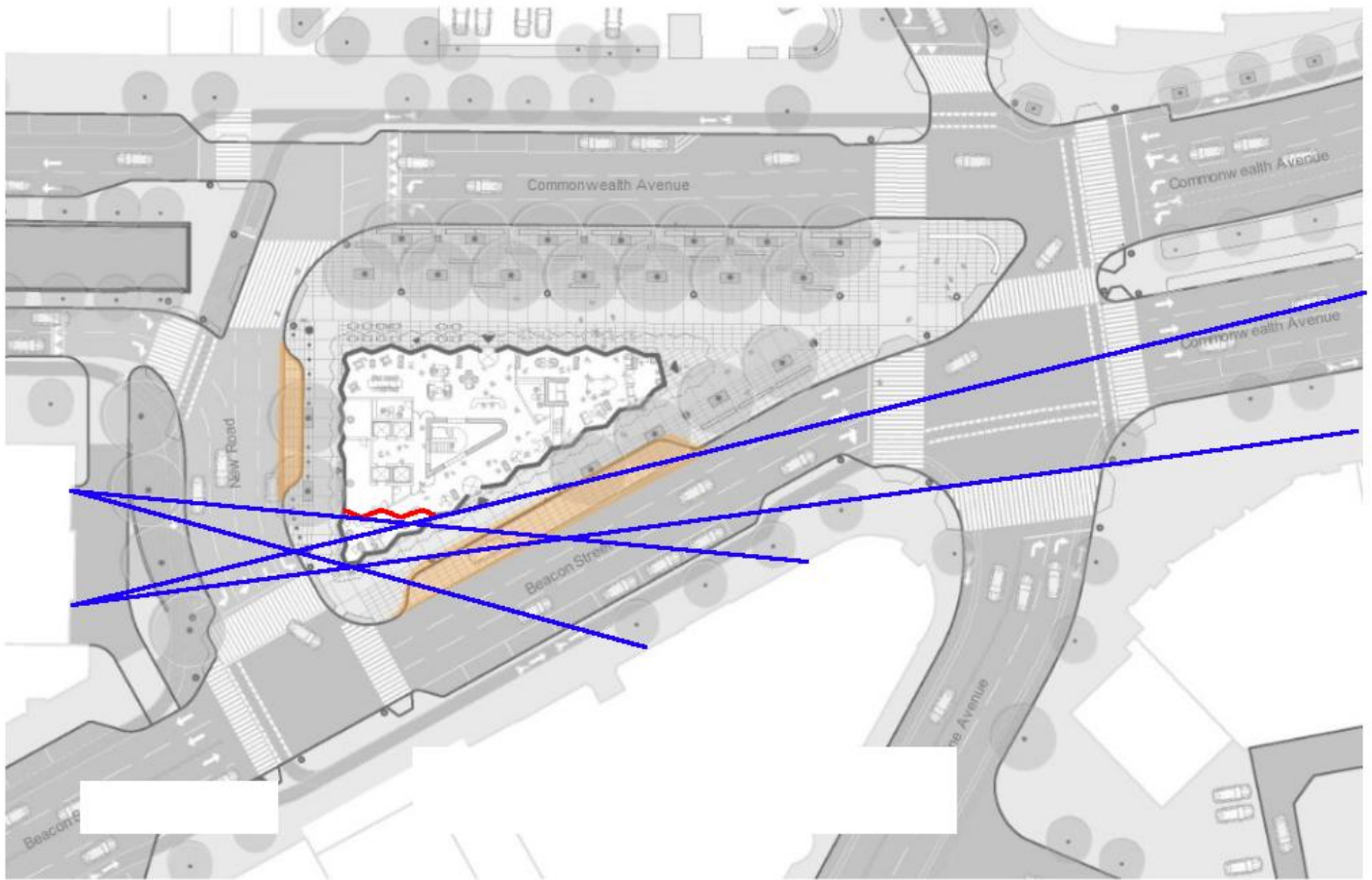
north-line.png  
450K



One Kenmore Square Boston, Massachusetts



Figure 2-19  
Dedicated Loading Areas



One Kenmore Square Boston, Massachusetts



Figure 2-19  
Dedicated Loading Areas



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

---

## Kenmore Towers Project Comment from Robert Knight

---

**Rob Knight**

Sat, Jul 6, 2019 at 4:49 PM

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

Hi Tim,

Can you please add this to the comments being considered during this current phase. I believe the comment period ends today.

I want to thank you for your consideration of the Kenmore Towers concerns regarding the proposed hotel project and reconfiguration of Kenmore Square. As you know, my wife and I own 2 units (Ph1&3) which are connected on the 01 side (Commonwealth Ave) of the Kenmore Towers. We have been to all the public meetings and have spoken directly to the developers on several occasions.

I have appreciated the developers willingness to meet with our residents but sadly, it seems as though the project has some sort of inevitability to it at this stage including a proposed start date of Q2 2020. That being said, there are still some serious concerns that I would like to address beyond the sheer size and architectural design, which seem completely disproportionate and in contrast to the iconic nature of the square.

We are still waiting for the math to be clarified regarding the PDA and land swap that the city has arranged with the developers. That information is critical for our building to understand as it is the "green light" that makes this grand plan possible.

Specifically, we are gravely concerned about the shadow/light, wind, traffic and the shift to the North which impacts the 01 side of the building dramatically. This shift and redirect of Commonwealth Ave seems to completely exasperate the impact to the 01 units facing the Mall and existing footprint of Citizens Bank.

If indeed the project does proceed, I also have serious concerns about the proposed hours of work. I am hoping that you can let us know exactly what is proposed. The developers have advised us that the hours would be M-F 7A-6P and Sat 8A-4P. The disruption during this project would not even coincide with a normal 8 hour day and completely disrupt our lives and the lives of all residents over the weekend. We are completely against any work over the weekends.

Finally, the developers have told us they will handle regular clean up of our balconies caused by dirt and debris and have agreed to some other concessions, but the reality is that our units and building will be unbearable to live in during an extended period of time and this new plan, albeit better than 35 feet away from our building, will create substantial hardship and forever change the historic ambience and celebrated history of Kenmore Square. I feel as if we will be left in a row boat without oars.

Can there indeed be a much harder look at the appropriateness of this lone beacon in Kenmore Square? We do know that the 01 units as well as the entire Commonwealth side facing units (over 50% of our building) will be cast in shadows during the morning. This has been scientifically proven to contribute to poor quality of life both physically and emotionally. Again, this is one of many realities our building faces as the square may be forever changed and once it is done, there is no way to rewind the tape.

Hoping there is more to come in terms of the process.

Thanks for your consideration.

Sincerely,

Robert Knight  
PH 1 & PH 3

**Rob Knight**  
**Knight Media Ventures**  
**Skillz Senior Media Advisor**  
**C:**





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

---

## Kenmore Square Hotel Project

---

**Linda Dressler**

Sat, Jul 6, 2019 at 7:31 PM

To: tim.czerwienski@boston.gov

Dear Tim,

I am writing as an abutter resident of Kenmore Tower. Even though the proposed hotel project is now 100 feet away from our building and will likely go forward, I would like to reiterate the following points to mitigate the impact of the project:

### 1. AESTHETICS

I realize Gang Studio is a world class architecture firm but this building is too wide. Making it thinner at the north and south would help the sight lines for the 01 and 02 units.

### SOLAR ACCESS

The proposed design will dramatically decrease the solar access we now enjoy. Our quality of life without natural light will be severely diminished and studies have shown that living without natural light for long periods can result in depression. We will be shrouded in darkness for most of the day and lose the benefits of natural light to which we are entitled.

### NOISE

Over 3 years of construction to build this project will be unbearable, making peaceful living impossible. We have even heard that construction will be done on Saturdays. It will prolong the agony of the unrelenting noise. This Saturday schedule is unconscionable and should be forbidden.

### WIND

Everything we have seen so far regarding wind reduction has been contrary to the "open space" original idea of the project. We need a new iteration of wind reduction to mitigate the fierce wind from such a tall building.

Please consider these important points going forward. Our quality of life depends on what you do.

Linda Gula  
Kenmore Tower

Sent from my iPhone

**Boston University Operations**

Office of the Senior Vice President  
One Silber Way  
Boston, Massachusetts 02215  
T 617-353-6500 F 617-353-6556



July 11, 2019

Brian Golden, Director  
Boston Planning and Development Agency  
One City Hall Sq.  
Boston, MA 02201

Dear Director Golden,

On behalf of Boston University, I would like to start by thanking you for a thoughtful and comprehensive review process of the Kenmore Hotel Project proposed by Mark Development. The project has evolved and incorporated positive changes since its inception and I commend the project team for their creative thinking about a reimagined Kenmore Square.

Throughout the development review process, the BPDA has hosted numerous meetings and listened to the community in order to balance the needs and interests of a mixed use neighborhood. On various occasions, we have met with the development team and they have been open to our feedback on the project. Developing a hotel at this location will bring a 24 hour presence to that part of Kenmore Square and will create a new public plaza available to the community and visitors alike.

As you know, Boston University developed the Hotel Commonwealth with the hopes of transforming Kenmore Square. That successful development continues to be popular among the local community, a harbinger for future redevelopment and revitalization of the Square. This project, in combination with the project currently underway by Related Beal, will complete the redevelopment the University began many years ago.

While the project will be complex to build, the end result is one the University hopes will significantly improve traffic flow and bring additional needed vitality to Kenmore Square.

Regards,

A handwritten signature in blue ink that reads "Gary W. Nicksa".

Gary W. Nicksa  
Senior Vice President for Operations

cc: Jake Sullivan, Vice President Government & Community Affairs  
Elizabeth Leary, Executive Director Government & Community Affairs

Boston Planning and Development Agency  
One City Hall Plaza  
Boston, MA

July 6, 2019

Dear Tim,

Let me start by thanking you for running an excellent public process. Your time, effort and attention to detail were very much appreciated.

From the beginning the Kenmore community supported the concept of another hotel in Kenmore Square, however, we felt that since this project was being proposed in such a prominent location it would be wonderful to use this opportunity to solve some of the problems that currently exist in the Square. Thankfully, Robert and Damien readily agreed to work with us to try and solve the issues we identified. Specifically, we spoke about the following:

- 1) The lack of a sense of place/focal point in the Square
- 2) The traffic problems
- 3) The width and unsafe conditions at pedestrian crossings
- 4) Bicycle safety; and
- 5) The connections between existing green spaces and the opportunity to create new public space

Through this process not only did they address our issues but they surpassed our expectations. They have taken their site and used it to reimagine Kenmore Square. Their iconic building and half-acre public space will give the Square a distinctive sense of place. Additionally, by shifting their building site to the east they will also create a new public street connecting Commonwealth Avenue and Beacon Street thus reorganizing and calming the street system. This reconfiguration will allow for better pedestrian and bicyclist safety without worsening the traffic conditions. All of these pieces put together will serve to transform Kenmore Square from just a busy intersection to an important social space. Accordingly, I urge the BPDA to approve this project.

Sincerely,



Pam Beale  
IAG Member



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

---

## Crossroads at Kenmore

---

**P.T. Vineburgh**

Mon, May 6, 2019 at 2:56 PM

To: tim.czerwienski@boston.gov

Dear Tim,

I am writing to support the updated proposal for a hotel in Kenmore Square at the Citizens Bank building. I own a property at [7 Bay State Rd](#), manage many other units in the area, and have lived in the neighborhood for 14 of the last 17 years.

- The updated proposal was very responsive to the concerns received during the last public comment period, including protecting sunlight and views for the Kenmore Tower residents, better access to and from the Kenmore Tower garage, new open space, improved traffic flow with significant traffic calming measures and most remarkably, the substantial public benefit of total transformation of pedestrian pathways and bike lanes and the creation of an outdoor room in the middle of Kenmore Square.
- The new traffic pattern will be a dramatic improvement over the current situation, offering safer avenues for bikes, better crosswalks for pedestrians and an ease of navigation for ride share drivers and visitors.
- Kenmore Square will be fully acknowledging its name with a new usable public plaza, a benefit for residents and serving as excellent destination for the many visitors who descend upon Kenmore Square over 100 times a year for the various games and events at Fenway Park.
- In addition to the substantial investment in the public realm and pedestrian, bike and car traffic patterns, the neighborhood stands to benefit from the development of a new hotel, which will be a boon to the economic vitality of the area and local retailers and restaurants.
- This new hotel and the transformation of the pedestrian experience, represents the next chapter in Kenmore Square, replacing underutilized buildings with new construction; the proposed four-star hotel will be a benefit to area residents, offering hotel amenities and a new restaurant.
- Finally, hotels create new jobs at all levels, from management to maintenance and housekeeping. These hospitality jobs, along with the construction jobs, are an important part of Boston's economy.
- I appreciate the development team's willingness to respond to the community's concerns by going back to the drawing board on this proposal. The result is a drastically enhanced project, transformative traffic and pedestrian improvements, and incredible community benefits that the entire community can appreciate.

Much like the Hotel Commonwealth in the early 2000's, Fenway Center and the Related/Beal project, I think this project has an opportunity to put a stamp on Kenmore Sq to further enhance the neighborhood experience into a first rate urban area for the residents, businesses, and guests who live, work and visit our neighborhood. Thank you.

--

**Best Regards,**

**P.T. Vineburgh**

**Founding Partner**

**CHARLESGATE REALTY GROUP | CHARLESGATE PROPERTY MANAGEMENT**

867 Boylston Street, 3rd Floor

Boston, MA 02116

direct:

mobile:

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

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

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

[Facebook](#) | [LinkedIn](#)

See me on CNBC's Power Lunch: [Beacon Hill](#) | [Brookline](#) | [North End](#) | [Back Bay](#)

Electronic correspondence sent or received by Charlesgate Realty Group, LLC., its agents or employees, ("Charlesgate") do not constitute offers to buy, sell, or lease real property, nor shall such communications constitute offer or acceptance of negotiated transactions on behalf of Charlesgate's clients or customers. All electronic communications discussing offers, counter offers, or terms under which Charlesgate's clients or customers would agree to enter into an agreement, are strictly for the purpose of negotiation, and shall not be binding upon Charlesgate's clients or customers, nor shall any such communications create a contract of any kind, expressed or implied. Charlesgate's clients or customers may only become contractually obligated through formal written contracts signed personally by the client or customer.

# DANIEL R. HART

---

May 8, 2019

*Via electronic mail*

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

RE: Kenmore Square Hotel

Dear Mr. Czerwienski:

I am writing to support the updated proposal for a hotel in Kenmore Square at the Citizens Bank building.

This updated proposal responds to nearly all of the concerns received during the last public comment period, including protecting sunlight and views for the Kenmore Tower residents, better access to and from the Kenmore Tower garage, new open space, and improved traffic flow with significant traffic calming measures.

This new hotel and the transformation of the pedestrian experience, represents the next chapter in Kenmore Square, replacing underutilized buildings with new construction. I appreciate the development team's willingness to respond to the community's concerns by going back to the drawing board on this proposal. The result is a drastically enhanced project, transformative traffic and pedestrian improvements, and incredible community benefits that the entire community can appreciate.

Your time and consideration is greatly appreciated.

Sincerely yours,

*DR Hart*

Daniel R. Hart





Boston Planning and Development Agency (BPDA)  
City Hall Plaza  
Boston, MA

June 14, 2019

Dear Tim,

On behalf of the Fenway Alliance, I would like to offer my support to the Kenmore Square Development Project and the new urban plaza plans. As the director of the 21 members of the Fenway Alliance and the manager of the Commonwealth-designated Fenway Cultural District, I believe this project aligns well with principles of solid and vibrant community place making. We specifically support the proposed reconfiguration of the streets in Kenmore Square, from an area overrun with traffic and unsafe pedestrian conditions, to a more simply designed street layout, which will vastly improve the pedestrian experience without worsening the traffic. Personally, as a daily commuter on Beacon Street, I can attest to the danger and confusion made by the current fork separating Beacon Street and Commonwealth Avenue when coming from Boston to Brookline and/or the Boston University areas. I applaud this change in road configuration for its clarity, safety and efficiency.

Kenmore square is an important social space for the City of Boston, filled with residents, students and visitors in the area over 100 times a year for the ball games and other events at Fenway Park. Yet, there is little outdoor space to announce you have arrived in a special area of the City, or even to accommodate these visitors or serve area residents. It is also a challenging area for pedestrians and cyclists. Currently pedestrians are required to transverse multiple crosswalks and wait multiple traffic cycles to get from one side of the Square to the other. I notice that many Boston University students forego this wait at their peril. In addition, bicycles are forced to navigate these dangerous intersections, often having to utilize pedestrian crosswalks as the only safer alternative to complicated roadway transitions. The proposed transformation of the configuration of the roadways, bike lanes and pedestrian pathways, and the addition of a public plaza will dramatically improve Kenmore Square. And, it will signal to visitors, students and residents that they have arrived in an important and vibrant area of the City.

This proposal significantly increases the public space in Kenmore. The proposed plan for this outdoor space will create an urban oasis that is very durable with seating, street trees, greenery and programming to activate the space in a playful way, and finally establish a focal area for Kenmore Square. We trust wind considerations will be thoroughly researched and creatively mitigated. In addition, the proposed changes to the streets shorten pedestrian crossings, making them easier and safer while reducing confused driving by introducing logical new turns that offer clarity to drivers and reduce vehicle speeds. This change creates a Kenmore Square that fittingly belongs to pedestrians, instead of an area dominated by cars, as it is currently. The recommended changes to the bike lanes, establishing them between parking and the curb will



drastically improve the cyclists' experience through the Square, and create complete, dedicated bike paths for individuals traveling in and out of the City.

Kenmore Square, home of Fenway Park, some of Boston University campus, book stores, restaurants, and entertainment venues, and a stone's throw away from world class cultural institutions in the Fenway, deserves a fitting public space, and is in great need of more hotel rooms to accommodate visitors. The proposed 389 room, four-star hotel will give visitors the chance to experience the vibrancy of Kenmore Square, while also creating new amenities for area residents including new restaurants and retail space.

I encourage the BPDA to approve this project as it represents excellent place making and urban planning with a public investment in a logical new street design and new vibrant open space. I look forward to seeing this project come to fruition.

Sincerely,

A handwritten signature in cursive script that reads "Kelly J. Brilliant".

Kelly Brilliant, Executive Director  
The Fenway Alliance, Inc.



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

---

## Kenmore Square

---

**Nina Garfinkle**

Sun, Jun 16, 2019 at 12:07 AM

To: tim.czerwienski@boston.gov

Cc: Christine McMahan

Tim,

I was very excited to see options for Kenmore Square that make it a place for “people”. Being a center for BU, Redsox games, part of CharlesGate and transit hub—it’s been overdue to function as a public space. The proposed transformation of the roadways, bike lanes and walking routes, together with the addition of a public plaza will dramatically improve Kenmore Square for it’s visitors and businesses located there.

- As a member of WalkBoston and LivableStreets, I am writing in support the One Kenmore hotel proposal. This is based on the proposed complete reconfiguration of the streets in Kenmore Square, to a simply designed street layout, which vastly improves the human experience of walking and being in the area without worsening the traffic.
- Kenmore Square is very challenging for walking, biking, taking transit and even for driving! People walking need to cross multiple segments and wait multiple traffic cycles to get from one side of the Square to the other. People cycling are forced to navigate dangerous intersection and share very narrow crosswalks with walkers as the only “safe” alternative in this scary intersection
- This proposal quadruples the amount of public space in Kenmore, reduces the asphalt by 12,500 square feet, creates a public square that is durable and flexible, with seating, street trees, greenery—really what’s not to like here. Crossings for walkers are shortened, and the new turns will reduce vehicle speeds. The protected bike lanes, improve the cyclists’ experience thus increasing the number of people willing to cycle, and cutting down the number of people driving.
- Rarely does the City of Boston have the opportunity to redesign streets, especially in an area as significant and famous as Kenmore Square. This proposal creates the opportunity to dramatically improve the public realm, accessibility, without worsening the traffic.

This change transitions Kenmore to a space belonging to people on foot instead of vehicles.

Thanking you in advance for supporting this development,  
- Nina Garfinkle

---

Nina Garfinkle | [Garfinkle Design](#) | [www.ninagarfinkle.com](http://www.ninagarfinkle.com)  
7 Holyoke Street, Boston MA 02116

T: | M: |



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

---

## We need protected bike lanes in Kenmore Square!

---

**E Jo-Anne Wyndham**

Mon, Jun 17, 2019 at 9:47 AM

To: tim.czerwienski@boston.gov

Cc: General info Email

Dear Mr. Czerwienski. I would like to add my voice to support the One Kenmore Hotel project. As a cyclist who lives in Jamaica Plain, and often cycles through Kenmore Square, I can tell you that it's a disaster just waiting to happen for cyclists. Between a very large number of motorists entering Kenmore Square from multiple locations, to cars rapidly, and often without notice, changing lanes to get to the lane they need for their next move, to the double and triple parked cars throughout the Square, to ride-sharing vehicles pulling over suddenly to let passengers out, this area is incredibly dangerous and there are many times when it was only because of my experience as a cyclist that I was not hit by a car or truck. While dangerous for pedestrians, it's even worse for cyclists.

The One Kenmore project presents a unique opportunity because a private developer, rather than the city, has committed to making safety improvements for pedestrians and bicyclists. The developer of the pending One Kenmore Hotel project has proposed a complete reconfiguration of the streets in Kenmore Square, from an area overrun with traffic and unsafe pedestrian conditions, to a more simply designed street layout. Part of the project scope entails construction of a new pedestrian plaza that simplifies traffic flow and provides protected bike lanes for cyclists entering and exiting Kenmore Square via Beacon Street, Commonwealth Avenue, and Brookline Avenue. One Kenmore's proposal will undoubtedly improve the pedestrian and bicyclist experience in a major way, and most likely will improve motor vehicle traffic through the area. Getting protected bike lanes in Kenmore Square would be a massive improvement for the safety of the many people who, like me, cycle through this dangerous and uncomfortable area, some of them every day.

In summary, if the One Kenmore project is approved, it will accomplish safer travel conditions for cyclists and pedestrians. The proximity to Boston University, especially since its bookstore is located in Kenmore Square. There many students who cycle, walk, or take public transit, in addition to people who live and work in the area or go through Kenmore Square to get to/from work. This should be an easy decision, as it will make the city safer without any cost to the City of Boston.

I implore you to make sure that the One Kenmore project is approved.

Sincerely,  
Elizabeth Jo-Anne Wyndham  
[72 Dunster Road #1](#)  
[Jamaica Plain, MA 02130](#)



June 18, 2019

**Dear Mr. Czerwienski,**

As the Executive Director of Design Museum Boston I take pride in aligning our organization with thoughtfully designed solutions to some of Boston's thorniest problems. Kenmore Square is one of those problems — there's an opportunity to dramatically improve urban livability, safety, and transportation for residents and visitors.

Kenmore Square is a very important social space for the City of Boston, filled with residents, students and visitors descending on the area over 100 times a year for the various games and events at Fenway Park. Yet, today, there is little outdoor space to accommodate these visitors or serve area residents. Today, Kenmore Square is very challenging for pedestrians and cyclists. Pedestrians are required to transverse multiple crosswalks and wait multiple traffic cycles to get from one side of the Square to the other. Bicycles are also forced to navigate dangerous intersections, often having to utilize pedestrian crosswalks as the only "safe" alternative to complicated roadway transitions, again, requiring multiple stops at multiple intersections.

My support is based on the proposed complete reconfiguration of the streets in Kenmore Square, from an area overrun with traffic and unsafe pedestrian conditions, to a more simply designed street layout, which will vastly improve the pedestrian experience without worsening the traffic. The proposed transformation of the configuration of the roadways, bike lanes and pedestrian pathways and the addition of a public plaza will dramatically improve Kenmore Square.

First, this proposal quadruples the amount of public space in Kenmore, while also reducing the asphalt by 12,500 square feet. Per the proposed plan for this outdoor space, it will create an urban environment that is very durable, but flexible, with seating, street trees and greenery and programming that will activate the space in a playful way to establish this corner as the heart of Kenmore Square. Next, the proposed changes to the streets shorten pedestrian crossings, making them easier and safer while also reducing dangerous driving by introducing new turns that reduce vehicle speeds. This change transitions Kenmore to a space belonging to pedestrians instead of an area dominated by cars. Additionally, the recommended changes to the bike lanes, establishing them between parking and the curb will drastically improve the cyclists' experience through the Square, and create complete, dedicated bike paths for individuals traveling in and out of the City.

Very rarely does the City of Boston have the opportunity to redesign streets, especially in an area as complicated and as important to cars, bicycles and pedestrians, as Kenmore Square. But this proposal creates the opportunity to dramatically improve the pedestrian environment and accessibility, transform the experience for Boston's many cyclists, all without worsening the traffic. I strongly encourage the BPDA to approve this project as it represents urban planning at its best, a marked public investment in new street design and open space, with a project that will add jobs and economic vitality to the area. I look forward to seeing this project come to fruition.

Sincerely,

**Sam Aquillano**, Executive Director, Design Museum Boston



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

---

## Kenmore Hotel Project

---

**Linda Pehlke**

Tue, Jun 18, 2019 at 5:58 AM

To: tim.czerwienski@boston.gov

Dear Mr. Czerwienski: I write to express my support for the proposed hotel and public realm improvements for Kenmore Square. I am a professional urban planner and Brookline Town Meeting Member. As a 30 year resident of Brookline, I've traveled through Kenmore Square thousands of times and have always found it confusing and challenging, whatever mode of travel one is utilizing. Conditions are especially difficult for pedestrians.

The creation of a large public space and the dramatically improved pedestrian travel conditions are the main reasons for my support for this project. In general, as an urban planner, I believe we need to focus our efforts on creating spaces and improving safety for people, which requires us to rethink how we utilize the asset of our public streets. The proposed public realm improvements will have the added benefits of supporting public life, which is one of the main reasons young people choose to live in the city. If we want to keep Boston moving forward towards being a world class city and destination, we must improve travel for all modes and create real spaces to experience public life and foster community. This transformative project will do just that.

As for the architecture of the proposed hotel, I find it to be very displeasing. It reminds me of a microscopic view of a bugs feeler.

I ask that the Boston Planning and Development Agency approve the new road way configuration and creation of the public plaza. I believe these will be a positively transformative change for Kenmore Square and the traveling public.

Sincerely,

Linda Olson Pehlke  
48 Browne St. #2  
Brookline, MA 02446



June 27, 2019

Brian Golden, Director  
Boston Redevelopment Authority  
Attn: Tim Czerwienski  
One City Hall Square  
Boston, MA 02201-1007

Re: Kenmore Hotel, 560-574 Commonwealth Avenue, WalkBoston Comments

Dear Director Golden:

Thank you for the opportunity to comment on the Kenmore Hotel Project.

WalkBoston believes that the re-configuration of Kenmore Square proposed by the proponent will significantly enhance the environment and improve the safety and convenience of people walking to and through Kenmore Square. It will also create new pedestrian-focused civic space that is presently missing from this important Boston crossroads – where many residents, transit users, students, Red Sox fans and Boston Marathon fans will find new space to enhance their experience of Kenmore Square.

We believe that the re-configuration will also significantly improve the safety of bicyclists and drivers, with its simplified pattern of movement. Based on the traffic analysis provided in the DPIR it also appears that the new traffic pattern will improve the levels of service for vehicles, potentially providing a benefit for the many bus riders who pass through the Square each day.

We are very pleased that the proponent has proposed building a hotel without on-site parking or below-grade service access – either of which would require a curb cut interrupting the sidewalk. With Kenmore Square's good transit access the hotel will truly reflect an urbanist vision for the City which we applaud. While we have not reviewed any financial information about the project, we wonder whether the decision to forgo the construction of parking spaces (@ approximately \$25,000 - \$30,000/space) has provided the proponent with the financial capacity to build the extensive plaza and streetscape improvements that are proposed. If this is the case, we hope that future Boston development projects will be encouraged by the City to take advantage of this opportunity.

We urge the City to work with the proponent to bring this new vision for Kenmore Square to fruition.

We have several questions and comments about the project that we urge the City to work with the proponent to address.

1. For how many years has the proponent committed to maintaining and programming the Plaza? We think that high quality maintenance of non-standard landscape elements and fixtures such as the light towers is essential to the success of the space.
2. Based on the wind study results presented at the June 19 public meeting, several spots on the plaza may be quite windy. We urge the proponent to develop designs that both reduce the wind and avoid the use of intermittent glass walls along Commonwealth Avenue. We believe that even translucent walls will serve to privatize the feel of the newly created public space and may also cause unintended noise impacts (whooshing sounds) as traffic passes by the intermittent walls.
3. We hope that the plaza will include seating that has a softer feel than that which seems to be illustrated to date – seating that invites people to linger and enjoy the great people-watching.
4. The new, much safer, protected bicycle lanes are an important improvement for Kenmore Square. We urge the design team to carefully design the western edge of the site to actively discourage eastbound cyclists on Commonwealth Avenue from riding through the plaza area rather than taking the New Road-Beacon Street-Commonwealth Avenue bike route that is the intended route.
5. It appears from the site plan that there are two left turn lanes from westbound Commonwealth Avenue feeding into one receiving lane on Brookline Avenue – is this intended, or is the site plan incorrect? In addition, westbound Commonwealth Avenue traffic will need very clear lane markings (and perhaps a tweaking of the shape of the nose of the plaza) to ensure that traffic does not mistakenly head westbound on Beacon Street (as is currently permitted).

We look forward to a significantly improved walking experience in Kenmore Square when the project is realized.

Please let us know if you have any questions about our comments.

Best regards,

A handwritten signature in black ink that reads "Wendy Landman". The signature is written in a cursive, flowing style.

Wendy Landman  
Executive Director

To: Tim Czerwienski

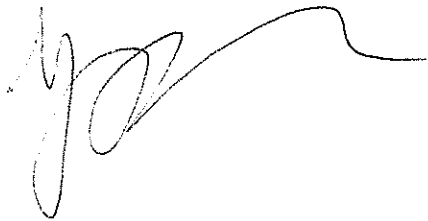
From: Yue-Mei Lin, 16 Miner St

Re: One Kenmore

*I write in full support of the new Kenmore Square Hotel. The Hotel Commonwealth has been such a success they needed to add an addition on the back a few years ago. This hotel will be a success too, adding revenue to the city and an improved traffic pattern. Lastly, the good jobs this hotel will bring to the neighborhood will help stabilize what is becoming a high turnover housing market.*

*On behalf of dozens of my neighbors, Please consider supporting this project!*

*Thank you!*



07/04/19





423 Marlborough Street • Boston, MA 02115

July 6, 2019

Dear Mr. Czerweinski:

I am writing as a member of the Kenmore Square Hotel IAG. I am a co-founder and board member of the Charlesgate Alliance, but I am writing to you now as a private citizen and a resident of the Charlesgate/Kenmore neighborhood for nearly 40 years.

Overall, I support this project with enthusiasm. I applaud Robert Korff and Damian Chaviano for their consistently positive responses to community feedback and the Article 80 process. Their open-minded engagement has resulted in a greatly improved design for this project. I was deeply impressed by their willingness to scrap their original plans for the project. Also impressive was their courageous decision to hire cutting-edge designers Jeff Speck and Studio Gang. Since then, this project has evolved in a truly visionary direction. Jeff Speck's innovation of shifting the plaza eastward will change Kenmore Sq. forever, in a wholly positive way. It will civilize flows of traffic, and make Kenmore Square a safer and far more pleasant place for pedestrians and bicyclists alike. I believe that Studio Gang's design for the tower is destined to become one of the world's instantly recognizable buildings and a potent symbol of an exciting, progressive 21<sup>st</sup> century Boston.

I hope that the design of the plaza can evolve in a similar direction. Considering the brilliance of Jeff Speck's repositioning of the island and of Studio Gang's design for this tower, the public space of this project deserves to be more fully realized. The current design seems far more focused on moving pedestrians through than on giving people a reason to gather there. The tree-lined hardscape brings to mind the Boylston Street side of Copley Square which, though centrally located, is where few local residents ever linger. It would be far better for everyone if this plaza were to have a very strong sense of place. It needs to function both as a tourist attraction and as a day-to-day gathering spot for the local community. The ideal would be for it to be so appealing that the residents of 566 Commonwealth Avenue embrace it as part of their home turf. I have absolutely no doubt that Reed Hildebrand can fulfill this task.

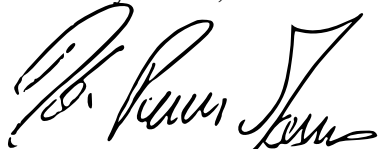
In addition, I want to appeal to Mr. Korff, Mr. Chivano, the BPDA, and all of this project's designers. It is important to think of this project within the context of the entire city of Boston, the center of gravity of which is clearly shifting westward. This keystone

project will function as a powerful visual terminus at the western end of the Commonwealth Avenue Mall. This project will also contribute to the remarkable transformations in Charlesgate and Kenmore Square. There are a number of other developments in the area: including the Related Beal Kenmore Sq. project, Rosenthal's Fenway Center and B.U.'s new Data Sciences

The potential is here for this development to contribute significantly to the transformation of this area of the city. The Charlesgate Alliance is leading the charge to transform the Charlesgate parkland south of Beacon St. The MassDOT is planning a \$40 million + project that will restore more than three acres of riverfront parkland and reconnect Charlesgate directly to the Esplanade and the Charles River. The Friends of the Public Garden has also unveiled plans to redesign and redevelop the Kenmore Mall, and significant efforts are being made to clean and daylight the heavily polluted lower Muddy River.

I hope that Mark Development, the BPDA, and all the designers of this will engage actively with us in a private/public partnership and assist us to reintegrate the neighborhood in a manner that Fredrick Law Olmsted originally designed. There is convergence of private, public, and non-profit development in the area, and it seems to be reaching a critical mass. All of us need to cooperate in order to bring this district to its highest and best use: a combination of iconic architecture, reintegrated streetscape, and revitalized parkland can make the Charlesgate/Kenmore area into an urban district that is truly compelling.

Sincerely Yours,

A handwritten signature in black ink, appearing to read 'H. Parker James', written in a cursive style.

H. Parker James  
Co-Founder, The Charlesgate Alliance

**Some examples of successful contemporary  
public spaces:**



**Dilworth Plaza at Philadelphia City Hall**



**Tokyo - Shinjuku Station's New South Gate has become a popular destination: a great outdoor space that attracts people all day long.**



**The Rose Kennedy Greenway near Hanover St. – choices of sun and shade.**



**Shaded seating at Rose Kennedy Greenway near Hanover Street.**



**Adult swings at Rose Kennedy Greenway near Hanover St.**





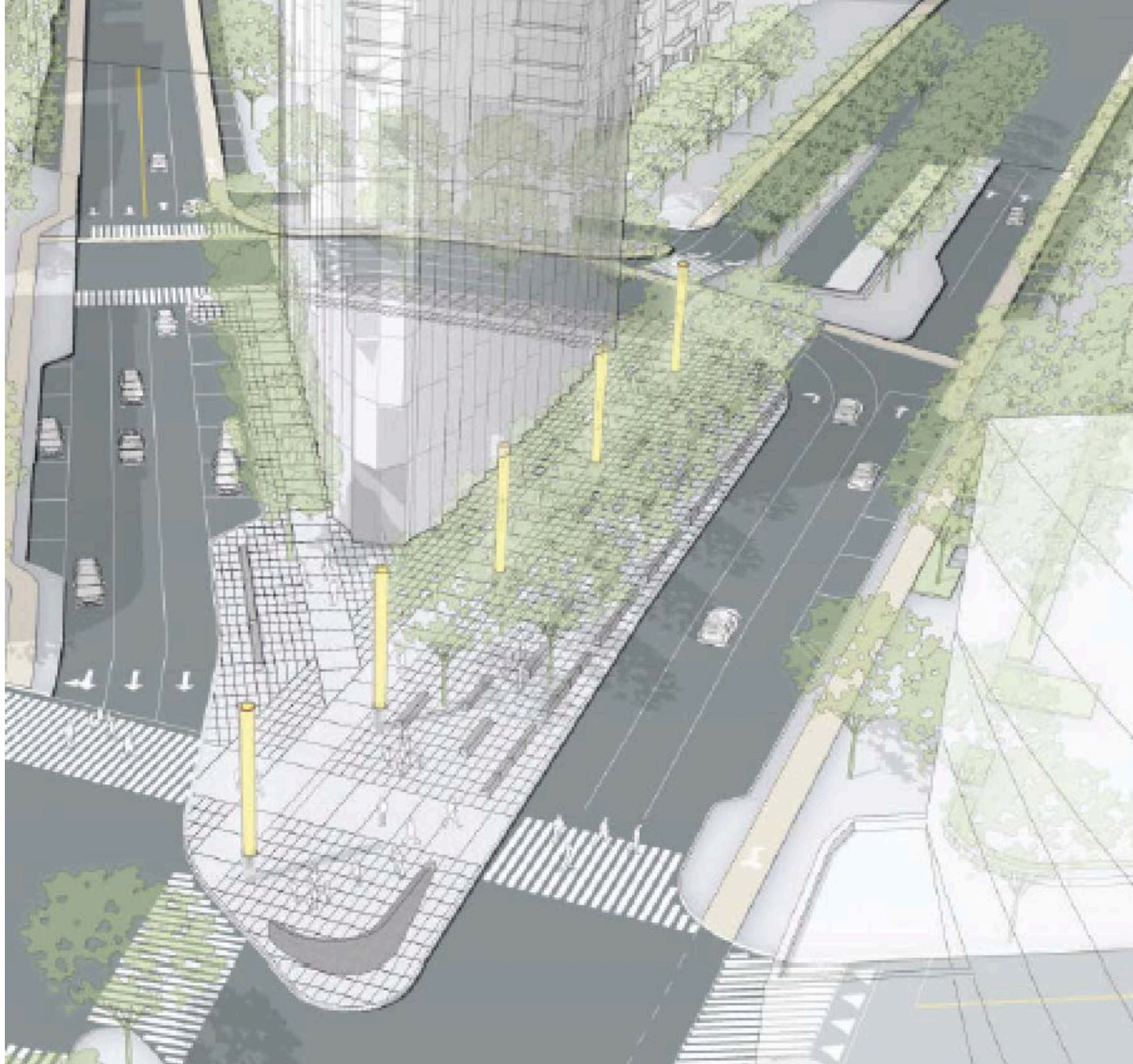
**The area around the Brewer Fountain at Boston Common: reimagined and transformed.**



**Sun, Shade, Table Seating, and Food Service Trucks at Brewer Fountain on Boston Common**



**Sun, Shade, Food, Beer, and a Variety of Seating at Bow Market, Union Sq. Somerville**



**Can a re-imagined version of the Kenmore Hotel Plaza offer something similar?**

6/13/19

To whom it may concern:

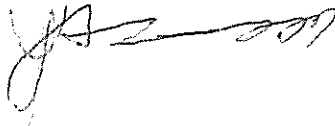
Please support the Kenmore Hotel project. It is a welcome addition to the unique character of Kenmore Square and will provide tons of customers to nearby restaurants and businesses. In addition, the good jobs this hotel provides will help Kenmore and Fenway residents REMAIN in their homes.

Please approve this project.

Thanks,

Yue He Tan

36 Peterborough St

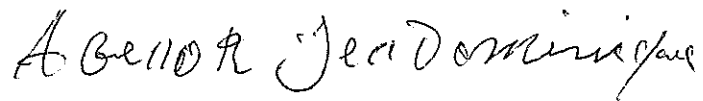
A handwritten signature in black ink, appearing to read 'Yue He Tan', with a long horizontal flourish extending to the right.

Boston Planning and Development Agency

To Whom It May Concern:

My name is Agenor Jean Dominique and I am in favor of the new Kenmore square hotel development. I live in the Fenway area at 11 Tetlow St and I know that this project will be good. The developer is going to make Kenmore traffic finally make sense. This will help people get to where they need to go while staying safe. The developer is also brining good jobs to the neighborhood. Good jobs keep people stay in their homes and keeps the community strong.

Please support this project!

A handwritten signature in black ink that reads "Agenor Jean Dominique". The signature is written in a cursive, flowing style.

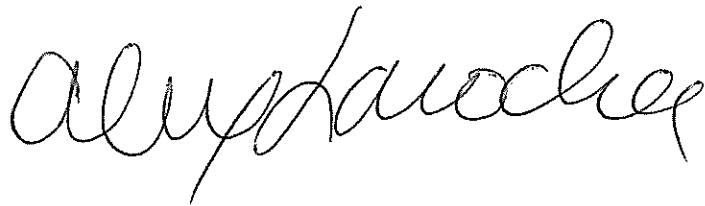
Agenor Jean Dominique

To: Boston Planning and Redevelopment Authority

My name is Alexandra Larochelle and I live on Queensberry Street in the Fenway. As a resident of the neighborhood, I am fully in support of the Kenmore hotel project.

This new hotel will be a great addition to our neighborhood. The project will make the intersection safer and more enjoyable for everyone including residents, visitors to the square, and people passing through on their way from A to B. I also want to be grateful that the developer has committed to bringing in good jobs into our neighborhood.

Sincerely,

A handwritten signature in black ink that reads "Alexandra Larochelle". The signature is written in a cursive, flowing style.

Alexandra Larochelle

July 1, 2019

Tim Czerwienski

Project Manager

Boston Planning and Development Agency

1 City Hall Square

Boston, MA

02201

Mr. Czerwienski,

As an area resident I support the One Kenmore Hotel.

The project will turn Kenmore Square into an actual city square and provide REAL jobs for my neighbors and I. We look forward to also having a functioning traffic pattern as well as a place to sit and relax.

I thank the development team for taking a risk on Kenmore in order to make it a more welcoming place.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sum Tan', with a long horizontal line extending to the right.

Sum Tan – 120 Mountfort Street



June 2019

Dear Tim Czerwienski,

I am writing to you in full support of the new Kenmore Square Hotel. As a resident in the area, I am impressed with the new design for the square. I think that this redesign will increase safety for everyone, including cars and pedestrians.

I am also especially grateful that the developer has committed to bringing good jobs to Kenmore. Good jobs help everyone in the city and create strong communities.

Please approve the project.

Sincerely

A handwritten signature in black ink, appearing to read 'Feven Haule', with a stylized flourish at the end.

Feven Haule  
81 Westland Ave  
Boston, MA 02115

Tim C,  
Project Manager  
BPDA

Dear Tim,

I want to inform you that I support the new Kenmore hotel at the Citizen's Bank site. As an area resident, I am glad that there is forward-thinking new development like this. This project will both ease traffic and be safer for pedestrians. As someone who works in the service industry, I want to commend the developer for bringing good jobs to the neighborhood.

Thanks!

Saida Candelario  
Ruggles St  
Boston, MA

June 19<sup>th</sup>, 2019

Director Golden

Boston Planning and Development Agency

1 City Hall Square, Boston, MA 02201

Director Golden –

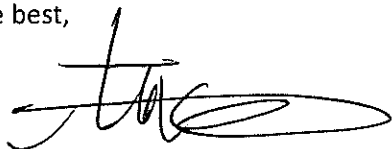
Thank you for the opportunity to comment on the One Kenmore Hotel Project. The project will provide hundreds of desperately needed hotel rooms and more importantly good jobs and economic development in a neighborhood that has increasingly seen jobs and housing limited to the very wealthy.

The project is exactly what Boston needs. The architecture is bold, unique and will soon become a tourist attraction unto itself. The design is like nothing else in Boston and sets a new bar for what is possible.

I applaud the BPDA for pushing the developer to think bigger and bolder. The neighborhood now asks for your support in seeing the One Kenmore Project through.

Very few projects define a neighborhood. This one will. Please support one Kenmore.

All the best,

A handwritten signature in black ink, appearing to read 'Jalal Talha', with a large, sweeping flourish at the end.

Jalal Talha

18 Haviland Street



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

---

## Kenmore Hotel Wind Impact Study

---

**Cory DiBenedetto**

Thu, May 23, 2019 at 2:22 PM

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

Good afternoon Tim, thank you for your continued work and know you are trying your best here with this project. I know, as I am sure you, it is impossible to make everyone happy. But I really hope you will hear me out, because I will not stop advocating for what is right.

I'd like to say I am pleased with the work coming out of the BPDA office, but the fact that this project still exists as a concept is insulting and bordering the realm of corrupt.

Why do you think Kenmore Tower, would build a building that had units with 85% of the light coming from a view above another plot of land, They could have put those windows pointing out to the sides like the rest of the building, but they didn't. The reason is because, there, by law, would be no building higher than 4 stories in that space, ever.

You can name this project the Citizens Bank Heist, because the only thing that is happening here is a robbery, only in this case the victims are not insured by the Federal Government.

That project area (the yellow area) is a joke. It is amazing how far out of the way the city and developers are willing to go to take from these people. Now I don't want to accuse you or anyone specifically of any foul play or wrong doing, but the proceedings have led one to believe that there is something going on here that does not pass the smell test.

**They don't have the right to do this, please don't give it to them.**

Is the project concept ever going away, is it possible? Or does it just keep going in a cycle till the collective inevitably finds away to take our protected space in front our only windows, and designate it unprotected?

I know its wrong. You know its wrong. Does that even matter?

All the best,  
Cory

[Quoted text hidden]



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

---

**Re: Kenmore Hotel comments: traffic, Times Square, park**

---

**Fred Basch**

Sat, Jun 1, 2019 at 12:13 PM

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

Tim,

I deeply regret that I will be unable to attend the June 17th meeting as I have unbreakable commitments which put me in Europe at that time. However, I have put together thoughts on my major concerns on the developer's desire to significantly modify the traffic pattern and also some thoughts on other aspects of the previous presentation. You may consider them as three separate comments if it makes it easier:

First, let me make it clear that I am in favor of the hotel in general but not of the burdensome traffic it wants to thrust upon the square in general and the nearby residents in particular. The sophisticated developer knew the boundaries and restrictions of the property they bought and should build within them.

**Traffic:**

The more I look at the plans and observe Kenmore Square the more I get concerned about the forthcoming potential traffic situation which will result from the reconfiguration of the traffic pattern. The proposed configuration would cause major problems even if the traffic load were the same as today's. On a normal day, traffic into the square backs up all the way to Charlesgate West and the Storrow Drive exit (both of which I can see from my home).

A good example to consider is the traffic in Kenmore Square desiring to continue west-bound on Beacon Street. Currently the cars need wait only for the one traffic light at Raleigh Street. With the proposed configuration, the cars will encounter at least two additional traffic lights (New Road at Comm Ave West and New Road at Beacon Street). Furthermore, all of the Beacon Street west-bound traffic coming from Kenmore Square and the east-bound traffic coming from Comm Ave East will merge and squeeze onto New Road which is only a few car-lengths long, providing little or no buffer.

Now add in the new traffic resulting from the 300+ room hotel itself (taxis, Ubers, Personal cars, tour buses, delivery trucks, trash trucks, etc.). There will also be added traffic from the new office building at the corner of Raleigh Street and from the renovations on the north side of Kenmore Square. Let's not forget the new hotel near the Buckminster currently under discussion and the expansion of Fenway Place (?) to include a major shopping area. It takes little imagination to visualize the makings of a world-class traffic jam.

The only meaningful escape route is the two-lane Brookline Avenue which is already overstuffed and will only get worse as the hundreds of apartments being built on Fenway Place(?) come on-line followed by the many hundreds more planned. Adding in the additional traffic to be generated by the 5400 person planned Fenway Theater, the reconfigured 401 Park (Landmark) building, the continuing development of the hospital area, the continuing increased number of events at Fenway Park (already well over 100) will only make Brookline Avenue even more overburdened.

**The Times Square red herring**

Unlike Times Square, which the developers like to hold up as an example, Kenmore Square is only one block long and has only one meaningful cross exit, Brookline Avenue. Times Square (six blocks long) has six cross exits, all of which provide alternate routes uptown or downtown and go all the way across Manhattan. More importantly, Times Square is at the merger of two one-way streets, both southbound. Kenmore Square is the merger of two two-way streets.

## The Park

The developers offer a park (more accurately a plaza) as a public amenity. That's nice, but only one block away is an established large park, actually part of the Commonwealth mall). There, the public will find bricked areas, grassy areas, many benches, mature trees and hedges - even historical architectural elements. Directly across the street from there is the multi-acre Charlesgate park which has a meandering river running through it and is being developed to include a dog park, a playground, and other public usage areas. It will soon directly connect to the Esplanade via a walkway/bikeway.

Tim, could you please read the traffic section of the above at the meeting and make a record of the developer's response? Could you email that to me and, if possible, the slides which the developer used.

A concerned 30+ year resident of Bay State Road,

Fred Basch  
[31 Bay State Road](#)  
[Boston, MA 02215](#)

---

**From:** Tim Czerwienski <[tim.czerwienski@boston.gov](mailto:tim.czerwienski@boston.gov)>  
**Sent:** Friday, May 31, 2019 9:38 AM  
**Subject:** Kenmore Hotel Public Meeting

Good morning,

The BPDA will be hosting a second public meeting on the Kenmore Hotel project. The focus of this meeting will be to present the results of the wind study, as well as present clarifying material on the traffic impacts of the project. The wind study can be found at the link below.

The meeting will be held on Monday, June 17 from 6 to 8PM in room 101 of the Kenmore Classroom Building at [565 Commonwealth Avenue](#).

<http://www.bostonplans.org/getattachment/1137a682-2ca7-4ea8-bf85-6d5c4e2012f2>

--



**Tim Czerwienski, AICP**

*Project Manager*  
617.918.5303

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

One City Hall Square  
|  
Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)



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

---

## Proposed Kenmore Hotel ...Public Meeting June 17...Written Comments

---

**Barbara Brustowicz**  
To: Tim.Czerwienski@boston.gov  
Cc: Katherine Greenough

Tue, Jun 11, 2019 at 3:26 PM

Dear Mr. Czerwienski,

I am the property owner of a condo on Beacon St. in close proximity to Audubon Circle. I am unable to attend the public meeting on June 17<sup>th</sup> regarding the proposed construction of the Kenmore Hotel. However, I am extremely concerned about this proposed incongruous and monstrous construction and I oppose it in the strongest terms. Please read my written comments below at the June 17<sup>th</sup> meeting in opposition to this project.

Please be advised of my opposition to this proposed construction on the following grounds:

1. excessive bulk and density
2. height and scale
3. lack of innovative or aesthetic design
4. need for preservation of neighborhood character and threatened loss of historic integrity
5. adding to the density of an already overdeveloped site with a surplus of hotels in the vicinity
6. negative visual impact on the immediate neighborhood as well as the skyline
7. Proposed redesign of the traffic pattern would have a devastatingly negative and irreparable impact on the Kenmore Square neighborhood and surrounding area, cutting off vital access via Beacon St. to Park Drive, the hospital area, the Fenway Park area, overburdening already overly congested alternate routes and creating unsafe conditions for pedestrians and motorists in this part of the City of Boston.

Respectfully submitted,

Barbara Brustowicz

Begin forwarded message:

**From:** Development Review at the BPDA <Tim.Czerwienski@Bostongov>  
**Date:** June 10, 2019 at 9:14:29 AM EDT  
**To:** Katherine



Tim Czerwienski <tim.czerwienski@boston.gov>

---

## Re: Kenmore Hotel Impact Advisory Group & Public Meeting

---

Mon, Jun 17, 2019 at 11:35 PM

Reply-To:

To: Development Review at the BPDA <Tim.Czerwienski@boston.gov>

Hi, Tim. I sent these comments through the web page for the project as well.

Thank you for the opportunity to comment.

Erika Tarlin

\*\*\*\*\*

June 17, 2019

Tim, thank you for taking the time to speak with me after the meeting.

I do not live in the neighborhood but have come to Kenmore Square for the better part of 50 years.

My concerns are as follows:

\*The residents of Kenmore Tower have legitimate concerns about the impact of this project on their lives and should be listened to. The benefits touted by the developer seem to be more for those who pass through the square, and for the potential visitors of the 389 hotel rooms.

\*If the city and developer's true concerns were for roadway improvements and creating public space, this could be accomplished without building a 27-story tower. Just as a new ballpark was not required to improve Yawkey Station and Audubon Circle, a building more in concert with its environment at this location could serve the desired purpose. Must this building be so tall?

\*How does this project fit in? Is its approval merely a step in supporting a taller spine for the neighborhood? Camel's nose under the tent?

\*The presentation suggested that the tower actually supported Jane Jacobs' promotion of the 'short block' ideal. It could just as easily have shown how it misses her point on the relationship between architecture and pedestrians at street level. Scale matters. That the developer spent so much of the time during this presentation on mitigation for wind effect at the street level shows that the building is too large.

\*This building is out of scale; too large for its footprint and neighborhood and is not at all beautiful. Perhaps it could be built in Ft. Point where something different is desperately needed.

\*The proximity to the T tunnel is a concern.

\*The proximity to Fenway Park is a concern. Could we please see wind and shadow studies of effects on Fenway?

\*The developer did not wish to answer a question regarding the Fenway Center, but the context of this project must be considered. At the moment, there are proposals for the Related Beal block, the 'pile of books' building for BU, Fenway Center, Fenway High School, Fenway Park Theater/Bleacher project, the dormitory on Boylston Street and whatever else might happen on Boylston, the Sears building, Charlesgate West...

I work for a construction company and understand the disruption construction brings. Temporary inconvenience is outweighed by the benefits in the best cases. In Somerville, we are enduring bridge closures, the construction of a new high school, the infrastructure for the Green Line extension, Union Square being overhauled, and every triple-decker suddenly becoming a 'luxury condo.' Projects that are for the common good are worth waiting for and improve the quality of life for residents across the city. Boston needs to pay attention to what projects it is approving at the expense of losing the character of the city. Who will be paying to stay in these hotels if Boston looks like every other place?

Thank you.



Erika Tarlin  
7 Bradford Avenue  
Somerville 02145

-----Original Message-----

From: Development Review at the BPDA

Sent: Jun 10, 2019 9:14 AM

To: E

Subject: Kenmore Hotel Impact Advisory Group & Public Meeting

Public Meetings hosted by the BPDA

[View this email in your browser](#)



## Kenmore Hotel 560–574 Commonwealth Avenue Public Meeting

**Description:** The Proponent proposes to construct a new, 27-story, approximately 389-room hotel surrounded by a new, approximately half-acre public plaza. The Project also includes the demolition of the existing building at [560-574 Commonwealth Avenue](#), and shifting the building site east, amid the new public plaza. The shift allows construction of a new public street to connect Commonwealth Avenue and Beacon Street, in between the new plaza and the former building site. The Proponent will be responsible for construction

566 Commonwealth Avenue, Apartment 801  
Boston, MA 02215  
June 28, 2019

I appreciate the work that Tim Czerwienski has done to keep the neighborhood informed and engaged about the Kenmore Hotel Project. And Robert Korff and his Lieutenant, Damien Chaviano, have been very kind as they have continued to interact with us and have made some adjustments based on our discussions.

As a longtime resident in The Kenmore Tower, with a great deal of investment at stake, since I believe our property value will diminish with the completion of the hotel, I would like to state why I oppose the project.

1. The problem is that the planned hotel of 27 stories is completely out of proportion to all the other buildings in Kenmore Square, including the new Related Beale project on the North side of the Square.

2. The creation of a four lane roadway between the hotel and Kenmore Tower, is a nightmare about to become a reality. Despite assurances of bollards and signage, it will be a major challenge for our cars to enter and exit our garage.

Also we anticipate a great deal of noise 24 hours a day and do not believe that the city should condone that.

3. The creation of public space next to the hotel is totally unnecessary, given all of the opportunities already existing and planned (the theater at Fenway Park) in the area. Boston University provides many venues for student congregation and the current institutions in the Square (Eastern Standard and Cornwalls) have outdoor seating. The Related Beale project will provide more.

4. I believe we will lose sight of the Citgo sign, which I have been told, needs to continue to be visible from all the locations it currently is.

5. I am concerned about the foundation of The Kenmore Tower and the condition of the MBTA tunnels for the B and C lines which converge in Kenmore Square after travelling along both sides of the planned hotel. Drilling is better than pile driving...however the construction will add stress to the site which must impact what is below the surface.

6. The wind studies indicate there will be change. We cannot believe that. Also we question the validity of the study, given how it was described at the meeting.

7. We have heard from an architect who has been attending all the meetings, that a building such as the one proposed here, has never been built. Perhaps the city of Boston should check that out.

Finally, did I hear correctly that this project needs to be reviewed by the Zoning Relief Board. If so, will approval be given before that occurs?

Thank you,  
Isa Kaftal Zimmerman



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

---

## Kenmore Square Hotel Project

---

**Diane Lapkin**

Sun, Jun 30, 2019 at 8:40 AM

To: tim.czerwienski@boston.gov

Dear Tim,

We have written to you before with our comments. But we again want to reiterate how opposed we are to this hotel project. Everything else in Kenmore Square is low and scaled to the charm and architecture of this area of the city such as Back Bay, Baystate Road and Kenmore Square. And directly in the square itself examples are both the Commonwealth Hotel and the new construction going up in the Square on the other side of the street which is appropriately limiting its height.

Putting an enormous hotel will do nothing but destroy the area. It is totally out of scale for the space. It will cause enormous traffic issues, wind creation to make it almost impossible to walk and will be an out of the place eye sore. At one of the hearings an architect in the audience eloquently described the negative effects describing this project as an avoidance space for the general public. And it will block the sunlight and cause increased wind to those living in Kenmore Tower, long time , tax paying residents of this beautiful city.

There are more than enough hotel jobs in this city. And the fact that crossing Kenmore Square requires a few more steps is no reason to suddenly add a giant high rise to the area.

So much thought and energy went into protecting the Citgo sign. What about putting this same energy into protecting the well being of those that have lived at 566 Commonwealth Avenue for many years.

I truly hope the city will reconsider approving this project!

Respectfully,  
Diane and Milton Lapkin

Sent from my iPhone



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

---

**Re :Hotel project at Kenmore Square.**

---

**Behnam Tabrizi**

Sun, Jun 30, 2019 at 1:49 PM

To: tim.czerwienski@boston.gov

Dear Mr. Czerwienski,

As a resident of 01/02 units at Kenmore Tower. I have followed the progress of this project and various angles that this developer has taken to push his interest forward. Please let me clarify that any notion by this developer, insinuating that he is doing this for the betterment of this neighborhood is incorrect and an insult to all of our collective intelligence. His initial proposal trying to get around all of your PDA rules and regulations by connecting two widely disconnected parcels of lands and using a phantom unfunded project as a vehicle, are clear indication of his intent and who he is. He mentioned that he is adding 4 additional floors because, otherwise, he things that he is not helping the neighborhood to the extent that he can. We are all insulted!!!

I clearly do not understand the desire of the city of Boston and its facilitating this project by giving/swapping a public property and doing all that it can to help this developer. Boston is a much better big City than LA, NY, Chicago and... because of the character and diversity of its neighborhoods. You name it:

- North End (by the way, a Starbucks proposal was turned down due to its effect in change of the neighborhood !!!) and we are ignoring the effect this!!!
- Commonwealth Ave mall
- Beacon hill
- Back bay
- Waterfront
- Downtown
- .. and Kenmore square

Why do we need to create another downtown here. This out of scale, unfit and out of position project is going to change the fabric of this neighborhood. I understand that things need to change and improve but something that fits the scale and the natural harmony of this neighborhood is much more justifiable. You are impacting every one and everything in this area for worse. This is impacting continuity of commonwealth avenue, it makes impact to all the traffic patterns for worse, it creates shadows, it generates wind tunnels, creates noise and traffic congestion. What for?? Help me understand. Boston is a prosperous and traditional city and we need to maintain its fabric. Can all this chaos and inconveniences be justified by a few hundred Union jobs for a couple of years or some hotel workers employment, while there is no need due to healthy economic factors driving our city. Making this neighborhood change and undesirable will have a much longer term adverse effect in this area and the city as a whole. The justification that is given for all of this is a small piece of public area!! really, really?? If for a minute we assume that all the independent comments and studies/facts from similar projects on wind, noise, traffic, shadow and... are wrong, and City is going by what the developer has sponsored, does a small sitting public place justifies all of this. What will be the fascination to sit on a bench in the middle of traffic while the beautiful commonwealth mall is down the road or incredible Charles river shore and parks are a few steps away?

Please do not rush to this. Get clear, concise and indisputable wind, noise, traffic, structural and impact studies conducted. Please do not look at this as an independent event. As a city official you and your team is obligated to show to the neighborhood that this project negatives are significantly outweighed by its positives. It needs to be significant as once done you can not go back.

Sincerely,

B. Tabrizi  
[566 Commonwealth Ave, Apt #1002, Boston Ma.](#)



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

---

## Kenmore Hotel comments

---

**Janie Knight**

Tue, Jul 2, 2019 at 7:29 PM

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

Hi Tim,

I hope that you are doing well and having a good summer.

The purpose of my letter today is to express my concerns regarding the hotel project in Kenmore Square.

I have attended all of the meetings and I am extremely up-to-date regarding the architectural plans as well as the new traffic patterns that have been proposed.

I have many concerns regarding this project and its impact on the neighborhood. To begin with there are no tall buildings in Kenmore Square. I am all for city improvement however the design, scale and height of this building is incongruous with the remainder of the Square. Unfortunately, it seems as though the city is so hungry for development and tax revenue not taking into account that this is also a residential neighborhood and once the building is built it is permanent. The permanence represents something that is hard to quantify in terms of noise, traffic, safety, wind and lack of light for the residents of Kenmore Tower. This is where we live and it directly impacts our quality of life. I know that you have done independent studies but there doesn't seem to be a study that can aggregate all of the studies in terms of the collective impact on our environment and quality-of-life. As Aristotle is quoted "The whole is more than the sum of it's parts" Looking at each of the studies independently does not provide an accurate summary of the project impact and the high cost to its residents. We are stakeholders without a vote! There is a human cost associated with this project.

I have witnessed the proposed PDA first with the Buckminster and then the city. It seems that either partner would have been ok for approval. This "land swap" seems to favor the developers vs the residents. We have been vocal and honestly it feels like we are beating our heads against a wall. This doesn't seem fair in that we are taxpayers, voters and residents that support local businesses in the square.

Mistakes are made all of the time and in this case it would be not only permanent but a real blemish in the square with its historic charm. This is truly a case of David versus Goliath. I hope that you will please consider this point of view.

Sincerely,

Janie Druker Knight

566 Comm Ave  
Boston, Ma 02215

To :Boston Planning and Development Agency

Tim Czerwienski-Project Manager

July, 2, 2019

Dear BPDA members,

I am writing this letter to express my opposition to the proposed hotel in Kenmore square and ask that the city to fully consider all short- and long-term ramifications and ensure objectivity and thoroughness in analyzing and reviewing the new proposal.

Below are the issues that have not been addressed sufficiently and have been passed over or entirely ignored and/or dismissed despite the fact they were raised multiple times in public meetings.

As a resident, and direct abutter of this development, I would expect the city of Boston, the city planners, and any regulatory arm involved would review these points objectively and act upon accordingly.

The fact that the city of Boston is swapping city owned land to allow a 27-story structure to be built on a "postage stamp" size lot has made many people justifiably question and be uncomfortable with regards to objectivity of the city when it comes to this project. It is therefore imperative for the city to show us, the residents, that it is an unbiased and objective institution that acts in the best interest of the city and more importantly its residents. **The City of Boston, BPDA et al would need to show the public they have approached this project critically, objectively and have exhaustively reviewed each and every aspect of this project. I ask that the city to provide us with their input to this development and independent verification of the of developer -paid for studies.**

- 1- **Evidence based design**-With a massive project of this scale; we have repeatedly asked for an evidence based response that shows how such a structure will be successful. Where in the united states such a building has been built and not have had a material negative impact? Has the BPDA and zoning asked for an evidence based study? And if not, why not? If yes, could we get the results?
- 2- **Wind study issues**-With respect to the wind study a few questions remain unanswered:
  - a- The wind study shows average and therefore skewed picture of what the real conditions will be like (the wind company themselves even said this in the public meeting). We like to have real and actual data that shows the actual impact of wind not the average.
  - b- Wind study data-The wind company has not used real data only historical data. Again, if the public space is the real reason for this project getting the green light and to bypass all zoning requirements, why isn't the city requiring the developer collecting real data? Unusable public space is a big price to pay for the city and the residents. Please provide us with an answer.
  - c- The wind study was done by a company that was paid by the very entity (the developer) that has a vested interest in the outcome of their study. How can you ensure objectivity in this wind study? Who is liable if the wind study is wrong? Who is liable if the effects of the wind drastically affect conditions in the square? Why was there no independent audit of the wind study? Who is liable if the wind gusts create a negative incident?

- d- **Existing public space** . If public space is important to the city, why are they giving up an already existing land with trees and open space in Commonwealth ave where the air quality structure exists? It is a perfectly great and beautiful space that with the addition of benches can continue to serve as public space. Can someone at the city planning show why that space should be torn apart and given to the developer? What public benefit does that have for the residents and the city? Why is the city (a public entity) giving land to a private entity (the developer)?
- 3- **Flat Iron Building effects** . A look at the Flat Iron Building in NYC raises many concerns directly related to the Kenmore hotel project in that this project is extremely similar to that building except the Flat Iron is shorter. In fact, the very first meeting, the Korf development introduced this project as the “flat Iron “building in Boston. Has the City and BPDA looked at this issue? If so what are the findings? If Not, why not?
- 4- **The wind study** at the building in NYC has shows very windy side walk conditions since 1902. Why is that not a factor in deciding and granting Kenmore Hotel zoning relief to build the exact replica here in the city? Could we see a comparative study of the New York Flat Iron and the Boston “Flat Iron” in order to fully understand the impact of wind on all surrounding area?
- 5- **Impact on KT**. As residents of Kenmore Tower, we asked for wind study that addresses our residences and the balconies directly behind the building. The study found NO/very little impact. It is therefore difficult to accept the objectivity of this study. This study was paid for by the developer. How is it possible that a 27 story building directly in front of Kenmore tower west to have no impact? It would seem, by the very nature of a building of such height going in front of Kenmore tower, wind conditions will substantially change. Who is liable should an injury or negative event occur on one of these balconies because the wind study was entirely incorrect?
- 6- **The public realm benefit**- This is the ONLY reason (we are told ) to a) rearrange many major roads, b) give/swap land to the developer and c) allow this massive structure to move forward. Yet is unclear how USABLE the space going to be with the wind conditions. The article in Boston Guardian June 14,2019 raises serious concerns. If the space is not very usable due to the wind that this hotel **will** create, why is the city allowing this project? The city is obligated to make certain this massive project is going to benefit the public and if there are issues with this goal, then the city is morally, ethically and legally obligated to halt the project. The city’s obligation is to the residents of the city and not the developer.



- 7- **Wind-** I contacted the Real Estate department at MIT and asked if faculty members could review the wind study. A few of their faculty members did. Here is the response after looking at the wind study, "There is a legitimate concern for dangerous wind as the building is shaped to enlarge as it gets taller, pushing the wind down the building and toward the street. " They advised me to contact the elected officials and city of Boston city planners, zoning board officials to push back and ask for more answers. This-objective- response directly contradicts the report of the wind company that was paid by the developer. Does this not raise concerns to the city? If the study is indeed inaccurate, who is responsible for the negligent behavior if the City not ensuring the objectivity of this study ?
- 8- **The canopies proposed to Mitigate wind-** The best way to confirm/deny this theory would be to go stand under the wind canopies by the front door of the Hancock tower. By the very fact that the developer is proposing canopies means that they know the wind conditions on street level will be bad. If not, why would there be a need for canopies to mitigate the wind effects. The objectivity of this wind study needs to be further studied.
- 9- **ZONING-** This size is not appropriate for 27 story building according to the Boston zoning board. It far exceeds the allowed FAR. While it is understood the city can bend the rules when appropriate. The question to the BPDA is: **WHY does the city plan to swap land, bend and entirely break its own rules, only to gain, a small highly questionable usable public space? Is there something the residents are missing with respect to why this project has not been rejected already?**
- 10- **Traffic-** The developers have tried to make residents believe that there is a problem in traffic pattern currently. While there may be an issue with the current traffic, their proposal for the new road pattern should concern city planners. According to the developer presentation/slide the entire redesign and change of the traffic pattern has a **net effect that is minor**. But if there is a negative impact which is very likely, the city of Boston does not get a do-over and has forever impacted the city's traffic in a negative way. How will the city ensure that the Kenmore tower driveway is not illegally used by cars to cut through the road? The developers themselves said that while certain paths would be shortened, others would be lengthened (for example if I am on beacon st going towards Brookline I can currently go straight through the light. In their proposed scenario I must now go straight and make two turns to go around this hotel. This is objectively worse and a longer travel path). So the city wants to take year(s) of construction and drastically impact travel and safety during that time, to swap one problem for another?

PLEASE- DO NOT RUSH TO CHANGE THE ROADWAYS IN SUCH A MAJOR WAY. What will happen when ambulances cannot go through beacon and have to go through a rotary that is constricted by lights and two major roads converging. Is the city of Boston liable? Is the developer liable?

12-**Buiding Design**- Jeff Speck- ( Hotel Design Team) in his book Walkable City proposes a very different idea for buildings that directly contradicts what he is proposing to do for us in Kenmore sq.

Walkable City: How Downtown Can Save America, One Step at A Time (2013) p221.

Has the BPDA/city planners and architects investigated this? Does that not concern the city that a member of the design team published a book that directly contradicts the very validity of this design?

13- **Security**- Las Vegas shooter scoped out Fenway park to conduct a mass shooting but was unable to do it because he could not find a vantage point. How is the city of Boston allowing for such structure to be built that would potentially enable such horrific acts to happen? This is not a hypothetical question. The Las Vegas shooter was a real threat that we luckily dodged because there was no hotel room for him to use. Now we are creating a sitting duck scenario in large scale events like concerts at Fenway park, Red Sox games and the Boston marathon. Who is liable in this scenario if the city is found negligent in not thoroughly ensuring public safety and a scenario like what happened in Las Vegas occurs?

Thank you for your time,

Respectfully,

Lida Tabrizi M.Ed  
566 Commonwealth Ave # 1002  
Boston, Ma 02215

Richard Forman  
111 Perkins St., #192  
Boston, MA 02130

July 5, 2019

Mr. Tim Czerwienski,  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201

RE: The Kenmore Hotel Proposal at the proposed One Kenmore Sq.

Dear Mr. Czerwienski,

I would like to express my strong opposition to the scale of this project.

Fair disclosure – I own a unit in Kenmore Tower next door that I rent out. My unit faces Commonwealth Ave. so my view would not be impacted.

1. Quite simply this project is a visual monstrosity, and a monument to Mr. Korff's ego.
2. The proposed public plaza space is not inviting. It is sitting in the middle of traffic in Kenmore Sq. and I can't imagine anyone seeking out that plaza to enjoy as a public space. It would be a transit space and a space for people to wait for Ubers to pick them up.
3. A hotel with 389 rooms and no parking would generate many Ubers, Lyfts and Taxis that would be circling Kenmore Square and pulling over on both Commonwealth Ave., blocking travel lanes, and disrupting traffic on Beacon Street.
4. I think the traffic flows that were presented were highly biased and deceptive. For example, someone traveling inbound (east) on Commonwealth Ave. before Kenmore Sq. that needs to reverse direction would need to circle between Kenmore Hotel and Kenmore Tower and continue circling around Kenmore Sq. to get back to Comm. Ave. west. This would flush many cars right into Kenmore Sq. and add to the already congested traffic in Kenmore Sq. During Red Sox games and Fenway events it would be much worse and contribute to the gridlock that already is a problem.
5. The traffic flows showing cars flowing eastbound through Kenmore Sq. and continuing on Comm. Ave. being diverted between Kenmore Tower and Kenmore Hotel would create backup for cars heading east making the right turn between the buildings, and westbound traffic trying to reverse direction onto Beacon Street eastbound would also backup at that intersection. Then when you add to that the eastbound Beacon Street traffic I imagine constant gridlocks happening as well as cars doing dangerous (to cars, pedestrians and bicycles) illegal U-turns to avoid heading in to the gridlock.

6. The presentations I attended seemed to not acknowledge or take into account the new Fenway Center project that is well on its way in construction. The Fenway Center project will increase traffic flows but the Kenmore Hotel project seems to have (intentionally) overlooked accounting for this increased traffic and congestion.
7. The scale of the building as proposed would not add to Kenmore Sq. aesthetic of Kenmore Sq. It would be a single building on an island that is totally out of scale with the rest of the square. Kenmore Sq. is currently low rise in the middle (the MBTA bus station) and slopes up ward and outward almost in a bowl shape to the edges of Kenmore Sq. To put a 23 story build in the middle of Kenmore Sq. would be very disjointed and visually disturbing.
8. The drawings and plans showed a very intimidating and overwhelming building no matter which direction one was approaching from.
9. The traffic disruptions this building would create when finished would be compounded many times over during construction as roads and pedestrian ways are blocked for construction vehicles, construction equipment and staging.
10. Construction work in this tight and active area may possibly cause damage to neighbor buildings, MBTA infrastructure and utility infrastructure.
11. The service area of the Kenmore Hotel for supply vehicles and service vehicles servicing the building is woefully inadequate. The maintenance, trash removal, food service, laundry service, delivery and others service vehicles would back up and block traffic flows. They may try to schedule and coordinate these vehicles but that is almost an impossible task.
12. The floor area ratio (FAR) is enormously greater that what would normally be allowed for this neighborhood. This would totally disregard the logic of creating FAR regulations.
13. The “opportunity zone” variance (maybe the wrong terminology) this project was granted is flawed. There was no need to incentivize development in the location. This was and is not an economically distressed area.

All this being said I understand that this property has been purchased and he deserves to make a profit on his development but I think a smaller building (maybe 3, 4 or possibly 5 stories) on the existing footprint would fit much better with the Kenmore aesthetic “bowl” shape mentioned in paragraph number 7. He would still be able to make a healthy profit on his investment but a smaller building on the existing footprint could enhance Kenmore Sq. rather overwhelm and intimidate the Square.

Sincerely,

Richard Forman

July 6, 2019

### **Final Comments on Proposed Hotel Project**

Dear Mr. Czerwienski,

As an original owner of Unit 501 in the Kenmore Tower since 1982 when the building was converted into a cooperative, I am writing to you in response to the invitation to submit my final comments regarding the currently planned high rise hotel in Kenmore Square.

#### **ISSUES OF CONCERN**

I find the latest proposal by the developer Mr. Korff as summarized in the attached Kenmore Square – RWDI Presentation to be completely unacceptable from several standpoints. Aside from being a highly questionable economic proposition because of generally low hotel occupancy rates in the area, the project would not only be detrimental to the quality of life of current residents in the area but also may even impede future development prospects.

The proposal requires major road reconstruction and redirection of traffic, raising serious concerns regarding increased traffic noise, vibration, emissions, and congestion particularly in the vicinity of our building. There are also concerns regarding the resulting strong wind currents and long shadows on residents, pedestrians, and existing structures. The proposed rerouting of traffic would also interfere with pedestrian and vehicular access to the Square, effectively isolating our building which is currently the largest permanent residential development in the area. Before the lane between our building garage and the Citizens Bank building was closed to through-traffic, vibration resulting from the limited through traffic in this lane apparently caused the spontaneous shattering of not only the window in my unit, but also the shattering of windows of other units in the Kenmore Tower as well. We are therefore also concerned about the proposed new four lane thoroughfare closely adjacent to this lane. I also found the building to be very susceptible to even minor earth tremors which hardly registered on the Richter scale. Even minor construction work below grade in the garage area would loudly reverberate throughout the building. Imagine the impact of pile drivers to build the proposed hotel nearby.

A hallmark of a good development is to enhance the quality of life as well as property valuations for all residents in the area and not to detract from them. A recent resale of a unit on our side of our building does not bode well in this regard. This may presage drastic reductions in property valuations and resultant property tax revenue to the city if the hotel project is approved as proposed. **If the project proceeds as currently planned, the developer must fully compensate us for such damages.**

#### **COUNTER-PROPOSAL**

To address these concerns, I would like to suggest elements of a counter proposal as briefly outlined below:

1. The hotel location be moved north east to the other side of the proposed plaza to where the EPA emissions monitoring station is currently located in the middle of Commonwealth Avenue. Please see the two attachments (New Proposed Hotel Location A, New Proposed Hotel Location B). These new proposed hotel plot plan locations are superimposed on the existing Kenmore Square street plan. The original hotel location as proposed by Korff is outlined in red.

## Final Comments on Proposed Hotel Project

2. The existing site of the Citizens bank building would therefore become the focus of the proposed plaza.
3. I would then further propose that the current “triangular” site of the Citizens bank building be excavated below street level in the middle of the plaza to become the locus of new below ground retail and restaurant store fronts along the triangular perimeter which would be open to the air above. A moveable glass “pyramidal” enclosure could shelter this plaza / atrium during inclement weather. This atrium / plaza could become the locus of a year-round meeting place and new identity for the Square.
4. This below grade section of the plaza would therefore be at least partially sheltered from the elements, wind, and traffic noise from above, and would also be the locus of underground tunnels leading to the subway stations, Fenway Park, and other sites in Kenmore Square.
5. The proposed hotel would “overlay” or bridge over the section of Commonwealth Avenue between the current Citizens bank location and the EPA monitoring station locations. The bridged over segments of road could then become sheltered loading docks, parking, and taxi stations for the hotel, which is currently another unresolved issue. I believe that this would make more sense than the original plan to bridge over Beacon Street to the Buckminster hotel.
6. I believe that this would eliminate the need to severely disrupt traffic as currently planned, make crossing Kenmore Square on foot (or by car for that matter) a much less life threatening proposition for everybody, and of course reduce the disruptive impact of the hotel project on our building. This should therefore help promote efficient future development and enhance the quality of life in the Square, making it a much more pedestrian friendly area which more people would want to call their home.

Since this counter proposal could proceed incrementally, it should represent less risk to all parties involved. For example, start with the excavation of the Citizen’s bank site to create the subterranean plaza and some retail store fronts. If commercially successful, then proceed with adding to retail space and tunneling pedestrian walkways under the square to the extent possible. Support from other businesses such as the Red Sox could be solicited in this regard. If successful, then proceed with the hotel project pending careful structural impact and mitigation assessments of adjacent structures such as our building and the Green Line subway tunnel. Important fundamental questions are how close the proposed hotel could be located next to the Green Line subway, could it be designed to extend over it, and could the tunnel be sufficiently reinforced to withstand any structural concerns if necessary. If an argument is made that a reinforceable subway tunnel obviously already designed for very heavy vibration would not withstand the hotel construction activity, then how would our much more fragile residential building be expected to withstand the proposed hotel construction if nearby?

Please feel free to contact me by return e-mail at \_\_\_\_\_ if you have any questions. I believe the concerns I have outlined are also shared by other residents of my building, especially of course the 01 / 02 units.

We appreciate your consideration.

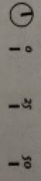
Regards,

George Apanel



KENMORE SQUARE PUBLIC REALM / EXISTING PLAN

REED HILDBRAND  
06.27.2019





KENMORE SQUARE PUBLIC REALM / EXISTING PLAN

① 1 1 1 1 1

REED HILDERBRAND  
06.27.2009





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

---

## Kenmore Square Hotel project

---

**Brian Gula**

Sat, Jul 6, 2019 at 7:12 PM

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

Hi Tim, I am sending you my comments regarding the Kenmore Square Hotel project  
I have attended meetings at City Hall, in my neighborhood and have met personally with you and Mark Development

At this time from all the comments I am hearing and the track record of projects green lighted by the BPDA I feel like the project is moving forward despite objections from residents

If that's the case these are my concerns.

Hearing it will be a six day working project is really unreasonable to residents of our building especially the 01/02 units  
I can't imagine working all week and not having a peaceful relaxing Saturday  
You need to look at this disruptive schedule  
We have earned the right to enjoy our weekends and not be disturbed

The design of the building is denying residents solar access which we need for our wellbeing

This has been documented in numerous studies

In a community meeting Gang Studio called the hotel a thin building

When I asked the architect to compare it to another building in Boston I was told not by him as I am not sure he knew of another building but to go to North Station and view the new building going up there  
I have looked at that building numerous times and would like someone to tell me they are of similar design in being a thin building

In the June 29 edition of the Boston Globe noted writer Robert Campbell reviews One Dalton a building I can see from my balcony

He states: "One Dalton, Boston's commanding new skyscraper conjures architectural magic. One Dalton is a pencil Tower common in New York but the first of its kind here."

My question is why is the second of its kind not being built in Kenmore Square

If your moving forward with this project then the Hotel needs to be built as thin as possible to mitigate life for residents regarding solar access. Our quality of life needs to be looked at.

I have looked at Gang Studio's website.

This current design is not in my opinion taking into consideration of residents who own their units and deserve to live a life to which we are accustomed to and have a right to

Thanks  
Brian Gula  
Kenmore Tower

Sent from my iPhone



July 10, 2019

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

RE: 560-574 Commonwealth Avenue  
Kenmore Square Hotel Project

Dear Mr. Czerwienski:

This letter is to comment on the Draft Project Impact Report (DPIR) submitted by Mark Kenmore, LLC, regarding the parcel of land located at 560 - 574 Commonwealth Avenue. These comments carry forward those made the Audubon Circle Neighborhood Association (ACNA) during the project scoping period, as well as additional comments in light of new information in the DPIR.

1. Zoning. The presumption that the project is eligible for designation as a Planned Development Area (PDA) must be revisited. The development parcel under review is purported to be between 6030 square feet (the area given in the PNF) and 9501 square feet (the area described in the DPIR to be conveyed by the proponent to the City), and ultimately will contain about 7547 square feet. All of these lot sizes are significantly less than the 43,560 square feet (or one acre) area required for designation as a PDA. The proponent has included public sidewalks and streets in its calculations, inflating the project area and leading to the perception that it has done so to avoid the zoning limitations that would otherwise affect the project. Many projects approved by the City in which improvements to the public realm have been made did not include or incorporate the improved or benefitted areas in the project's footprint, and to do so now is a discordant element in an already contentious project. If zoning relief is to be granted for this project, it should not be done via a perversion of the project review process.

2. Size and Shadow. The proposed height of the building is truly unfortunate; a tower in the middle of Kenmore Square and an eyesore from myriad vantage points. It is so out of scale to anything around it - including the tallest element of the Fenway Center now under construction, which at least has the benefit of its abutting mass - that it eludes adequate description. Possibly the words ridiculous; preposterous; intimidating; unnecessary and/or offensive provide a few options. Its monolithic scale and dimensions are not a tribute to architecture, but an example of hubris and insensitivity that must not be allowed to define the skyline of this city. That its height will throw shadow on the Esplanade, the

P.O. BOX 15354 KENMORE STATION BOSTON MA 02215

[auduboncircle@gmail.com](mailto:auduboncircle@gmail.com)

[www.AudubonCircle.org](http://www.AudubonCircle.org)

Charles River, and on the Commonwealth Mall for a significant part of the afternoon in all seasons, is enough of a reason to reject the proposed height. Its failure to relate in any way to the Square or to those of its buildings that still offer inspiration for creating a vibrant, pedestrian friendly, coherent and improved streetscape (which the proponent holds up as its goals) also represents a failure in both vision and rationality. Even the stated FAR of 8.5 is off the mark; the public plaza to be created by the proponent is being defined as the lot when, in fact, the building lot is or will be much smaller. To be presented with a project like this with “facts” that have dubious validity is distracting and unseemly.

3. Traffic and parking. The proponent has described the entire project as having little impact on traffic in Kenmore Square (other than possibly positive ones), and that it will make Kenmore Square a pedestrian friendly place. The fact that the proponent’s traffic study concludes that traffic volumes in the Square are only 4% higher on a Red Sox game night puts any such assertion into immediate question, as this conclusion clearly indicates a lack of relevant data. Traffic in the Square is much worse on a game night, a fact that no traffic study can alter. The lower counts reported by Stantec may be due in part to greater pedestrian volumes, but it is more accurately based on the fact that traffic is barely moving. This is what accounts for the limited increase in traffic flow, not that there is barely more traffic. That the consultant came to the conclusion it did casts doubt on its projections and analyses, and underscores the possible (or likely) failure in its assumptions or conclusions regarding queuing or levels of service at the existing traffic signals or at those proposed for the New Road configuration. This aspect of the report must be revisited and more carefully analyzed.

The conclusion that this project will have limited traffic impacts rests on the assertion that a “significant” number of hotel guests will arrive via mass transit. The word “significant” can be interpreted in different ways, but if the implication is that a vast majority of guests (or hotel workers and other employees) will use the T, then, to the extent this expectation defines the project’s anticipated traffic impacts, the proponent must provide proof that this will happen. This is especially critical to the extent the proponent’s role and responsibilities in implementing a Transportation Demand Management (TDM) program and TAP Agreement are to be commensurate with the anticipated impacts. More to the point, the TDM must ensure that the proponent’s assertion regarding the use of mass transit will be a reality, and will go well beyond “encouraging” the hotel operator to provide incentives and opportunities to use the T, or “encouraging” construction contractors or their employees to “de-emphasize car use.” This part of the project report must be revisited and given much more weight and substance.

How traffic flow through the Square will be improved by the proposed road alterations is very difficult to comprehend. The DPIR and public presentations have described the reasons, and none of them makes sense. Narrowing Beacon Street, a major artery, will not improve traffic flow. This was proven in the City’s narrowing of Beacon Street just west of Kenmore Square. “Removing surplus portions” of two major arteries is something akin to an oxymoron. “Simplifying the intersection” by contorting a straightaway into two turns with two traffic signals within a one block distance is confounding. Common sense dictates that the proposed new road configuration will result in much worse traffic conditions, and any ‘improvements’ to the public realm or to the pedestrian experience in Kenmore Square will be sorely undermined by the congestion, noise, fumes, horns, tension, accidents and distress that will arise by a street system rendered dysfunctional. Being able to walk, stand or sit in a maelstrom of choked streets offers no public benefit.

Assuming that a significant number of hotel guests will arrive by car, either their own or in one for hire, the consultant's stated expectation that there is "nearly zero probability" of back-ups or queuing, at any time, at the five spaces set aside for this purpose - for a 389 room hotel with no parking in the heart of a high traffic area - is unrealistic. Each vehicle user will be loading or unloading passengers and/or baggage, conducting transactions with the taxi driver or valet, and be generally unaware of the traffic implications of their actions or the speed in which they conduct them. All this is in addition to those persons arriving or leaving the property for its other uses, which presumably will include restaurant and/or retail. The project proponent and the City should take a harder look at the adequacy of a five space passenger loading/unloading area to test its sufficiency; this is critical to ensure that congestion and interference with traffic in the adjacent travel lanes are prevented. The analysis also should take into account the likely spike in activity at check-in and check-out times, not just periods defined as "peak a.m." or "peak p.m."

Also needing analysis is how guests arriving in their own vehicle will affect traffic outside Kenmore Square. Valets are to drive guests' vehicles back and forth to the hotel from the lots or parking facilities with which the proponent is to make arrangements, or the guests will be doing so on their own, also vying for street parking wherever it may be found. The ACNA Board reiterates its comment on the PNF, which is that the traffic study area should include, at a minimum, the area and streets in which these parking facilities are located. That the DPIR does not do so is a significant hole in the proponent's traffic analysis.

With regard to off-site parking facilities, it is important to recognize that, of the seven options identified by the proponent, four are surface lots. In the current real estate climate, the likelihood that these lots will remain undeveloped in the long term is extremely low, and any agreements the proponent or hotel operator may now make with some or all of the lot owners will become irrelevant. When that eventuality arrives, where the cars will go is a question that needs answering before a hotel with no parking facilities is built in this location.

4. Wind. To the extent the proponent rests so much of this project's justification (and PDA designation) on the creation of an attractive, appealing and usable public gathering place in Kenmore Square, it is critical to know how the proponent will address wind impacts, and to be assured that whatever mitigation is proposed will be effective. The extreme height of the building presents a significant hurdle in this regard, and the wind at street level at times will be uncomfortable. Due to the parcel's location, some level of wind speed mitigation will be necessary, whatever the building height. "Annual" or averaging of wind speeds or their effects described in the DPIR obfuscates the wind impacts at the high end of the scale and should be eliminated from consideration so that appropriate measures are implemented. The measures that have been suggested (a canopy around the building, screens or walls, or other wind-reducing obstructions at the building's base) could insert visual clutter, as well as opportunities for damage, defacement or disrepair, and their impact on passing pedestrians and bicyclists must be considered. In the event trees or shrubbery are offered as mitigation, how vegetation will survive or flourish in wind and shadow must be accounted for. The channeling effect that the building will create in relation to the adjacent structure at 566 Commonwealth Avenue also must be addressed, both at street level as well as along the buildings' upper elevations where abutters' windows, balconies and outdoor living space are located.

The proponent's efforts to mitigate the impacts of this project on the abutting residents is noted and further efforts are encouraged. The ACNA Board also encourages the proponent to dispense with the traffic diversions it has put forward and instead use the "New Road" or a variation thereof as the location for drop offs and pick ups, and not as a conduit by which traffic is directed through Kenmore Square. The existing road configuration may not be ideal, but adding the turns and stops as proposed by Mark Kenmore can only make things worse.

Respectfully submitted,

The ACNA Board

cc: Shanice Pimental, ONS  
Josh Zakim, City Councilor



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

---

## Public Comment to BPDA regarding Kenmore Hotel proposal

---

**Cory DiBenedetto**

Wed, Jul 10, 2019 at 11:39 AM

To: tim.czerwienski@boston.gov

Tim, Members of BPDA, I apologize for commenting past the deadline, but I feel what I have to share is to important to be left unsaid.

It is clear as to the current building rights of developers on the proposed area, 4, 5, maybe 6 stories. For good reasons, many of which have been presented in the extensive comments. But a far more important reason to reject the Kenmore Hotel proposal on concept is simple...

This is coming from someone who on a nightly basis has friends and family visiting Fenway Park and is rarely if ever concerned for their safety let alone their lives.

However if you don't think building a 27 story Hotel that overlooks 30,000+ people on a nightly basis, open to anyone with a credit card and a suitcase, is creating a real threat to the lives of the people of Fenway, then you are simply not seeing the real world.

It is a fact that the Las Vegas shooter searched the internet for Fenway Hotels, thank God this building was not built.

Never once in the public process of this proposal have the people heard answers to the question of people's safety at Fenway Park from an active shooter.

People of the BPDA, I beg you not allow this project to go any further. At the moment no hotel in close proximity to Fenway Park, proposed or otherwise, can see into the lower seating bowl. Current zoning does not allow it.

Thank you for your time,  
Cory DiBenedetto

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
7/3/2019	Ambar	Johnson	LivableStreets Alliance	Support	<p>July 3, 2019 To: Brian Golden, Director Boston Redevelopment Authority            Attn: Tim Czerwienski One City Hall Square Boston, MA 02201-1007 From:            LivableStreets Alliance Re: Kenmore Hotel, 560-574 Commonwealth            Avenue, LivableStreets Comments Dear Director Golden, Thank you for            inviting public comment on the Kenmore Hotel Project in Kenmore            Square. For over 14 years, LivableStreets Alliance has advocated for            streets that connect people to the places where they live, work, and play.            Our current programs include advocating for: ? Emerald Network: our            vision for a 200-mile system of greenways in Greater Boston ? Vision Zero:            the effort to systematically improve traffic safety in cities and towns ?            Better Buses: systemwide improvements to optimize and prioritize bus            transit The proposed redesign for Kenmore Square includes many            elements that warrant our support, including increasing access to public            space, reducing space for vehicles, and building safe active transportation            infrastructure to enhance the public realm. We commend the proponent            for reallocating street space to move people with a focus on safety rather            than speed. This, along with other parts of the design, aligns with the City            of Boston?s Go Boston 2030 goals of improving safety and transportation            access for people. More specifically, based on the reconfiguration, we            support the safe movement of people using all modes by channelizing</p>

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
					<p>cars to safely cross the intersection, removing the burden from people traversing multiple lanes of traffic, and creating open space for people to enjoy. With an area that brings much contention for users of all modes, we are happy to see plans to reduce confusion for people driving, biking, and walking. We are pleased to see a reconfiguration of the intersection of Commonwealth Avenue and Beacon Street to be a "signalized roundabout" that slows vehicles. In addition, we are in favor of the design options that separate people biking from vehicular traffic using parking-protected bike lanes, as this facilitates easier and safer travel along Beacon Street, Commonwealth Avenue, and crossing the Charles River. While the proponent makes strides towards the City's walking and biking goals in Go Boston 2030, like prioritizing the movement of people over cars, we believe the below recommendations would enhance the project site. We urge the City and the MBTA to work with the proponent to bring this new vision for Kenmore Square to fruition. <u>Bus Priority Analysis:</u> Kenmore Square has excellent connections to transit, with three transit stations within a quarter-mile of the project site and a bus station along Commonwealth Ave. Given the project site's proximity to the Kenmore Square Bus Station, the high volume of Red Sox fans in Kenmore Square, the City's goal of increasing transit ridership, and the MBTA's</p>



Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
					Better Bus Project, we ask that the proponent conducts an analysis for the impacts of priority bus treatments for existing and future bus service. <a href="#">Programmed Open Space7/10/2019</a> We hope that the plaza will include seating, water stations, and green space to create a more inviting, vibrant space than what seems to be illustrated to date. We also encourage the project team to commit to maintaining and programming the Plaza. <a href="#">Clear Signage for All Modes7/10/2019</a> We would like to see clear signage for users of all modes to include wayfinding, street signs, and lane markings to prevent traffic from entering opposing directions, collisions, and turning motions made in err. In order to discourage riding through the plaza, people biking will need clear signage west of the plaza to direct them to resume eastbound on Commonwealth Avenue using New Street and Beacon Street. Thank you for considering our comments. We look forward to seeing an improved, multimodal experience in Kenmore Square. Please let us know if you have any questions about our comments. Sincerely, Ambar Johnson Program Director LivableStreets Alliance
6/20/2019	zitao	yang		Oppose	Such a small and heavy traffic area. It is not a good idea to build a hotel because it will cause more traffic when guests to get off and pick up. Next to the RedSox home court. Should build a public Green Park for the fan to enjoy the game before and after. Also it is can be a good place for fan to sit in the outside during the game. Green Park can build a small stage like time square which can have some open music event.
6/20/2019	Milton	Lapkin		Neutral	Wind studies should include balconies on the Commonwealth Ave side as well as those on the Beacon St side for Kenmore Towers. High winds could make the balconies unsuitable for sitting as well as make them unsafe.
6/17/2019	Daniel	Glasser		Support	Hello - I'm writing in strong support of the One Kenmore Hotel project. This project, as currently planned, will bring much-needed improvements to the pedestrian and traffic flow through Kenmore Square. The addition of green space, bicycle infrastructure, and other improvements promise to transform the area from being simply a high-traffic intersection into a more welcoming environment for businesses, visitors, and all users. Thank you for your consideration and support.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
6/17/2019	Matthew	Wunderlich	BU	Support	As is, Kenmore Square is horrible for all users. It's a confusing mess for cars, it requires excessive waits and crossings for pedestrians - many coming from a major T stop, and it's incredibly unsafe for cyclists. All this despite it being a key intersection for people traveling to/from BU, Brookline, Allston, and beyond. Additionally, there is nothing resembling a square in this Square. This development will be great for Boston and will make Kenmore safer and more enjoyable for all users.
6/17/2019	Cynthia	Snow		Support	I am supportive of this project for the improvements it will make to the traffic patterns in Kenmore Square--ESPECIALLY the improved safety for bicyclists. As someone who doesn't own a car and frequently travels by bicycle to or through the Kenmore Square area, I would welcome these improvements. The changes to difficult intersections in New York like Times Square and others have demonstrated how rationalizing traffic patterns can make conditions better for ALL street users, including motorists, cyclists and pedestrians.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
6/17/2019	Larry	Field	Massachusetts Smart Growth Alliance	Support	<p>On behalf of the Massachusetts Smart Growth Alliance (MSGGA), I am submitting this comment on the public infrastructure improvements proposed in connection with the One Kenmore hotel proposal. MSGGA is composed of nine diverse policy organizations working to promote healthy and diverse communities, to protect critical environmental resources, to advocate for housing and transportation choices, and to support equitable community development and urban reinvestment. We all love Kenmore Square. So many residents of Greater Boston have memories of being in the Square to attend Red Sox games or visit restaurants, bars or clubs. But we don't love the Square for its accessibility to walkers or bikers. For one of the region's most notable squares, it is one of the least friendly. Pedestrians have multiple and long waits to cross the square. Bike riders have a confusing and dangerous set of intersections. And for one of the region's most known public spaces, there is remarkably little outdoor space and the square lacks a sense of cohesiveness. Our organization is impressed with the proposed re-imagining of Kenmore Square's circulation in this proposal. It is a much simpler, more logical street layout. The pedestrian walkways are shortened, making them safer and more inviting to pedestrians. The proposed bike lanes, placing them between the curb and parking, likewise will make it easier for cyclists to</p>
					<p>cross. The plan achieves these substantial benefits without having an adverse impact on those travelling through the square by car. The plan directly tackles the sense of place in Kenmore Square by dramatically increasing the outdoor space available to the public. This is an enormous opportunity to add seating, street trees and bushes, and active programming. From now on, Kenmore Square will have an identifiable center. In all, this is an elegant redesign that will transform Kenmore Square.</p>

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
6/17/2019	Kenneth	Carlson		Support	<p>As a member of the Somerville Bicycle Committee, a Boston area bicyclist, frequent Fenway Park visitor, and graduate of Boston Univeristy (CLA '83) I would like to voice my support for the One Kenmore Hotel proposal. Kenmore Square in its current configuration is unsafe for both people who walk and who bicycle. I am frequently in Kenmore Square and I am always left aghast at how dangerous crossing the square is on either foot or bike. The One Kenmore Hotel project will result in a complete configuration of the Square and will create a far safer place to walk and bike. The reconfiguration will lead to slower traffic speeds, the addition of protected bike lanes, and will shorten pedestrian crossings. These roadway changes, along with the large public plaza plaza that will be constructed, will make the Square a more inviting and safe place for anyone who chooses to walk or bike in the square. This should result in fewer car trips through the square as visitors will feel safer navigating Kenmore and will thus be more likely to opt out of their cars and take the T, bike or walk to the Square to shop, attend school, or go to Red Sox games. I like the fact that the developers responded to initial concerns about the project and substantially changed the design which led to a greatly improved overall design. This is how public input and response to public input should happen. I am very much in favor of this proposed development and I</p>
					urge the BPDA to approve this project.
6/17/2019	Colin	McCarthy		Support	<p>I'm often in the Kenmore area and I think the changes proposed to the intersection are great. It will be much more pleasant and convenient for everyone using the street! Right now it is not a pleasant experience crossing the roads with drivers often running lights and blocking crosswalks. Adding bike lanes will be great to encourage more people to visit! I'm also excited to see developers maximizing the small amount of available land we have in the area. When it's next to a transit stop, we really should be maximizing every square inch of real estate to accommodate, in this case, more visitors!</p>

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
6/17/2019	Jason	Brown		Support	I travel through the Kenmore Square area once or twice a month to access the downtown area from the Arborway/Riverway corridor (from West Roxbury). Getting protected bike lanes in Kenmore Square would be a massive improvement for the safety of the many people who bike through this dangerous and uncomfortable area every day. The city would benefit from this project in the safety improvements for pedestrians and bicyclists done by a private developer, instead of with City funding. Kenmore Square is currently an area overrun with traffic and unsafe pedestrian conditions, and this proposal would vastly improve the pedestrian and bicyclist experience without worsening the traffic. This intersection is not even included in the city's GoBoston 2030 plan, so these changes would be an additional GoBoston 2030 "freebie". Kenmore Square represents a western gateway into the City core, the last mile of the Boston Marathon. Let's keep the Square friendly for all users, not just cars, and take advantage of these changes that are being offered to us.
6/14/2019	Edward	Orde		Support	Hotel is much needed in this area, glad to see its finally being planned. There is a distinct lack of hotels in this part of Boston and this makes the prices horrendous for visiting family members. Love the design. Make sure the rooftop amenity space is kept public and clearly denoted as such, not hidden away as is usual. Please ensure enough clearly marked and well lit bicycle parking spots are included, and ideally ensure there is enough BlueBike capacity nearby to support increased demand from tourists visiting the area.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
6/14/2019	Brandon	Cardwell		Support	I am strongly in favor of the proposed relocation of the building and reconfiguration of the Kenmore Square intersections. This would be a strong benefit for all modes of transportation, particularly pedestrians and cyclists. This should be a no-brainer with Boston's commitment Vision Zero. It would be advantageous to reduce the crossing distances & time for pedestrians, provide separated bicycle facilities, and simplify the signal phasing. I would also recommend looking into how bus lanes could possibly fit into this plan as Commonwealth Ave is frequented by the 57, 57A and the BU Shuttle Buses. It may not be feasible with the dimensions of the roadway, but it would be nice to look into it! This is a major project with major benefits to everyone that accesses or passes through Kenmore Square!
6/14/2019	Steven	Miller		Support	TO: Brian Golden Director Boston Planning and Development Agency One City Hall Square, 9th Floor Boston, MA 02201 Development is always a mixed blessing. Too often, the discussion focuses on the building itself when, in fact, the major impact is often the effect on the surrounding area. In the case of the proposed One Kenmore Hotel proposal, it is exactly the transformation of the area that I am writing to support. The elimination of over 12,000 square feet of asphalt, the quadrupling of the amount of non-car-dominated public space, the addition of street trees and benches, the creation of a plaza-park, the shortened pedestrian crossings, the structural-slowing of traffic, and the shifting of the bike lanes to a more protected space behind the parked cars ? all this will make Kenmore enormously safer, more enjoyable, and accommodating to people of all ages and mobility-abilities. Kenmore Square is an iconic place, a place swamped with students, baseball fans, event-goers, and tourists. These changes might also make it a good place. I look forward to being able to walk, bike, drive, and bus through the area without today?s insanity. Steven E. Miller 92 Henry St. Cambridge, MA 02139
6/11/2019	Edward	Faulkner		Support	I strongly support making more public space for pedestrians and protected infrastructure for bikes.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
6/11/2019	Jon	Ramos	Bicycle Rider	Support	Dear Tim, I am writing to voice my support of this redesign of Kenmore Square intersection, and the new skyscraper that would be constructed. I am a bicycle rider who regularly needs to make the difficult and dangerous left hand turn from Comm Ave onto Beacon Street and each day I feel like I am risking my life in order to live a healthy and carbon-low lifestyle. I cycle for many reasons, because I enjoy it, it is my daily exercise, I don't want to contribute to air pollution, its affordable and reliable. But there are many massive gaps in our bicycle network, and this is a good opportunity to fix one of the worst problem areas. Additionally, I am an architect that works in Boston, and I am very much in favor of a new and iconic structure that will serve as a beacon for Kenmore Square (a Beacon on Beacon!). I also very much like the plaza concept that will help with pedestrian crossing through the area. This will be a massive improvement especially during events at Fenway Park. This is a once in a lifetime opportunity to substantially improve this square both aesthetically, functionally, and for safety. I hope that the BPDA will approve this design.
6/11/2019	Marie-Anne	Verougstraete		Support	As a cyclist who regularly has to cross Kenmore Square, (always a scary experience, especially with cars parked on the bike lanes all the time, valet parking at the Commonwealth Hotel, etc), I strongly approve of this plan! Just two days ago, I saw a cyclist trying to get from Comm. Ave. to Beacon Street, being being hit by a car. Thank you for this plan. I so hope it will be realized!
6/10/2019	Mason	Astley		Oppose	I don't ever recall seeing a project that provoked me to comment publicly. I am not opposed to construction in general, tourism promotion, or the specific look of the hotel, which is not to my taste. However, the idea of forcing all local traffic to reroute to get around a new building is preposterous. Kenmore is a bottleneck as it is.and this proposal makes it much worse. I live on the west side of the square. Coming over the Mass Ave bridge in the evening requires repeated idling at stoplights at the end of the bridge and then entering Kenmore. This proposal makes a bad situation worse, and for what benefit to local citizens? Terrible, terrible idea.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
6/10/2019	Fred	Basch		Oppose	<p>Traffic: The more I look at the plans and observe Kenmore Square the more I get concerned about the forthcoming potential traffic situation which will result from the reconfiguration of the traffic pattern. The proposed configuration would cause major problems even if the traffic load were the same as today's. On a normal day, traffic into the square backs up all the way to Charlesgate West and the Storrow Drive exit (both of which I can see from my home). A good example to consider is the traffic in Kenmore Square desiring to continue west-bound on Beacon Street. Currently the cars need wait only for the one traffic light at Raleigh Street. With the proposed configuration, the cars will encounter at least two additional traffic lights (New Road at Comm Ave West and New Road at Beacon Street). Furthermore, all of the Beacon Street west-bound traffic coming from Kenmore Square and the east-bound traffic coming from Comm Ave East will merge and squeeze onto New Road which is only a few car-lengths long, providing little or no buffer. Now add in the new traffic resulting from the 300+ room hotel itself (taxis, Ubers, Personal cars, tour buses, delivery trucks, trash trucks, etc.). There will also be added traffic from the new office building at the corner of Raleigh Street and from the renovations on the north side of Kenmore Square. Let's not forget the new hotel near the Buckminster currently under discussion and</p>
					<p>the expansion of Fenway Place (?) to include a major shopping area. It takes little imagination to visualize the makings of a world-class traffic jam. The only meaningful escape route is the two-lane Brookline Avenue which is already overstuffed and will only get worse as the hundreds of apartments being built on Fenway Place(?) come on-line followed by the many hundreds more planned. Adding in the additional traffic to be generated by the 5400 person planned Fenway Theater, the reconfigured 401 Park (Landmark) building, the continuing development of the hospital area, the continuing increased number of events at Fenway Park (already well over 100) will only make Brookline Avenue even more overburdened.</p>



Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
6/9/2019	Dana	Borkum	Fenway Resident	Support	I am writing to support the proposal for the hotel in Kenmore Square. I have a direct view of the project site from my living room window and I drive, bike, and walk through Kenmore Square on a daily basis. This proposal will, therefore, have a direct impact on my life. I believe that impact will be a positive one. In particular, I really like the design of the proposed development. If we are to have tall buildings in Kenmore Square, I encourage the City to push developers to spend the additional money necessary to design those buildings well. I think the placement of the building is far better than it was under the old proposal. The new traffic pattern will be far better for bikers and pedestrians and I do not believe it will impact cars negatively. Frankly, the current layout of Kenmore Square right now makes no sense and I think this proposal will make it a safer place. Thank you for your consideration,
6/4/2019	Christian	Cole		Support	This project will be a great addition to the Kenmore Square area, but the project teams need to reevaluate a few items. First, the public amenity space should be moved to the top floor(s). With substantial height in such a prominent location, everyone should have to opportunity to take in the great views of Boston, Fenway, and Back Bay. Second, the massing expanding as the tower rises should be reconsidered. The render from the ground level makes this building look very imposing. Perhaps explore adding a floor or two to make up for any lost square footage. Last, the project team should consider adding a Kenmore station head house to the eastern end of the plaza. This could link via an underground path to the station and would provide much easier access than crossing the busy bus station. Alternatively, the crossing at the bus station should be raised to increase pedestrian safety.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
6/3/2019	Lucas	Spivey		Neutral	I wanted to comment on bike usage in Kenmore. One of the statements made at a recent meeting was something like "bikes don't use Kenmore therefore it doesn't make sense to prioritize bike traffic". This is akin to saying "cars don't drive across a river so it doesn't make sense to build a bridge". The reality is that Kenmore is incredible unsafe as a bicyclist, and therefore it is avoided by cyclists. I rode my bike to the last public meeting. As I approached Kenmore heading west on Comm Ave I had no idea how to navigate the intersection. So I stopped, turned around, hopped the curb, and walked my bike across the cross walks... three cross walks... which meant three light cycles. During the meeting, I appreciated the engineering that has gone into the presented redesign of the Square. It won't get rid of traffic (will anything?) but it seems like a step towards reducing chaos, and increasing sitelines and safety.
5/11/2019	Sam	Burgess		Support	I support this project. Kenmore Square as it stands is dangerous for peds and bikes and underutilized given the high volume of pedestrian traffic that passes through regularly. Kenmore should be a destination, especially since so many people are passing through Kenmore to go to Fenway Park. The new pedestrian plaza and bike / ped accommodations are desperately needed if Boston is to achieve its Vision Zero and 2030 climate goals. The future of Boston is walking, biking, and transit, not cars projects like this will slowly but surely reclaim space from cars, making our city more pleasant, safe, and environmentally-friendly in the process. Please approve this project.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
5/10/2019	Gaby	Germanos		Support	A message to the development team: I strongly support this project. The public realm improvements (most notably fixing this horrendous intersection!) vastly outweigh potential wind and shadow issues. Also, I really appreciate how much time you put into speaking with community members (the condo co-op, BU, the Red Sox, unions, etc.) - it really demonstrates that you care about impacting the neighborhood in a meaningful way! I have 2 questions/thoughts: 1. Is there a reason why the plaza isn't going to have grass on it? I'm not sure how useful a glorified sidewalk would be, rather than a nice public park. Also, a fountain could be potentially nice addition to the plaza. 2. How will you ensure that the plaza is not overrun with students? I'm concerned that depending on what is put on the plaza (eg seesaws!), it may get used by BU students more than permanent residents.
5/8/2019	Vincent	Coyle	Ironworkers Local 7	Support	I support this project, looking forward to driving to Kenmore Square and see a 27 story high rise.
5/2/2019	Thomas	Gainor		Oppose	I believe congestion and parking and ability to obtain transportation will be severely negatively impacted. You can not just plo a 389 room hotel and restaurant in that spot without any parking. Ride hailing services and T are insufficient to serve this explosion in people moving about.