BOSTON PRESERVATION ALLIANCE

May 1, 2018

Mr. Tim Czerwienski
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201
Via Email: Tim.Czerwienski@Boston.gov
Re: 560-574 Commonwealth Avenue/645-665 Beacon Street, Kenmore

Dear Mr. Czerwienski,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 35 Organizational Members, 103 Corporate Members, and a reach of 35,000 friends and supporters we represent a diverse constituency advocating for the thoughtful evolution of the city and celebration of its unique character. We appreciate the opportunity to offer comments on projects that impact the historic character of the city.

The Alliance has had the opportunity to meet with the project team for a preliminary discussion about the proposal. We are not opposed to the construction of two hotel buildings on these sites nor do we feel the buildings and spaces that will be lost are historically significant or important contributors to the character of Kenmore Square. However, we do have concerns about the introduction of a dramatic new building scale to the square and its impacts to surrounding historic resources, especially without a plan to manage and appropriately shape this evolution of the neighborhood.

Kenmore Square is a unique neighborhood in the heart of Boston. Visitors and locals alike frequent the neighborhood as students, residents, baseball fans, sight-seers, and marathon runners. It is a place of celebration, nostalgia, and vibrant activity. For everything the neighborhood gains with the continuing wave of new development, it loses in grit, authenticity, and history. Part of what makes Kenmore Square and the Fenway neighborhood so special is that they feel like quintessential Boston. As the older buildings come down and the dynamic of the neighborhood continues to change, it becomes less like Boston and more like any other urban city. These new proposed buildings contribute to this wave of change and while we welcome the vibrancy they will bring, in light of the full scope of change in this neighborhood we are cautious about embracing the shift in the scale and sense of place so unique to Kenmore Square.

With those concerns in mind we request additional renderings and/or massing drawings of what the proposed buildings will look like from several different perspectives. We still feel we do not fully understand the implications of the

The Otis House
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bostonpreservation.org

proposals. We think it essential to understand and consider the pedestrian experience from Kenmore Square, especially as baseball fans head to and from Fenway Park, and views from inside Fenway Park. These perspectives will be how millions of people will experience these buildings and it is important that we are carefully considering the view sheds and character that define the neighborhood including the nearby Bay State Road and Back Bay Landmark Districts, historic Fenway Park, and the iconic and pending Landmark Citgo Sign. We ask the proponent to provide additional renderings from several perspectives including: approaching the site from the southern end of Beacon Street with views of the Citgo Sign; views including Related Beal's proposal for the Citgo Sign site if possible; from within Fenway Park; from Charlesgate Park or closer to downtown to understand how the proposed buildings enhance or detract from the skyline and the pedestrian experience. The views coming into Kenmore Square are so defining for the city: the Citgo Sign, the light towers of Fenway Park, and even the glow of Fenway Park at night, visible even across the Charles River. We feel the impact of the proposal must be understood within that entire context.

We hope examination of additional views will allow us to fully support this proposal. Because of its proximity to public transit and the wide, open avenues where several streets converge, we feel this area can successfully support more density. This proposal attempts to form a well-defined edge for Kenmore Square and could help create a more intimate "outdoor room" experience for pedestrians. If this project is approved at this height, though, it could set precedent for future buildings of similar height nearby which has the potential to overwhelm the scale of the neighborhood. We need to better understand all of the planned and potential developments to assess their collective impact on the character and historic resources that remain.

The Alliance would also like to be clear that while substantial changes to the Buckminster Hotel are not part of this proposal, we do feel that the building has a significant presence on the square and should be carefully restored, optimally as a part of this project, but if not, then support of this project should require a commitment to such a restoration in the near future. We encourage the BPDA to make the Buckminster restoration a part of the PDA approval. We currently have no concerns regarding the proposal to add openings to the back of the building to engage the proposed pedestrian area, but look forward to understanding more about these interventions and how the proposal will provide benefits to enhance the historic building.

Additionally we would like to better understand the use of a Planned Development Area across two noncontiguous sites, across a large, public street, and with two owners. While we understand this situation or something similar has occurred before, although rarely, we want to be sure that there are no precedents set that will facilitate inappropriate future development using this mechanism. We recognize the PDA as a powerful development tool that can lead to more collaborative work and enhanced public benefits. We also recognize that it is a tool that can limit the community voice in

outcomes which residents typically find unsatisfactory, particularly as it weakens existing zoning, and by extension weakens zoning broadly across the entire city. We believe that it is necessary to balance that ability to subvert base zoning without a standard zoning appeals process and PDA usage across multiple owners to provide unique opportunities with the planning goals of neighborhoods, as specified in Article 80. We urge the BPDA to use such a structure judiciously.

We look forward to further engagement with the project team and the BPDA, in particular with additional views from various perspectives, to allow us to more fully assess the proposal as the process continues.

Thank you,

Greg Galer
Executive Director

CC

Brona Simon, Massachusetts Historical Commission
Josh Zakim, Boston City Councilor
Rosanne Foley, Boston Landmarks Commission
Damien Chaviano, Mark Kenmore, LLC
Jackson Slomiak, Buckminster Annex Corporation

CITY of BOSTON
Martin J. Walsh, Mayor

To: Tim Czerwienski, BPDA

From: Zach Wassmouth, PWD

Date: April 11, 2018

Subject: 560-574 Commonwealth Avenue/ 645-665 Beacon Street PNF - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the 560-574 Commonwealth Avenue/645-665 Beacon Street PNF.

Site Plan:
Developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

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

Sidewalks:
Developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public Right of Way (ROW) within and beyond the project limits. The reconstruction effort also must meet current ADA/AAB guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval.

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

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

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

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

PUBLIC WORKS DEPARTMENT
Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024
CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation
Phone (617) 635-2854 • Fax (617) 635-7499

Street Lighting:
Developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project.

Roadway:
Based on the extent of construction activity, including utility connections and taps, the Developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection.A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

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

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

Please note thatthese are the general standard and somewhat specific BPWD requirements applicable to every project, more detailed comments may follow and will be addressed during the PIC review process.

If you have any questions, please feel free to contact me at zachary.wassmouth@boston.gov or at 617-635-4953.

Sincerely,

Zach Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD

Boston Water and Sewer Commission

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

April 10, 2018

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

Re: Kenmore Square Hotels, Project Notification Form

Dear Mr. Czerwienski:

The Boston Water and Sewer Commission (the "Commission") has reviewed the Project Notification Form ("PNF") for the proposed Kenmore Square Hotels Project (the "Project"). For this Project Mark Kenmore, LLC and Buckminster Annex Corporation (together the "Proponents") jointly propose to redevelop their respective properties located directly across Beacon Street from one another, at 560-574 Commonwealth Avenue (the "Commonwealth Avenue site"), and 645, 651, and 655 – 665 Beacon Street (the "Beacon Street Site") in the Kenmore Square neighborhood of Boston. The Project Area is bounded by Commonwealth Avenue to the north, Brookline Avenue to the southeast, and the Massachusetts Turnpike to the south. Beacon Street runs between the Beacon Street Site and the Commonwealth Avenue Site. Three existing structures on the Project Site will be demolished to accommodate the Project.

The Project will have two components. The Commonwealth Avenue Component is located at the intersection of Beacon Street and Commonwealth Avenue and currently contains a one-story building occupied by Citizens Bank. The existing building will be demolished in order to construct a new, approximately 161,000 square foot, 382-room micro-hotel with ground floor retail space and rooftop amenity space which will be open to the public. The Citizens Bank will be relocated to a smaller, street-level location within the new building. No parking will be provided on the Commonwealth Avenue site. Instead, the relatively small number of guests expected to require parking nearby will be accommodated by off-site valet parking.

The Beacon Street Component is located on three parcels at the intersection of Beacon Street and Brookline Avenue. Development will be limited to the parcels at 655 and 665 Beacon Street, and the existing Buckminster Hotel will be retained. The existing two-level parking structure and adjacent commercial building will be demolished and replaced with a new, approximately 186,000 square foot, 295-room hotel containing meeting space, a café/lounge, approximately 145 below-grade parking spaces, and rooftop amenity space open to the public.

Water, sewer, and storm drain service for the site is provided by the Boston Water and Sewer Commission. Existing water, sewer and drain service connections to existing buildings to be demolished will be cut and capped prior to demolition.

For water service the Commonwealth Avenue Component is served on Commonwealth Avenue by a 12-inch low ductile iron cement lined water main which was installed in 2008; on Beacon Street by an existing 12-inch low pit cast iron water main which was installed in 1895; and also on Beacon Street by a

42-inch low ductile iron cement line water main installed in 1976 and rehabilitated in 1983. For water service the Beacon Street Component is served on Beacon Street by a 42-inch low ductile iron cement lined water main installed in 1976 and rehabilitated in 1983; also on Beacon Street by an existing 12-inch low ductile iron cement line water main installed in 2008; and on Brookline Avenue by an existing 12-inch low ductile iron cement lined water main installed in 2008. The PNF states that based on discussions with the Commission, it is anticipated that the Commonwealth Avenue Component will be served via the 12-inch water main on Commonwealth Avenue, and the Beacon Street Component will be served by the 12-inch water main on Beacon Street.

Estimated water demand for the Project is based on the estimated sanitary sewer flow with a factor of 1.1 applied to account for consumption and other losses. Based on this formula, the Project's total estimated peak water demand for domestic use, including both components together, is 96,740 gallons per day (gpd).

For sewer service the Commonwealth Avenue Component is served on Commonwealth Avenue by an existing 32-inch by 42-inch sewer, and on Beacon Street by an existing 20-inch sewer and an existing 12-inch sewer. For sewer service the Beacon Street Component is served on Beacon Street by an existing 20-inch sewer and an existing 12-inch sewer, and on Brookline Avenue by an existing 24-inch by 31-inch sewer. The PNF states that based on discussions with the Commission it is anticipated that the Commonwealth Avenue Component will connect to the Commission's sanitary sewer on Commonwealth Avenue, and the Beacon Street Component will connect to the Commission's sewer on the south side of Beacon Street.

Total sewage generation for both components of the Project together is estimated at 87,945 gpd based on 310 CMR 15.203.

For drainage the Commonwealth Avenue Component is served on Commonwealth Avenue by an existing 24-inch storm drain, and on Beacon Street by an existing 15-inch storm drain. For drainage the Beacon Street Component is served on Beacon Street by an existing 15-inch storm drain and on Brookline Avenue by an existing 108-inch by 132-inch storm drain. Drains serving the two Project Sites ultimately discharge to the Charles River.

The Commission has the following comments regarding the proposed Project:

General

1. The Proponent must submit a site plan and General Service Application to the Commission for the proposed Project. Prior to the initial phase of the site plan development, the Proponent should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the Project's development.

2. The site plan must show the location of the water mains, sewers and drains serving the Project site, as well as the locations of existing and proposed service connections.

3. Any new or relocated water mains, sewers and storm drains must be designed and constructed at the Proponent's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans.

4. With the site plan the Proponent must provide detailed estimates for water demand (including water required for landscape irrigation), wastewater generation, and stormwater runoff for the Project. The Proponent should provide separate estimates of peak and continuous maximum water demand for hotel, retail, irrigation and air-conditioning make-up water for the Project. Separate estimates should be provided for each of the two Project Components.

5. It is the Proponent's responsibility to evaluate the capacity of the water and sewer system serving the Project sites to determine if the systems are adequate to meet future Project demands. With the site plan, the Proponent must include a detailed capacity analysis for the water and sewer systems serving the Project site, as well as an analysis of the impact the Project will have on the Commission's systems and the MWRA's systems overall. The analysis should identify specific measures that will be implemented to offset the impacts of the anticipated flows on the Commission and MWRA sewer systems.

6. Developers of projects involving disturbances of land of one acre or more are required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency. The Proponent is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required for the proposed Project, a copy of the Notice of Intent and any pollution prevention plan submitted to EPA pursuant to the permit must be provided to the Commission's Engineering Services Department prior to the commencement of construction.

7. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (DEP). In order to achieve the reductions in phosphorus loadings required by the TMDL phosphorus concentrations in stormwater discharges to the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus the Commission requires developers of projects in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in accordance with DEP requirements. With the site plan the Proponent must submit a phosphorus reduction plan for the Project.

8. The design of the project must comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at http://bostoncompletestreets.org/

9. Before the Proponent demolishes any existing structures the existing water, sewer and drain connections that won't be re-used must be cut and capped in accordance with Commission standards. The Proponent must complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission. The completed form must be submitted to the City of Boston's Inspectional Services Department before a Demolition Permit will be issued.

Sewage/Drainage

10. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow ("I/I")) in the system. Pursuant to the policy new developments with design flow exceeding 15,000 gpd of wastewater are subject to the Department of

Environmental Protection's regulation 314 CMR 12.00, section 12.04(2)(d). This regulation requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow added. The Commission will require the Proponent to develop an inflow reduction plan consistent with the regulation. The 4:1 reduction should be addressed at least 90 days prior to activation of water service, and will be based on the estimated sewage generation provided with the Project site plan.

11. Oil traps are required on drainage systems discharging from enclosed parking garages. Discharges from the oil traps must be directed to a building sewer and must not be mixed with roof or other surface runoff. The requirements for oil traps are provided in the Commission's Requirements for Site Plans.

12. Grease traps will be required in any food service facility in the new development in accordance with the Commission's Sewer Use Regulations. The proponent is advised to consult with the Commission before preparing plans for food service facilities.

13. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission and the MWRA. The discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products for example, the Proponent will be required to obtain a Remediation General Permit from the EPA for the discharge.

14. The proponent must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's drainage system.

15. The site plan must show in detail how drainage from the building's roof top and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times.

16. The Massachusetts Department of Environmental Protection (MassDEP) has established Performance Standards for Stormwater Management. The Standards address stormwater quality, quantity and recharge. In addition to Commission standards, the proposed Project will be required to meet MassDEP's Stormwater Management Standards.

17. In conjunction with the site plan and General Service Application the Proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

    - Specifically identify how the Project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.

    - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.

    - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.

18. The Commission requests that the Proponent install a permanent casting stating: "Don't Dump: Drains to Charles River" next to any new catch basin installed as part of the Project. The Proponent may contact the Commission's Operations Division for information regarding the purchase of the castings.

19. The Commission encourages the Proponent to explore additional opportunities for protecting stormwater quality by minimizing sanding and the use of deicing chemicals, pesticides and fertilizers.

Water

20. The Proponent is required to obtain a Hydrant Permit for use of any hydrant during construction of the Project. The water used from the hydrant must be metered. The Proponent should contact the Commission's Operations Department for information on obtaining a Hydrant Permit.

21. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the Proponent should contact the Commission's Meter Installation Department.

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

Thank you for the opportunity to comment on this Project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer and Operations Officer

JPS/as
cc: Damien Chaviano, Mark Kenmore, LLC
Jackson Slomiak, Buckminster Annex Corp.
Katherine Ronan, Mass. Water Resources Authority
Maura Zlody, Boston Environment Department
Mike Nelson, Boston Water and Sewer Commission
Phil Larocque, Boston Water and Sewer Commission

Boston
Groundwater Trust

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

April 6th, 2018

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

Subject: Kenmore Square Hotels Project Notification Form (PNF) Comments

Dear Mr. Czerwienski:

Thank you for the opportunity to comment on the Kenmore Square Hotels Project Notification Form (PNF) 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 be required to provide stormwater recharge in keeping with current Boston Water and Sewer Commission (BWSC) water quality policies. The document also states that with both projects abutting the GCOD, the inclusion of stormwater recharge should benefit the abutting GCOD area.

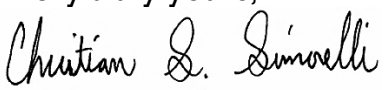
Compliance with the GCOD requires both the installation of a recharge system and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots. As stated in the document the Project Area is not located within the GCOD, it is immediately adjacent to the GCOD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

The PNF states that 651 Beacon Street parcel will have approximately 145 below grade spaces. This will extend many feet below the existing street grade. In addition, it is expected that the proposed structures will have deep foundations extending approximately 150-200 feet down to the bedrock layer. The foundation should be designed and 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.

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

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 <tim.czerwienski@boston.gov>

560 Commonwealth Avenue

[redacted] Thu, May 17, 2018 at 3:51 PM
To: tim.czerwienski@boston.gov

Dear Mr. Czerwienski,

I am a 15 year resident of the Kenmore area and am writing to support the proposed hotels in Kenmore Square.

The two new hotels will continue the renaissance of Kenmore Square and will bring much needed redevelopment to an underutilized gateway space. The BPDA should be commended for incorporating public benefits as part of the approval process of new development projects. I look forward to learning more about the benefits and hope that the BPDA will consider the needs of the entire Kenmore community.

I support this proposal and look forward to the next round of information.

Sincerely,

Daniel R. Hart

Tim Czerwienski <tim.czerwienski@boston.gov>

Proposed construction project on the Citizens Bank site in Kenmore Square.

Diane Lapkin [redacted] Sat, Mar 31, 2018 at 3:16 PM
To: tim.czerwienski@boston.gov

Dear Tim,

I live at 566 Commonwealth Avenue right behind the proposed site of a proposed 25 story micro hotel on the Citizens Bank site in Kenmore Square.
I have the gravest concerns about this structure ! For starters, the source of light for the main living space in our condo and the others at the same end of the building is a wall of sliding glass doors. I have seen the plans and as they currently exist our condo would have no source of daylight and make living here almost unbearable.

My second concern is that only a small alley, which are building owns and gives Citizens a right of way, separates the 2 structures. This alley is the entrance and exit from our garage. There is no way construction can proceed at our end without impeding these egresses.

The third concern is one of safety. This corner is probably one of the busiest and most important intersections in the city. In addition, because our building is so close to Boston University , there's a steady stream of bicyclists and pedestrians. A structure of this size and height would present great difficulty and safety issues for many residents and hundreds of students. Not to mention the influx of pedestrians on Red Sox game days. And the traffic will be unimaginable with taxis, cars , Uber's and Lyfts coming and going on that busiest of corners. Also in terms of safety, the T runs under that corner and the drilling into the ground may present a serious risk to that form of transportation. This could also present a high risk to our structure which is over 50 years old with an underground garage that we are currently working on to ensure our safety.

Then as a fourth concern is the aesthetics
of this project. The charm of the Kenmore Square area as in many areas of the city such as Beacon Hill is not to dominate with large skyscrapers but to keep a low profile and maintain the charm of our beautiful city.
I wonder how this developer , because he bought this property in conjunction with another parcel next to the Buckminster Hotel ,got a variance so quickly, no hearings etc.
How did this happen?? Why was he able to get a variance so quickly without any consultation with abutters. And why does this area now suddenly need two large hotels, one across from another?Where is urban planning?

Our building houses 110 condos with tenants of all ages and incomes, families, retirees, graduate students and working adults. We understand that we cannot stand in the way of progress and are open to a reasonable and workable construction project. But not one that will block our light, cause major safety issues and be totally out of scale to our area.

It is my sincerest hope that the city will listen to our serious concerns. And I will be happy to speak with you at anytime if you require additional information.

Sincerely,
Diane Lapkin

Sent from my iPhone

Tim Czerwienski <tim.czerwienski@boston.gov>

Citizens Bank hotel project

Brian Gula [redacted] Tue, Apr 3, 2018 at 8:03 PM
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Hi Tim, Brian Gula from the Kenmore Tower.
Just some brief background information.
My wife and I own our unit in this building and have lived in it for 25 joyous years.
I am the Vice President of the board of directors for the building as we are a cooperative.
I attended the meeting at city hall on Wednesday and also the evening meeting at the Buckminster. As you recall we spoke briefly during the presentation and I expressed my concerns over this project and you said to get in touch with you.
During the meeting at city hall I heard concerns for the project from the BPDA regarding various issues.
Unfortunately I had to leave early to return to work so I was unable to bring up my concerns that there is a 110 unit building behind the proposed project that people enjoy living in.
This will have a great impact on their lives. All negative.

I am one of 22 units facing directly East in our building. This hotel will rob us of our sunlight and force us to live in the dark. It's our only source of light and needed for various reasons. One is health reasons which is well documented.
We have a right to solar access. To deny us this right is immoral and possibly illegal.
A study for this needs to be done and also for wind.
This building is completely out of scope for our neighborhood. It's greedy developers coming into our neighborhood and telling us that two large hotels are what we need and they are wrong.

The proposed hotel is 15 feet away from us. Other then the developers I don't see how this is a benefit to anyone.

If we are not listened to for our concerns and the city chooses to go forward with this project you need to move it further out into Kenmore Square.
You can take the uturn on to Beacon St and move it up to the light and push the building further into the Square.
I have seen the presentation for this and the city must act in a responsible way to move this proposed building away from us.

I have met with Mark Development many times and this is the second design of the hotel I have seen
If you move forward the design of the hotel needs to be narrower. It's current design overwhelms our building and creates havoc for our residents
I firmly believe this planned hotel in front of us is ill planned and should not be built.

Tim, I invite you or any member of you board to come to my home and look out over the city with the light source our building currently has and tell me how living with no solar access is good urban planning

Thanks, Brian

Sent from my iPhone

Tim Czerwienski <tim.czerwienski@boston.gov>

Proposed Construction Project: Citizens Bank site in Kenmore Square

Milt Lapkin [redacted] Tue, Apr 3, 2018 at 9:11 PM
To: Tim.czerwienski@boston.gov

Tim Czerwienski
BPDA

Sir:

I am a resident of the residential cooperative building at 566 Commonwealth Ave. which is adjacent to the Citizens Bank Building undergoing consideration to be replaced by a 24 story 382 room hotel. This planned development on the corner of Massachusetts Avenue and Beacon Street is on a site with a foot print of approximately 4250 square feet.

I consider this project, which apparently incorporates the building of a second hotel across Beacon Street facing the Beacon street side of the proposed 24 story Hotel, to be fraught with major concerns and problems. A review of the social and physical projects impact on the quality of life of the Fenway-Kenmore residents should lead to a rejection of this Project.

I offer the following Concerns:

A. Traffic

I would suggest that an important issue that should restrict/reject the proposal for replacing the Citizens Bank Building relates to Traffic

1. **I believe that an analysis of traffic during Fenway activities, involving the addition of hotel guests arriving in their own cars, as well as the addition of added taxis and Ubers to the thousands of cars arriving for the Red Sox games or concerts would lead to unacceptable tie ups. The April to October period is when we have 81 Red Sox games and 9 concerts at full capacity. Cars are often backed up three or more lights on Massachusetts Ave approaching Beacon Street during a game, and many turn onto Beacon street.**

2. **A small alley separates our residential building with underground indoor parking, from the Citizens Bank Building. The alley serves as the entrance on**

Beacon Street and the exit on Massachusetts Avenue. There is little likelihood that construction can proceed without seriously impeding these egresses.

3. The arrival to the proposed hotel of guests with cars that require parking at an available parking facility will be horrendous. There is no parking available on Beacon on the Citizens bank side. They would be required to make a left through traffic (*not possible during a game*) or travel to Audubon Circle to make a U turn and enter again the flow of traffic during a game or concert.

3. Since guest check-ins are usually after 4:00 pm (*the time when fans are arriving*) I can envisage a dozen cars awaiting valet service and double parking while awaiting service. The Commonwealth Hotel is an example of a hotel that can easily handle traffic during a Red Sox game. It has parking around the corner accessible by making a right turn. The Traffic for a game does not travel past the hotel during the game but turns at Boylston St. The Citizens site presents an entirely different situation.

a) Cars entering from Mass Ave from two separate direction with high volume:
b) no readily available parking:
c) How to deal with cars entering the site for Kenmore Tower residents to park in their garage. It is not clear to me how we will be able to park without continually running into situations with the Hotel Guest cars along with taxis and Uber drivers.
d) Guests will be asking for taxis during games. What facilities will be available to handle the arriving guests, visitors, the call for transportation and/or the arrival of Kenmore residents during a game or concert.
e) How would the steady stream of bicyclists be protected?

B. PDA

4. I was informed that the Citizens Bank Building replacement by a hotel could not meet BPDA approval unless it was integrated with the proposed hotel across Beacon. The BPDA has done an outstanding job in raising Boston to a world class city. There is little doubt that the proposed replacement of the Citizens Bank would fail on its own. Tying it's approval to a hotel that is totally independent of the Citizens Bank site, sitting across the avenue with no direct access, and offering no aesthetic value .

It would have an adverse impact on the urban form in this part of town. It would cause significant harm to short-range views and the related public realm by overbearing and dominating the surrounding streets.

C. Impact

5. Issues that the BPDA will be examining for this proposal will show a negative impact on the area, and unfairly burden the surrounding neighborhood.

a) Safety
b) Public benefits?
c) Traffic; parking; transportation; highway safety
d) Historic structure: loss of visibility of Citgo sign from some locations; the charm of low buildings in Kenmore square; visual impact
e) Impact on infrastructure systems: The T; damage to the Kenmore Tower building
f) Noise; loss of daylight; sunlight; shadows; wind; disturbance; loss of privacy

Thanks for your consideration,

Milton Lapkin Apt 1101

Tim Czerwienski <tim.czerwienski@boston.gov>

RESPONSE TO PROPOSED CONSTRUCTION PROJECTS AT 560 COMMONWEALTH AVE (Citizens Bank) and 645 BEACON St.

Linda Dre ler [redacted] Wed, Apr 4, 2018 at 10 24 AM
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Hello Tim,

You were kind enough to provide your email address to my husband (Brian Gula) to voice his concerns about the above project. I would like to jump on as well:

I am a direct abutter at the co-op at 566 Commonwealth Ave. My husband and I have lived there for 25 years. We live on the 12th floor and our windows and balcony directly face the propose Citizens Bank project.

I am strongly opposed to this project, the negative consequences of which are innumerable. The following are only some of the most egregious:

I. LOSS OF NATURAL LIGHT (SOLAR ACCESS).

The necessity of solar access prescribed by many researchers as a MUST for better living and physical comfort. EVERYONE is entitled to their share of natural light, without obstruction or blockage. Ensuring this solar access is a RIGHT. As stated above, the proposed Citizens Bank project will completely block our sunlight. The plants and flowers on our balcony, which have happily thrived over the ears will die, and, along with myself and my husband, be plunged into darkness. The proposed building will complete gobble up our light and the whoosh of fresh air. The inability to enjoy the sun and light will result in a feeling of isolation and desolation. A shadow and light study is mandatory. LIGHT IS A RIGHT!

2. ENERGY EFFICIENCY

It will cost more, and use more energy, to heat and light our units because of the loss of solar access. The City of Boston is extremely energy conscious and these new structures will add unnecessary heating and lighting costs to consumers.

3. SET BACK REQUIREMENTS

The proposed building would be an inconceivable 15 feet away from our building. Surely there are setback rules to keep a minimum distance between the 2 buildings to prevent further isolation and claustrophobia, natural ventilation and fresh air. The Citizens Bank building is simply too close to our building to be so large.

4. WIND

The proposed structure will undoubtedly create wind tunnels which would adversely affect the walkability of the streets. The areas around the buildings would be windswept, adding further unnecessary wind chill to the pedestrians below.

5. KENMORE TOWER INFRASTRUCTURE

The Kenmore Tower building is over 50 years old and its structural integrity is consistent with the age of the building. There is no question that any construction so close to the building will compromise the soundness of the infrastructure and is likely to cause extensive damage and emergency situations.

6. MBTA

Three major MBTA lines fan out from the Kenmore Square T station. These ancient underground structures cannot withstand such a massive digging project such as this.

7. "Vibrancy"

"Bring vibrancy to the area" was constantly mentioned at the March 28th meeting at the Buckminster Hotel. With 81 Red Sox home games; Fenway Park concerts; the Boston Marathon: Boston University students, faculty and events and new restaurants, there is more "vibrancy" in the Kenmore Square area than any other part of the city. "Bring vibrancy to the area" is merely a guise for the developers' greed in this out-of-control project.

In summary, the proposed buildings and their construction would violate our right to light and air; negatively affect set back requirements, energy efficiency, Kenmore Tower infrastructure and the MBTA subway lines. The proposed buildings are overwhelming, too close to its neighbors and completely out of scale with the rest of the neighborhood. We wish to end this construction project and the massive problems that accompany it.

Dear Sir/ Madam

I am strongly opposed to the Kenmore Square 560- 574 Commonwealth Ave/ 645-665 Beacon Street PDA proposal based on several variables.

1) Traffic increase on the already busy intersection of Commonwealth Ave, Beacon Street and Brookline Ave where a substantially volume of cars and bikes currently compete for space. The proposal calls for 382 rooms for the new hotel on Commonwealth Ave. This will substantially increase traffic congestion on this already busy corner with hotels guest being dropped off and picked up by cabs, cars and Ubers throughout the day. The proposed 655-665 Beacon Street hotel calls for 295 rooms which fronts a busy 4 lane divided road leading into Kenmore Square.
2) Parking challenge
    a. The 382 room Commonwealth hotel will have no underground property. The 295 room Beacon Street property as stated in the March 28th presentation will have 144 parking spaces. The 677 propose total of rooms will only have parking for slightly over 20% of the available rooms. An already challenging parking situation in the area will only be increased.
3) Pedestrian challenge
    a. Currently there is heavy pedestrian traffic in the area. 100 or so times a year there is an event in Fenway Park which brings in an additional 30,000 people to the area. Combine this with the increase pedestrian traffic from the two developments, challenges for Pedestrians crossing the Beacon Street divided road between the 2 proposed hotels, and increased vehicle traffic, and pedestrian safety is a concern.
4) Open Space
    a. The proposed 161,000 square feet of floor space for the Commonwealth Hotel is to be built on a 6,100 square foot parcel. The floor space to parcel space is 26 to 1 ratio.
5) Height of buildings
    a. The Commonwealth Ave building proposal for a 24-story building and the 655-665 Beacon Street for a 19-story building, would be far taller than buildings in the Commonwealth and Beacon Street neighborhood. The height of these buildings would affect the sunlight and feel of the neighborhood.
6) Summation
    a. Based on the above, I do not feel the project offers quality of life values to this historic Kenmore Square location.
    b. I would like to thank Tim and the BRA for running a very well organized and informative meeting.

Larry Babine 566 Commonwealth Ave. #702

To: Tim Czerwienski

From: George Zimmerman, The Kenmore Tower

On: April 9, 2018 Re: Commentary: Kenmore Hotels Project

1) To begin with, the scope of the project does not have any cohesion. Two construction sites proposed, one near the Buckminster Hotel which is on the south side of Beacon St. and the other at the present site of the Citizen Bank (Bank) are not adjacent. Although the Buckminster Hotel is included in the project proposal, no construction at that site is proposed. Moreover, the Bank construction site is separated from the Buckminster construction site by a main thoroughfare, Beacon Street, which links Fenway Park with the western suburbs and would create a nightmare traffic condition during the duration of the proposed construction.

2) It is proposed that the Bank site, with approximately 4500 sq. ft. area have a height of over 24 stories, while the height of the site near the Buckminster Hotel with a much greater area, would be 19, lower. The asymmetry of the plan as proposed would be aesthetically appalling.

3) The construction proposal, as presented, is planned so that the two sites are constructed at the same time. This does not take into account the conditions during construction in the neighboring buildings, nor the fact that Kenmore Square is at the confluence of three MBTA Green Lines, the B, C, and D, and care would have to be taken that the infrastructure of the MBTA lines as well as that of the adjacent 566 Commonwealth Avenue, a 13 story building with over 100 apartments, not be disturbed or damaged during the construction phase.

4) The construction phase proposes to drive piles to the bedrock. We were told that the bedrock is 150 ft. below street level. The pile driving vibrations and noise have the potential of doing damage to the infrastructure and the interior of the apartments at 566 Commonwealth Avenue. What mitigating technologies will be implemented in order to prevent such and other damage?

5) The construction noise and vibrations will make part or all the 566 Common wealth building uninhabitable. Some of the inhabitants would have to move out or otherwise be dislocated from their apartments. What provisions are provided in this plan for such a situation?

6) Traffic: Besides the disruption of the regular traffic in Kenmore Square at the confluence of Commonwealth Avenue, Beacon Street, Brookline Avenue, and

Deerfield Street, the 566 Commonwealth building has about 100 vehicles per day entering and exiting its garage. The exit is on Commonwealth Avenue while the entry is on Beacon Street. The proposed construction and subsequent proposed operations of the new development have the potential to block access and thus affect the inhabitants of 566 Commonwealth Avenue.

In summary, the project, final plan and construction, would be deleterious to Kenmore Square

Thank you for your attention to these concerns.

Dear Tim,
I am excited about plans for new development in Kenmore Square. The Kenmore/Fenway neighborhood is overdue for improvement and I believe new private development can help by spurring economic growth and by investing in outdated and neglected public spaces. Nevertheless, I have several concerns about the proposed project's impact. These arise from my various roles in the community and I look forward to learning more about the developers' approaches to minimizing these concerns (listed below in order of relative priority).
Thanks for your consideration.
Sincerely,
Sam Wertheimer

1. Bicycle and pedestrian safety

As a regular Hubway user and owner of a dog who needs frequent walks, I spend a significant amount of time recreating on the pedestrian and bicycle paths that crisscross my neighborhood. I will also soon become a father and look forward to strolls and bike rides with my daughter and hope she will one day feel safe enough to enjoy these neighborhood resources independently. My current and planned use of pedestrian and bicycle resources causes concern about traffic in the area. Specifically, I am worried about dangers to walkers and bikers caused by exacerbation of the following issues:

- Overall traffic volume in the neighborhood;
- Taxis and ridesharing service cars as a percent of overall traffic; and
- Limited traffic calming measures, poor signage and dim street lighting.

Development in Kenmore Square will bring more visitors to the area. This will be a boon for economic vitality if these visitors are able to move through the neighborhood efficiently. Unfortunately, movement is already limited during times of peak traffic and this leads drivers to dangerous shortcuts, such as Bay State Road and Back Street, that avoid traffic on Commonwealth Avenue (see Figure 1 for details). More visitors mean more cars looking for shortcuts, which will likely worsen dangers for pedestrians and cyclists.

Visitors to the Hotel Commonwealth frequently use taxis and ridesharing services like Lyft and Uber. More of this type of car traffic will likely drive through the area if hotel capacity increases. Although most of these drivers are safe, some portion behave more erratically than neighborhood residents who know the idiosyncrasies of the local streets and do not navigate by frequently checking written or digital directions. Further, taxi and ridesharing drivers do not always conscientiously obey existing street signs and often stop in the middle of bike lanes to pick up or drop off passengers. For example, these drivers often use the bike lane as a travel lane on westbound Beacon Street near Charlesgate W. A potential increase in unpredictable drivers who ignore public safety markings makes me nervous.

Lastly, an existing dearth of traffic calming, signage and lighting in the area may compound the issues above. Cars already speed down Bay State Rd. and ignore the dimly-lit stop sign at Raleigh and Bay State Rd. They also crash into the fences in Kenmore Square (the wrought iron fence where Beacon splits from Comm. Ave. has been hit at least twice in the last two years) and accelerate dangerously into pedestrian walkways (the eastbound Comm. Ave. crossing in

front of the Buckminster Hotel is particularly dangerous as cars get a green light for a left or U-turn at the same time that pedestrians get a "walk" sign). These traffic safety limitations already compromise the feeling of safety in Kenmore Square for pedestrians and cyclists and more traffic and a higher percentage of taxi and ridesharing drivers may only worsen the existing issues.

2. Shopping and recreation for me

As a homeowner on Bay State Road, I frequent several local businesses, including restaurants like Island Creek Oyster Bar, Eastern Standard, and Cornwall's and stores like Wine Gallery and City Convenience. I also often refer friends to the Hotel Commonwealth. All of these businesses feature high-quality products at various price points, accompanied by warm, unpretentious service. Similar businesses in neighborhoods where I also considered homes, including the Back Bay and the South End, offer more luxurious experiences but I prefer those in my neighborhood.

I hope that new retailers in the area maintain the standards set by my favorite local establishments and do not try to replicate those offered elsewhere. However, I also hope they avoid emulating some local businesses, such as 7-Eleven and Qdoba, that appear to extract significantly more value from local residents and visitors than they reinvest in the community. As such, I would appreciate further information about the Kenmore Hotel project developers' plans for securing restaurant, retail, hotel contractor and other tenants for the planned new properties that offer high-value goods and services while avoiding those focused on trendy market segments and short-term returns that ignore community interests. I would also appreciate learning more about how planned development will improve existing offerings, including those at the Hotel Buckminster, to match the best of Kenmore Square.

3. Shopping and recreation for others

As an active member of the Charlesgate Alliance, a neighborhood group dedicated to bringing positive change to the Charlesgate Neighborhood, I am committed to restoring the historic "Charlesgate" area and to reuniting a neighborhood marred by too-long neglected public space.

This commitment is partly driven by an interest in serving vulnerable populations with limited resources. In particular, the Kenmore-Fenway area is home to several vulnerable groups and adjoins several others. Specifically, the median income in 2012 for census tracts 010104 and 010103 was between $10,446 - $30K, compared to an overall median of $53,136 for the City of Boston.[1] Nearby, the median income for census tracts 010203 and 000803 was between $30,000.01 - $53,136 in 2012. Also, there are high proportions of older adults and of residents with limited English proficiency in my neighborhood.[2] And anecdotally, many students traverse my neighborhood to classes or dorms at the nearby schools, and there is a large community of seniors and disabled people living right in Kenmore Square.[3]

[1] http://www.bostonplans.org/getattachment/36c03693-2a54-4fec-8b64-b130c8a509e3/

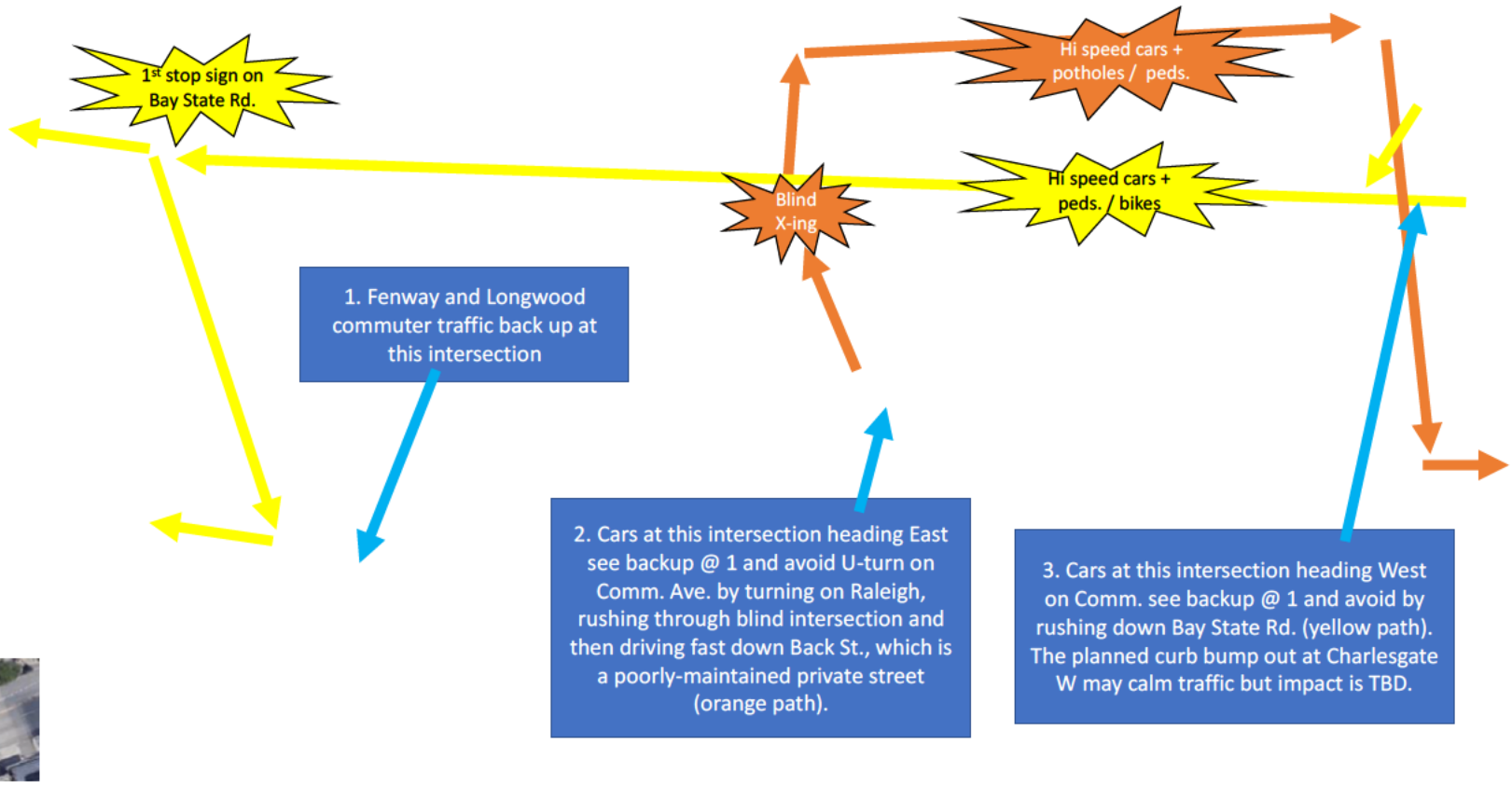
[2] https://www.boston.gov/departments/environment/climate-ready-boston-map-explorer

[3] http://www.kenmoreabbey-apts.com/

While these groups may lack time or resources to directly contribute to neighborhood organizations like the Charlesgate Alliance, they may nevertheless appreciate improvements to local public spaces. By working to solicit their input and incorporating their interests in the Charlesgate Alliance's activities, I hope to encourage positive interactions among the diverse residents of our frequently overlooked community.

I have similar goals for improvements in Kenmore Square and hope that the Kenmore Hotels developers share my interest in vibrant, inclusive public spaces. These spaces, along with the retailers and programming in the spaces, should welcome all of the groups who live in and around the Square. Although it may be difficult to define and manifest an "inclusive" space, I will nevertheless keep this interest in mind as I review the Kenmore Hotels project and would appreciate further information about how the developers and their partners will honor our area's diversity.

Figure 1. Current Traffic Issues in Kenmore Square



Posternak
POSTERNAK BLANKSTEIN & LUND LLP

April 23, 2018

Ann M. Sobolewski
[redacted]120
[redacted]FAX

By Hand Delivery and Electronic Mail

Tim Czerwienski, Project Manager
Boston Planning & Development Agency
1 City Hall Square, 9th Floor
Boston, MA 02201

Re: Crossroads at Kenmore
560 Commonwealth Avenue and 645-665 Beacon Street

Dear Mr. Czerwienski:

This office represents The Kenmore Tower Corporation ("Kenmore Tower"), the owner of property located at 566 Commonwealth Avenue, Boston, MA (the "Kenmore Tower Property"). Kenmore Tower is a cooperative housing corporation; its shareholders are the individual residents who reside in the building. Kenmore Tower, as a direct abutter to the property located at 560 Commonwealth Avenue, submits this comment letter in opposition to the Crossroads at Kenmore development. As described in greater detail below, the proposed development does not qualify as a Planned Development Area ("PDA"), will create significant traffic problems on the abutting streets, increase shadows on Kenmore Tower's property and is grossly out of scale for the neighborhood.

The Kenmore Tower Property contains a mixed use building consisting of 111 residential units, four(4) commercial units, an outdoor swimming pool and adjacent recreational areas, and an underground parking garage with 106 parking spaces. The building is thirteen (13) stories tall with a building footprint of approximately 10,695 square feet. The lot size is approximately 24,108 square feet with the open lot areas primarily located to the rear of the building. In that rear yard, an in-ground swimming pool is located for use by the building's residents. The ground floor of the building contains the lobby, residential apartment, laundry room, storage, a commercial office and the Kenmore Tower office with commercial space located on the mezzanine level. The parking garage entrance is on Beacon Street and the exit is located on Commonwealth Avenue.

Kenmore Tower is a residential community. The building's units are inhabited with over 100 families who have made a significant investment in both their properties and in the neighborhood as a whole. The block is not populated strictly with commercial and office uses, but rather, as acknowledged by the proponents, is already a vibrant area. The proposed development, particularly the hotel tower on the Mark Development Property, will not provide significant community benefits. Instead, it will cause traffic problems, increased shadowing, noise and otherwise negatively affect the resident's quality of life.

A PDA is Inappropriate for the Site

Crossroads at Kenmore (the "Project") is located on two properties which are separated from each other by Beacon Street: 560 Commonwealth Avenue (the "Mark Development Property") and 645-665 Beacon Street (the "Buckminster Property" and together with the Mark Development Property, the "Site"). The Site is located within the General Business (B-4) Zone as depicted on Map 1, Boston Proper.

The applicants seek to simultaneously changing the zoning to permit a PDA in this location and to obtain approval for their proposed PDA development plan. Section 3-IA.a of Article 3 of the Boston Zoning Code (the "Code") allows the Zoning Commission to establish an area as a as PDA eligible. Prior to approval of this location as a PDA, Section 3-1A of the code requires a finding that the site contain at least one acre of land area and that the approval "conforms to the general plan for the city as a whole," and not be "injurious to the neighborhood." As set forth below, the Site is not an appropriate location for a PDA as these requirements cannot be met.

First, the Site itself does not qualify. While the applicants have asserted that the Project Site contains 46,441 square feet, and thus exceeds the required one acre minimum,[1] no redevelopment is proposed for the existing Buckminster Hotel portion of the Site. That is a separate lot, containing approximately 19,142 square feet of lot area. The survey attached to the Project Notification Form ("PNF") as Appendix B clearly delineates the Buckminster Property as three separate and discrete lots. According to the PNF, at page 1-7, "Development will be limited to the parcels at 655 to 665 Beacon Street, and the existing Buckminster Hotel will be retained." Thus, almost 40% of the total land area necessary to qualify the Site as over an acre in size is not actually part of the proposed development. A PDA Development Plan must specify both the currently proposed development and future development. By stating that nothing is proposed for the existing Buckminster Hotel Lot, future development of that property is restricted and it is apparent that the lot is only included to enable the Site to meet the acreage limitation. At only 27,299 square feet, the land area on which the redevelopment is proposed cannot qualify as a PDA.

Second, there has been no showing that allowing the proposed development is in any way in accordance with a plan for the city as a whole. The Site, together with the Kenmore Tower Property and the other surrounding properties have historically been zoned uniformly. In other words, all parcels within the immediate vicinity have been included in the same zoning district and subdistrict, subjected to the same dimensional, use, and other restrictions, and in all other ways treated alike for zoning purposes. The dimensional restrictions applicable to the area have allowed only moderate buildout, imposing a maximum floor area ratio ("FAR") of 4.0. The FAR for the proposed development grossly exceeds the FAR of the surrounding area. The proponents

[1] The proponent contends that the square footage of Beacon Street, a city roadway, counts toward the minimum land area necessary for the PDA. Such land should not be included in the computation as it is not capable of being redeveloped.

present the FAR in the context of the Site as a whole, stating that the development's FAR is 9.5. While this is already more than double the applicable FAR in the neighborhood, when viewed by parcel the FAR proposed for the Mark Development Property is significantly higher. The hotel to be constructed on the Mark Development Property will consist of 161,000 square feet and is to be located on a 6,030 square foot lot. As such, its FAR is 26.69. The new development on the Buckminster Property is 186,000 square feet. Computed using that portion of the Buckminster Property on which the development will actually occur, the FAR for that component is 8.74. Kenmore Tower does not believe that two structures which are significantly taller than the rest of the neighborhood, one of which is located on a tiny lot surrounded on two sides by heavily trafficked streets, is in accordance with any plan for the city as a whole.

Third, the proposed development will be injurious to the neighborhood. It will significantly increase shadowing on nearby properties as depicted in the preliminary shadow study included in Appendix C to the Project Notification Form ("PNF"). Traffic in the area, which is already congested, will deteriorate with the construction of the Project. While a full traffic study has not been completed, the preliminary information in the PNF provides the ITE trip calculation for the hotels as 2,047 vehicle trips per day. The proponents dismiss that figure, but it is based on the appropriate source material. An additional 133 vehicle trips per day in the morning peak hour and 150 vehicle trips per day in the evening peak hour will negatively impact an already congested area, making it more difficult for the neighborhood residents. Moreover, the hotel proposed for the Mark Development Property will loom over Kenmore Tower and is only [need approximate number of feet] from the residents' windows, allowing unimpeded views into their homes, the pool area and their balconies. The residents of Kenmore Tower anticipate a significant loss of daylight and additional wind impacts from the Project. These are not all of the negative impacts the Project will have on the neighborhood, but they alone are significant enough to warrant rejection of the proposed PDA.

The Project Does Not Provide Significant Community Benefits

As set forth in the August 14, 2014 Planned Development Area Policy Guidance for Developers, "significant mitigation and public benefits for the surrounding neighborhood must also be associated with a PDA development plan." This Project proposes no mitigation and its community benefit is minimal. According to the PNF, the Project will provide community benefit through streetscape improvements and the provision of ground floor retail spaces.

Most of the landscaping and streetscape improvements are located on the Buckminster Property. Nothing comparable to the pedestrian corridor is proposed for the Mark Development Property. Nor should the creation of a small pedestrian walkway be considered a substantial benefit. Ground floor retail is cited as a benefit to be created by both of the new hotels, however, the floor plans for the hotel on the Mark Development Property depict nothing more than the relocated existing Citizen's Bank use and the hotel lobby/office/concierge/receiving room. The second floor of that building will contain the hotel's restaurant and lounge while the third floor will contain the hotel's meeting rooms, business and fitness center, and an additional restaurant

is proposed for the upper floor. While such spaces are "public" in that they are not located within the individual hotel guest rooms, they are not true public spaces that will benefit the community. They exist primarily to serve the hotel use and not to enhance the living experience of the neighborhood residents. These asserted "benefits" are not sufficient to outweigh the Project's impact on the neighborhood.

Finally, we note the inconsistencies in the PNF's description of the neighborhood itself. The proponents acknowledge that the neighborhood is already "vibrant" while simultaneously asserting that the proposed hotels are necessary to rehabilitate the neighborhood. The residents of Kenmore Tower maintain that the former is the most accurate description of their neighborhood. Simply put, Kenmore Square is already a thriving, twenty-four hour neighborhood. It does not need a project this size to spur "redevelopment."

The Project's Traffic Impacts are Substantial

A full traffic analysis has not been prepared, but the preliminary figures suggest that the traffic impacts of the Project will be significant. An estimated 2,047 vehicle trips per day will negatively impact an already congested area. It also appears that the hotel on the Mark Development Property did not take into consideration the actual design of the existing Kenmore Tower parking garage. The garage exits onto Commonwealth Avenue, not Beacon Street. The Mark Development hotel's entrance will be located on the Commonwealth Avenue side of the building, thereby, channeling all hotel drop off and pick up vehicles toward the Kenmore Tower garage exit and creating additional traffic conflicts. Kenmore Tower residents already experience difficulty exiting the garage due to the current traffic levels (cars, busses, bicycles, emergency vehicles), which is only exacerbated by traffic to the nightclubs on Landsdowne Street and during Red Sox Games and concerts. The hotel's service trucks and guest vehicles will make the area in proximity to the garage exit significantly more congested. According to our internal traffic counts, at least 160 vehicles exit and enter the garage each day with an average of 200 vehicle entrances and exist on Sundays. Kenmore Tower expects significant conflict with the hotel pick up vehicles on Sundays, when guests would be expected to leave a hotel and when the use of their garage is at its peak.

The absence of parking at the Mark Development Hotel will also affect the neighborhood. While the proponents assume that the guests will not drive to the hotel, that is simply an assumption. A guest who elects to drive a motor vehicle to that hotel will compete with the neighborhood residents for the scarce existing parking facilities. Looking at all of the hotels, both proposed and existing, on the Site, the amount of parking does not comply with the Boston Transportation Department's ("BTD") recommended district-based transportation guidelines. For hotels in the Kenmore Square area, the BTD recommends 0.4 parking spaces per hotel room. The three hotels in the PDA will contain 809 hotel rooms and provide only 145 parking spaces. That results in only 0.179 spaces per room, significantly less than the BTD guideline.

The Project Causes Detrimental Shadowing

According to the preliminary shadow studies contained in Appendix C to the PNF, the Project will cast shadows onto the Kenmore Tower Property. The increased shadows depicted in the Appendix occur during the morning in each of the studied months (March, June, September and December). Significant shadowing is depicted in March and September on the pool area and, while the pool may not be in use in March, it is frequently used by residents during the month of September. These shadowing impacts are significant and will detrimentally impact the quality of life of the residents.

The Project Has Adverse Noise and Construction Impacts

The Project, particularly the hotel to be constructed on the Mark Development Property, extends to the property lines. Kenmore Tower's building is located mere feet from the proposed construction site. Construction noise, dust and vibration impacts will be felt by the residents on a daily basis. The Kenmore Tower building was constructed in the 1960s and pile driving mere feet from its foundation is likely to damage the building itself. Kenmore Tower also anticipates that the construction will damage the existing MBTA infrastructure located beneath Boylston Street. Moreover traffic impacts associated with building out the property to the lot lines will exacerbate an already congested area.

Conclusion

For the reasons set forth above, the Site is not an appropriate location for a PDA and the proposed hotels are not appropriate for the neighborhood. Kenmore Tower requests that the Boston Planning and Development Agency not approve the proposed PDA.

Regards,

Ann M. Sobolewski

cc: Kenmore Tower Corporation (by electronic mail)

2510102v1/21455-2

Tim Czerwienski <tim.czerwienski@boston.gov>

Comment Letter On Proposed Kenmore Square Hotel Project

Rob Knight [redacted] Mon, Apr 23, 2018 at 12:03 PM
To: tim.czerwienski@boston.gov

Hi Tim,

I tried to submit online, but not sure it went through.

Thanks

Rob

April 23, 2018

Dear Tim and Members of the BPDA

I very much appreciate the willingness of Tim and John Greeley from the BPDA to discuss the proposed project at 560-574 Commonwealth Ave and 645-665 Beacon Street PDA.

I am speaking as a resident and owner of 2 units (Ph1 & PH3) in the Kenmore Towers at 566 Commonwealth Ave as well as a member of a family business that has operated our companies out of our building that we own at 63 Bay State Road for over 40 years. During this time we have supported the Boston and Kenmore community through philanthropy, job creation and good citizenship. We are keenly engaged in the integrity and future of this area.

I was happy to see that there was such a strong turnout for the initial IAG meeting and that we were able to view the presentation that was made by the development team. Again, I also appreciated the opportunity to speak and have so many others comment on the project. That meeting has further reinforced my opposition on many levels to the proposed project and PDA. Clearly, there were many questions that could not be answered and many assumptions that were incorrect.

Tim, you encouraged all of us to comment and be as specific and detailed as possible. My comments below reflect a lot of thought and consideration and a hard look at both sides of this situation.

Before I begin, I did want to mention that I found a big disconnect and what I thought was a huge stretch in their comparison of the proposed project to Trafalgar Square, Copenhagen Square, Bryant Park, and Copley Square in the first few slides of the deck. The differences were obvious in size, use, importance and overall value to the community. I did not see any areas where people will be tossing a Frisbee, napping on the grass, spreading out a blanket for lunch or gathering with large groups of friends or business colleagues to enjoy a beautiful day. The Architects used terms such as “articulation” and “Vibrancy” and other than steel, small rooms and heavy congestion, I missed the common thread.

Here are my key Concerns as a resident:

Traffic/Parking

- **Auto’s**– With almost 677 hotel rooms proposed, there seems to be little information about how to manage the hundreds of cars that will be coming and going from both hotels. This would include, Personal Transportation, Valet, Taxis, Uber, Lyft, Limo’s, Bus charters, etc.

- **Parking**- The owner of the Buckminster stated that his proposed hotel would be similar to the existing hotel as a “drive to destination”. With only 144 parking spots this will not be sufficient to handle

their guests, never mind the hundreds of guests from 566- 574 who will be coming and going constantly from their micro hotel rooms. I believe their numbers do not do include the 132 rooms that already existing in the Buckminster, which brings the actual total to over 800 rooms.

- **Safety**– In utilizing the entire footprint of the Citizens Bank Building, the developer is working with a footprint that is already too tight and too dangerous. When exiting the Kenmore Towers garage, there is a steady stream of pedestrians, bikes in the bike path, city buses, and commuter traffic. In crossing through this human and motorized maze, you must use extreme caution. To further add hotel traffic, including, Ubers, Taxis, charters, etc. will make this perilous and completely unsafe for all concerned. It will also be extremely frustrating and dangerous as we exit our building for work and our normal daily routines. The building is not balanced on both sides of the bank footprint and the developers have not thought through these issues and extraordinary safety concerns.

Light, Shadow, Wind

- We are concerned about all of these factors and very interested in the studies and impact on our building, pool, individual units, pedestrian implications, health and safety.

PDA

The use of the PDA in this circumstance does seem to make sense on many levels. The language of a PDA allows greater flexibility for zoning in exchange for public benefits for the surrounding community and neighborhoods. If I am understanding this correctly, these are my concerns/questions as relates to lack of community benefits:

- There not an affordable housing component or residential component?
- Why is there no significant green space other than a pass through that will be completely congested during events and provide very little space to congregate
- The MBTA congestions will increase dramatically as many of these micro hotel guests will rely on it heavily. It is already clogged and very uncomfortable
- Everyday **Traffic** that already severe in the square and increases with events (100+ days a year) will be scaled up to untenable levels with this proposed plan and be detriment to the community.
- The small **island**in front of Citizens bank has not been considered carefully and is already quite dangerous to cross and connect back to the sidewalk. With traffic racing around that corner, and the size of the footprint of the island, how is that going to become a “pedestrian island”.
- Loss of views to the Citgo Sign by residents and visitors Again, I am at a loss to understand how this project provides benefits to the community through unprecedented height, micro hotel rooms and very tangible evidence of avoiding a nightmare of congestion and inconvenience. This will be a transient crowd who will enviably be loud and cause disruption to the neighborhood.

Bay State Road/Business Owner Concerns

From a business perspective and having been part of a family owned and operated business on Bay State Road for 40 years, these are my concerns:

- Traffic that is already very busy and constantly being slowed down with students and residents double parking cars and vans on Bay State Road, this street will become even more of a Cut through street and snarl even more traffic. There will be no other place for cars to go if these proposed projects are completed.
- There is very little of this project dedicated to retail and green space, so already crowded restaurants and places to step out during lunch or breaks will be compromised, not improved.
- Many of the people who work in our building take public transportation and an already overcrowded MBTA will be taxed beyond reasonable limits. This creates a hardship for our team.
- Traffic will only increase and the folks working in our building will have to deal with this increased congestion when they venture out into Kenmore Square for lunch or supplies.
- Will these development and investor groups run these hotels or will they be sold and or managed by outside parties?

Tim, on anecdotal note, I was waiting for a friend to pick me up in front of the Barnes and Noble in Kenmore Square to go to opening day and waited 30 minutes for him to go the 2 blocks. I cannot imagine the scenario with 2 buildings under construction simultaneously.

Thanks so much for your consideration of my comments and your management of this process.

Sincerely,

Robert Knight
Kenmore Tower
566 Commonwealth Ave
Boston, MA

Knight Media Ventures
63 Bay State Road
Boston, MA

Rob Knight
Cell: [redacted]

Tim Czerwienski <tim.czerwienski@boston.gov>

Kenmore Hotels project website

Conrad Ciszek [redacted] Wed, Apr 25, 2018 at 6:17 PM
Reply-To: [redacted]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>
Cc Leah Camhi [redacted], Andre Jone [redacted], Holly Berry [redacted], Robert Case [redacted], Richard Giordano [redacted], Colleen Fitzpatrick [redacted]>, John LaBella [redacted], JUANITA REID [redacted], Eric Daniels [redacted], Mia Jean-Sicard [redacted], Sarah Jenness [redacted], Eduardo Gonzalez [redacted] Kathy Greenough [redacted], Ming Chang [redacted], Josh Zakim <josh.zakim@boston.gov>, Rob Folan-Johnson [redacted] Iola Key [redacted], Brenda Lew [redacted] Karla Rideout [redacted], Tracey Hunt [redacted]

Dear Tim:

Thank you for your notes and updates and holding our meeting on Monday night. I know some parts of the meeting may have been contentious but as you probably are aware many of these meetings can be emotional when people's lives are being impacted.

I would like to email my commentary here for the proposed project. First and foremost, the project should be rejected completely. If a complete rejection of the entire project is not considered then at least building one should be rejected.

The project is going to induce significant harm to the neighboring abutters of the co-op on Commonwealth Avenue. Co-op members who live on the east side of the building will have their complete sunlight, ventilation, and view eliminated. This will decrease their quality of life and residency significantly. They will have pretty much a dark shaft with poor ventilation resulting from the project. These are people who have spent countless decades and have significant vested interest in that property and whose lives will be profoundly affected if this project were to go through.

Secondly, the first building and the second building will collectively result in massive traffic jams that will subject the neighboring residents to additional noise and hardships when they are trying to enter or exit their home. The two hotels are going to add to an already congested Corner. The hotels will have tour buses and additional cars, taxis, and rideshare services that will further congest that narrow stretch intersection of Beacon Street, Commonwealth Avenue and Brookline Avenue. On a routine day particularly at rush hour it is massively congested. On days when there is a game at Fenway Park or another event at Fenway Park, the congestion is far more extreme. Adding these hotels will already worsen with his already deemed a traffic nightmare at that intersection. There is high risk of accidents and potentially massive delays that anger people and could result in road rage incidents. It is also important to note that several MBTA bus routes all terminate at that intersection. MBTA bus routes 57, 60, 8, 19 and 65 all terminate at that corner contributing to that intersections' congestion.

Also, the height of those buildings will also impact the neighbors with wind. High-rises normally result in nominal wind tunnels. Secondly, the building of the high-rise may compromise the Subway Lines underneath. It is important to remember that the green line is not far beneath the ground unlike the red line in Cambridge that is way beneath the ground between Porter Square and Alewife. The mass of drilling and pillars being installed in the soil may also be of concern. Also you may want to take a look at the construction of the Second Avenue subway in the upper east side of Manhattan New York where they had to dig massively underground to avoid any compromise of structures or a collapse of the subway during construction. The green line is not that far underneath the surface and this should be given serious consideration. Any massive construction project with high density and high-level could compromise the green line' s safety passage underneath the ground and could pose harm to its passengers. Think of what took place a few weeks ago on the silver line with the following Concrete in the tunnel. You may have that same type of scenario taking place on the green line b c and d lines. Unlike the Silver Line case where nobody was injured, if this construction project where to proceed we may not be as lucky and people who are traveling particularly at a rush hour or at a special event could be subject to significant risk. Also, the construction could also compromise the stability of the neighboring building where the coop residents reside.

Last, the hotels do not provide a community benefit. Despite all of the arguments made by the developers the ones who are going to benefit from these projects are the developers and the owners who will profit substantially. Community members and the city and the long-term are not going to benefit from this project. As said, these our private properties that are not comoletwly open to the public with the exception of staff an out-of-town patrons with no connections or vested

interest in the community.. They will only be open to registered paying guests from out of town and perhaps patrons patronizing what will likely be overpriced restaurants and bars as opposed to small business neighborhood enterprises.

The comparison to Copley Square, Bryant Park and New York Times Square and other European plazas is not accurate. Those are open public venues that welcome the public who can visit and remain there for extensive periods of time without question or limitation. Unlike the proposed properties here these places are not private properties used for profit! The owners of these hotels are not going to allow members of the public to randomly descend on their property for lengthy periods of time as you are able to at the aforementioned reference venues. There is no comparison and the record should be set straight. I did not see any plans where they would be an open Plaza with tables and chairs for the public to seat or use. I also did not see a plan where they would be an observation deck for the public to enjoy without having to patronize what will likely be an overpriced restaurant charging enormous prices and giving skimpy portions with their meals.

I am copying members of the Fenway CDC, the organization committee and our city councilor to reflect the record that my comment has been submitted. Again thank you very much for reading and processing my comment and hope you will give serious consideration to my comments during this process.

Thank you and best regards,
Conrad Ciszek
East Fenway resident

Sent from Yahoo Mail on Android

On Wed, Apr 25, 2018 at 4:44 PM, Tim Czerwienski
<tim.czerwienski@boston.gov> wrote:
[Quoted text hidden]

KENMORE HOTELS – 645-665 BEACON STREET

I am respectfully submitting as an owner at Kenmore Tower (566 Commonwealth Avenue), the following objections to the Kenmore Hotels project.

- **OUT OF SCALE** – I believe that the proposed hotel on the Citizen Bank site is out of scale with the area.
- **BLOCKING VIEWS** – the project will block the views and therefore diminish the current residents property values
- BLOCKING LIGHT – our pool are back area will be in shade and prevent us from using the area as indented
- **GARAGE ACCESS** – the current plan will block our entrance and exit of the garage to Kenmore Tower
- **TRAFFIC** – Currently the traffic in the Kenmore Square area is severely congested. The addition of a hotel on the proposed scale will only add to an already congested area. In its current form, the hotel plans on have an entrance and exit on Commonwealth and Beacon Streets. This will back up traffic into the square.
- **BAY STATE ROAD** – Since it is not possible to make a left turn onto Blandford Street when traveling west bound, the traffic on Bay State Road will have a steady stream of traffic because it is possible to make a left onto Silber Way and then left onto Commonwealth Avenue. I believe that this will cause a safety issue to the Boston University students.
- **VENTING** – Where will the restaurant vent? Since Kenmore Tower is so very close to the proposed hotel their smells and venting will negatively impact the quality of life for our residents
- **GARBAGE** – Where will the hotels trash be stored? Where will it be picked up? Kenmore Towers owns the land between the bank and Kenmore Tower and will not permit trach to be stored on our property.
- **MBTA** – Currently, the Green Line is extremely overcrowded and the addition of hotel guests using the system will have a negative impact on service to the community residents.
- **BUCKMINSTER HOTEL** – I would ask you to speak with law enforcement officers who are called into the area due to complaints regarding the hotel guests. If the current hotel management cannot currently operate a quality establishment, what makes you think they will do so in the future.
- **CONSTRUCTION** – I believe the construction of the hotel at the Citizens Bank site will cause damage to Kenmore Tower due to the extreme closeness of the two.
- **OTHER AREA DEVELOPMENT** – Another reason that the proposed project is out of scale and will add to an already crowded area is the construction of the Fenway Center project. Also, there will be additional

construction on buildings now owned by Related Beal Properties that will only add to the already overcrowded area.

- **GREEN SPACE** – the proposed Green Space is an insult to our community. In order to use the very tiny space you have to cross a median on Beacon Street to access the space.
- **BUCKMINSTER/CITIZENS BANK PROPERTIES** – I believe that the area would be better served if the Buckminster Hotel was the site of the proposed hotel that wants to build on the Citizens Bank site. There are no abutters that will be impacted to the degree that the residents of Kenmore Tower will be impacted by the current proposal.

I sincerely hope that you will carefully consider that current residents of the area and especially Kenmore Tower. The proposed constructions will present considerable negative impact on our quality of life.

Thank you,

Bridget A. Basilico
566 Commonwealth Avenue - #1203
Boston, MA 02215

Tim Czerwienski <tim.czerwienski@boston.gov>

Kenmore Hotels project website

Rob Folan-Johnson [redacted] Fri, Apr 27, 2018 at 9:57 AM
To: [redacted]
Cc: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>, Leah Camhi [redacted], Andre Jones [redacted], Holly Berry [redacted] Robert Ca e [redacted] Richard Giordano [redacted], Colleen Fitzpatrick [redacted], John LaBella [redacted], JUANITA REID [redacted], Eric Daniels [redacted], Mia Jean-Sicard [redacted], Sarah Jenness [redacted], Eduardo Gonzalez [redacted], Kathy Greenough [redacted], Ming Chang [redacted], Jo h Zakim <josh.zakim@boston.gov>, Iola Key [redacted], Brenda Lew [redacted], Karla Rideout [redacted], Tracey Hunt [redacted]

Why more hotels? I work at one in Cambridge. This explosion in hotels has led to be drop off in business of existing hotels over the past 10-15 years and now there is AIRB&B. And where will these hotel workers be able to afford to live?

Just askin

Rob

city desperatly needs more housing.
[Quoted text hidden]
> Thank you and best regards,Conrad CiszekEast Fenway resident
>
> Sent from Yahoo Mail on Android
>
> On Wed, Apr 25, 2018 at 4:44 PM, Tim
> Czerwienski<tim.czerwienski@boston.gov> wrote: Good afternoon,
> This is the link to the BPDA website for the Kenmore Hotels project. All
> documents and meeting dates will be posted to the timeline on this page. You
> can also leave a comment via the form at the bottom of the page, or email
> your comments directly to me. The comment period for this phase of the
> review ends on May
> 1: http://www.bostonplans.org/projects/development-projects/560-comm-ave-645-beacon
> This is a link to the IAG meeting presentation from March 28, which is the
> same as the presentation given at this week's public
> meeting: http://www.bostonplans.org/getattachment/6cb86190-2bcc-46b6-a4e4-6d5385ad4e06
>
> --
>
>
>
[Quoted text hidden]
--
Robert Folan-Johnson
Gmail: [redacted]

Dear BPDA authorities: April-29-2018

As a Bostonian, my understanding of the intent of the Boston Zoning laws is creation of harmonious communities where the residential and commercial entities could coexist without one compromising the growth and prosperity of the other.

Considering aforementioned, as a resident and tax payer of the city, I respectfully request your replies to the followings:

1. The letter of the Zoning law is intended to maintain a reasonable ratio between construction area and the land. To my understanding the review board, considering the spirit of the law, could allow combination of the parcels under one development albeit that they are not connected. In this case while the Citizen bank parcel is the major focus of this development and the proposed development at this site grossly exceeds your allowable FAR, it cannot be considered a part of the project where two other parcels are separated by a major 4 lane street (Beacon street). The spirit of the law is that this combination would compensate for over building at individual sites. HOW THE ISSUES CREATED BY A DEVELOPEMNT OF A 26 STORY HOTEL ON A 4000-5000 SQFT LAND CAN BE OVERCOME BY THE OTHER TWO PARCELS?? IF ANYTHING, CARS AND PEDESTERIAN TRYING TO GO ACROSS THE BEACON STREET WILL FURTHER EXASBERATE THE SITUATION.

   Please help me understand the logic. Using this case as a precedence, will eventually undermines the letter and the spirit of our zoning laws!!!

2. If the Buckminster hotel is a part of this development and its inclusion is critical to validity of it, my question is: HOW AN UNPLANNED AND UNFINANCED FUTURE PRJOECT IS BY ANY LOGIC APPLICABLE TO THIS PROJECT? ISN'T THE INTENT OF INCLUSION OF THIS **PHANTOM** FUTURE ROJECT MERELY TO CIRCOMVENT YOUR LAWS THAT YOUR OFFICE IS CREATED TO ENFORCE??

   Please help me understand the logic. Using this case as a precedence, will eventually undermine the letter and the spirit of our zoning laws!!!

3. The total project creates over 809 hotel rooms and only 145 parking spaces!!! This results in a parking space to hotel room ratio of .179, which is far below Transportation Authorities recommended threshold. THIS HAS A HIGHLY ADVERSE EFFECT ON THE RESIDENCES AND ON BUSINESSES IN THIS AREA. THIS PROBLEM IS SIGNIFICANTLY AND FURTHER MAGNIFIED BY THE TRAFIC AND THE DANGER OF CARS DROPPING GUESTS AT COMMONWEALTH LOACTION AND INTENDING TO PARK IN THE FEW AVAILABLE PARKING SPACES AT THE BAECON STREET LOCATION.

   Please help me understand the logic. Using this case as a precedence, will eventually undermines the letter and the spirit of our zoning laws!!!

4. Construction of a 24-story hotel at a small triangle at a highly used 6-way intersection. WITH 81 REDSOX HOME GAMES, NUMEROUS CONCERTS AND EVENTS AT FENWAY PARK, THIS IS A HIGHLY CONGESTED AREA. ADDING ALL THE LINE CLOSURES, ADDITIONAL CARS, CONSTRUCTION VEHICLES TO THIS ALREADY MARGINAL SITUATION, WHAT IF AN AMBULANCE OR A FIRE TRUCK CAN NOT GET TO THEIR INTENDED DESTINATION AND HEALTH AND SAFETY OF THE AREA RESIDENCES ARE COMPROMISED?

This is an out of scale, injurious to the neighborhood, highly questionable development that grossly undermines the letter and spirit of the zoning laws. This project is being pushed through by a highly strong developer and its lawyers. We trust that you bring on an objective view to protect your laws and our neighborhood. This is not a project to be a part your legacy and I am highly offended by the fact that this is forced down on lawful residents of this neighborhood.

Best Regards,

B. Tabrizi

566 Commonwealth Ave, Apt 1002, Boston 02215

Tim Czerwienski <tim.czerwienski@boston.gov>

Kenmore Project

2 me age

Case, Robert [redacted] Sun, Apr 29, 2018 at 1:11 PM
To: Tim Czerwienski <tim.czerwienski@boston.gov>, "Byron.Rushing@mahouse.gov" <Byron.Rushing@mahouse.gov>, Josh Zakim jo h zakim@bo ton gov , "yi el guerrero@bo ton gov" yi el guerrero@bo ton gov

Hello Friends,

I believe that the current Kenmore Project does not qualify for a PDA (size of footprint falls short) and that to go ahead as a PDA threatens the future credibility of Boston development.

Thank you.
Robert Case, Ph.D.
Professor Emeritus, Northeastern University
149 Mass. Ave
Boston

Conrad Ciszek [redacted] Sun, Apr 29, 2018 at 1:36 PM
Reply-To: [redacted]
To [redacted] Tim Czerwien ki tim czerwien ki@bo ton gov , "Byron.Rushing@mahouse.gov" <Byron.Rushing@mahouse.gov>, Josh Zakim <josh.zakim@boston.gov>, "yissel.guerrero@boston.gov" <yissel.guerrero@boston.gov>

Thank you for sending this Bob. Great statement and message. I completely concur with your message. This proposed project particularly building one i not a good idea and hould be crapped Have a great weekend!

Sent from Yahoo Mail on Android
[Quoted text hidden]

Lida Tabrizi

566 Commonwealth Ave # 1002

Boston, Ma 02215

04/28/2018

Comments regarding Kenmore Hotels

To Whom it May concern:

Below is the list of my comments in opposition of the building of 24 story hotel in an approximately 4700 square feet of land replacing the Citizen's Bank. This Hotel is proposed to be 260 feet high and house 382 quest rooms.

1- As a residential building abutting the proposed 24 story hotel, , structural safety and integrity of 566 commonwealth has not been addressed before, during and after construction. While theoretical and conceptual ideas have been thrown around , hard data and evidence does not exist to support that this massive hotel structure could not /would not have significant and serious impact on the safety of the building and all of its residents. This data and study must be done prior to any potential approval.
We need an Impartial, third party structural experts (not hired by the developer) determine that we and our building will be safe.

2- Shadow study- to date there has been no study done to determine the impact of complete shadow that this building will be casting on 566 Comm Ave. Is there an impartial study done? If so, where is it. If not, when

3- Wind Effect. Is there an impartial study done to determine the wind creation and what impacts will it have as a result of the long tunnel like space between the two building?

4- Traffic safety- there are a number of ways this project will have significant negative impact on our neighborhood. a--flow of traffic, b- safety of pedestrians in the area. c- Ambulance/police/fire impact

a-What studies have been done to determine the effects of traffic congestion with the addition of 577+ room in a very small tight space where 5 major roads meet and a university that has 30,000 + students. Additionally, what studies has been done the effects of traffic congestion during Redsox home games. Kenmore square , commonwealth ave, Beacon street and Brookline ave are extremely congested for several hours during the games.

This question bears a long study to address the issues during construction and after construction.

b- Boston University has over 33,000 under grad students (www.bu.edu.info), There are hundreds of families live on or near Kenmore. What safe guard is the developer providing when they are adding lines of Uber, Lyft Taxi, mini buses both on commonwealth Ave and Beacon street. Often Students walk with their head over their phone, this area is dangerous for crossing as it is . How is this project possibly claim that addition of hundreds of more cars to transport guest all the time up and down Commonwealth Ave and Beacon is positive not going to increase risks of serious injuries happening to the pedestrians who call Kenmore home? Where is the study? Building of massive structure with addition of 800+ rooms, will certainly and significantly increase risk for accidents and injuries and worse, death in our neighborhood.

c- The congestion will be a major block for passage of ambulances, fire and police vehicles thus significantly increasing the risk to not just people in our neighborhood but to the whole city who rely on roads here to get to long wood medical area hospitals and trauma center.

NOTE: I Have attached a short video of an ambulance trying to get thru on a normal day. The sirens of ambulance were going a few minutes before the start of my taping. This video is compelling and a evidence to a very large problem we are raising.

5- Scale of citizen's bank building- the land that this hotel is proposed on is ~4600 sq feet. 26 story building grossly over the scale for the size. IF the zoning was not being used or misused The size of building would be only 4 x the size of the base. The concern is how is this building considered appropriate with this massive scale regardless of bypassing zoning law? If Buckminster hotel as it is will not be part of actual construction, how is using that space legal in order to by pass zoning?

6-I listened intently to the architect painting a very rosy picture almost Disney like to what Kenmore will be. I lost count of architectural jargon. He nocked down our neighbor hood in order to identity Kenmore hotels as the savior of it. Our neighbor hood is already vibrant with an educational establishment, restaurants, families, professionals, residents, red sox, etc. It is the addition of massive structure in the middle for private use that will kill the spirit of Kenmore square. The architect did not put forth the draw backs of their project. What draw backs does the developer see with respect to safety , traffic, congestion, and other negative impacts?

7-The architect referred to buildings as negative spaces. Yet they propose to build massive structures that are so out of scale thus add significant negative spaces. How is adding negative spaces are a good

thing for Kenmore sq? The small drive way that the developer focused almost the entire presentation (Buckminster drive way) on is a very small two cars with drive way. What is dimension of that space. The drawings showed a much bigger space than exists. Is developer enlarging that space and by how much in order to have accurately depicted the drawings?

8-The architect compared Kenmore to seaport. That was his point of reference. How are these two spaces similar? What is the number of pedestrian there? What is the number of roads merging in one location? Is there a major team playing 80 home games there? What is the open space size there front.

9-What is the lot size of their tallest building?

10-Please put the comparison together so that we can see your claim is true or false .

The developer is comparing European piazza and other squares . This is gross misleading of the public. what the developer is proposing is nothing like the other squares and is solely privately owned hotels and small alley way that will have zero benefit to residents. In fact beyond no benefit, they will potentially have negative impact on health and wellbeing of the residents .

In conclusion, Kenmore tower is a project that does not fit the scale of neighborhood, has significant safety precautions for residents, will significantly increase public safety risk.

Thank you,

Lida Tabrizi

Tim Czerwienski <tim.czerwienski@boston.gov>

Support of hotels in Kenmore Square

Thad Peterson [redacted] Mon, Apr 30, 2018 at 12:04 PM
To: tim.czerwienski@boston.gov

Dear Mr. Czerwiensk:

As a property owner in Kenmore Square, I am writing in support of the two hotels being proposed in Kenmore Square.

Over the past ten years, Kenmore Square has seen a number of positive changes, particularly with improvements in the updated MBTA tation and bu top And the block with Hotel Commonwealth ha continued to add e citing new restaurants and shops.

In order for neighborhoods to remain vibrant, we must embrace change and new development. The hotels will help revamp thi area of the quare with intere ting architecture, improved land caping and public acce

The BPDA does a good job incorporating public benefits as part of the approval process of new development projects. I look forward to learning more about the benefits and hope that the BPDA will consider the needs of the entire Kenmore community, not ju t the direct abutter I am looking forward to learning more about the newly created outdoor pace, traffic improvements and community space.

Two new hotels will bring more visitors to Kenmore Square throughout the year, to the benefit of neighborhood businesses, including local retail and re taurant

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 Bo ton' economy The proce for the e two propo ed hotel hould continue, and I encourage the Boston Planning Development Agency to consider the needs of the entire community and support this proposal. I look forward to the next round of information and learning more.

A thi project i reviewed, I urge the city to work with the developer to make further upgrade to the idewalk and crosswalks, to make Kenmore Square safer and more interesting for pedestrians (particularly those not just walking from the T stop to Fenway Park.

~Thad Peterson
www.thadpeterson.com

Tim Czerwienski <tim.czerwienski@boston.gov>

Letter to Support Proposed Sq. Kenmore Hotels

P.T. Vineburgh [redacted] Mon, Apr 30, 2018 at 10:24 AM
To: tim.czerwienski@boston.gov

April 30, 2018

Tim Czerwiensk
Project Manager
Boston Planning and Development Agency
Boston City Hall
One City Hall Plaza, Floor 9
Boston, Massachusetts 02201

Dear Mr. Czerwiensk:

As a property owner/resident in Kenmore Square, I am writing in support of the two hotels being proposed in Kenmore Square.

Over the past ten years, Kenmore Square has seen a number of positive changes, particularly with improvements in the updated MBTA station and bus stop. And the block with Hotel Commonwealth has continued to add exciting new restaurants and shops.

I think back to Kenmore in 2002 prior to the Hotel Commonwealth, and then look at how that project was the springboard for change over the past 15 years. Island Creek and Eastern Standard have become the anchors for a "higher end" Kenmore, and I think redevelopment of these hotels will do the same.

In order for neighborhoods to remain vibrant, we must embrace change and new development. The hotels will help revamp this area of the square with interesting architecture, improved landscaping and public access.

The BPDA does a good job incorporating public benefits as part of the approval process of new development projects. I look forward to learning more about the benefits and hope that the BPDA will consider the needs of the entire Kenmore community, not just the direct abutters. I am looking forward to learning more about the newly created outdoor space, traffic improvements and community space.

Two new hotels will bring more visitors to Kenmore Square throughout the year, to the benefit of neighborhood businesses, including local retail and restaurants.

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. The process for these two proposed hotels should continue, and I encourage the Boston Planning Development Agency to consider the needs of the entire community and support this proposal. I look forward to the next round of information and learning more.

As this project is reviewed, I urge the city to work with the developer to make further upgrades to the sidewalks and crosswalks, to make Kenmore Square safer and more interesting for pedestrians (particularly those not just walking from the T stop to Fenway Park.

--
Best Regards,

Philip T. Vineburgh
7 Bay State Road

Tim Czerwienski <tim.czerwienski@boston.gov>

Kenmore Square Hotels Notification

George Zimmerman [redacted] Mon, Apr 30, 2018 at 10:04 AM
Reply-To: goz@bu.edu
To: Tim.Czerwienski@boston.gov

By George Zimmerman, 566 Commonwealth Avenue, Boston MA, 02215 4-30-2018

Subject: Kenmore Square Hotels Project Notification, March 12, 2018

The arguments put forth at the 3/28/18 and the 4/23/18 meetings in favor of the project are specious and incoherent.

1) One of the first arguments is that Kenmore Square is not a square and the project would make it more like a square. The examples put forth were Trafalgar Square, which is actually a circle, Copley Square, which is, and others. Each of the examples has its own character as does Kenmore Square which is a confluence of seven or eight intersections and with the Commonwealth Avenue Mall resembles more of an oval than a square. The proposed project would not contribute to the squareness of the square. As far as the project is concerned, it would add another element of confusion, an alien intrusion into the square, which is already anchored by Boston University and the 566 Commonwealth Avenue building on the west.

2) The parts of the proposed project are not contiguous because the Buckminster Hotel is not part of the proposed construction site, and the 560 property is on the opposite side of a wide boulevard, Beacon Street, which is one of the thoroughfares which feed into Kenmore Square. The proposed building on the 560 Commonwealth Avenue site is out of proportion to the Square and the rest of the project.

3) The project does not take into consideration the displacement and amelioration, if the project proceeds, of the approximately 200 inhabitants of 566 Commonwealth Avenue, which include children and the elderly.

4) The project puts together several commercial entities, some created specifically for this project, with no, or very little previous common interests.

In summary, I oppose the project on grounds that it will not be of benefit, to Boston, Kenmore Square, the community, and neighborhood on living, aesthetic, and commercial grounds.

--
George O. Zimmerman
Professor of Physics, Emeritus (Boston University)
566 Commonwealth Ave.
Boston, MA 02215
Tel: [redacted]
E-mail: [redacted]

AUDUBON CIRCLE NEIGHBORHOOD ASSOCIATION
P. O. BOX 15354 – KENMORE STATION
BOSTON, MA 02215
[redacted]

May 1, 2018

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

Re: Kenmore Square Hotels

Dear Mr. Czerwienski:

The following comments are submitted on behalf of the Audubon Circle Neighborhood Association regarding the Project Notification Form (PNF) prepared by Epsilon Associates, Inc., for Mark Kenmore, LLC, and Buckminster Annex Corporation.

Upon reading the PNF, it is unclear how the project qualifies for designation as a Planned Development Area (PDA). The proponents have included the existing Buckminster Hotel in the project description, but the Hotel is unaffected by the project, and the new structures are in no way dependent upon or structurally integral to the Hotel. The abutting Beacon Street and sidewalks are similarly uninvolved, other than in providing access to the sites. If, therefore, one excludes the street and the footprint of the existing hotel from the proposed project area, the project area contains well less than one acre in size, and is ineligible for designation as a PDA. This is important, as conformance with the existing zoning in Kenmore Square will result in much more appropriately scaled structures that will not overwhelm the abutting streets and buildings. We encourage you to reject designation of the project as a PDA.

The study and mitigation of traffic impacts are critical to a full analysis of the proposed project. Kenmore Square is defined by the intersection of three major surface arteries and is a mass transit hub serving downtown Boston and points west. The traffic impacts of the proposed projects must be carefully analyzed to ensure that the congestion that already plagues the area is not worsened. The addition of 677 hotel rooms is bound to substantially increase the number and frequency of vehicle trips, as will those relating to servicing and managing the hotels and proposed retail uses. Public transportation is available, but the mass transit system has existing capacity issues; assuming it would be a chosen mode of travel by visitors carrying luggage or traveling with children, how it can accommodate the additional users must be established.

The proposed study area defined in Section 3.1.1.5 is too limited. If valet service is to be provided to an off-site parking area 'west of Kenmore,' the study area should extend to this off-site parking location. In addition, it should be anticipated that vehicle access to the site from points north will be via the BU Bridge and the Mountfort Street extension to Park Drive through Audubon Circle; from points south via the Fenway to Park Drive through Audubon Circle, and from points west via the Riverway to Park Drive through Audubon Circle. That is why the study area should include Beacon Street to and

including the Park Drive intersection. An expanded study area is also critical to properly evaluate the existing conditions identified in Sections 3.1.2.1 – 3.1.2.4 of the PNF, and future conditions outlined in Sections 3.1.3.2 – 3.1.2.6 (*sic*), as well as to develop a satisfactory construction management plan. In addition, to the extent the proponents base their analyses on the Go Boston 2030 or CTPS projections regarding vehicular usage, the bases for those projections and any pre-conditions for achieving them should be spelled out in the DPIR.

Without contesting the need for additional hotel rooms in Boston, the more important and critical need in Boston is for safe, affordable housing. So much of what has been built in the immediate area is not affordable to those who, for example, work in the service industries of which the proposed hotels are a part. Rather than two large buildings dedicated to a profoundly transient population, a much more exciting and valuable development would be of truly affordable housing in a core section of the City that would help create the diverse, stable and invested residential population that every city needs to remain truly vibrant. If the projects now before you cannot help make that more likely, then at the very least do not provide an easy path to their detracting from it.

Thank you for taking these comments into consideration while evaluating the Kenmore Square Hotels PNF.

Very truly yours,

/db

Dolores Boogdanian
For the Board

Tim Czerwienski <tim.czerwienski@boston.gov>

Comment Letters Crossroads at Kenmore

Pami Anderson [redacted] Tue, May 1, 2018 at 10:00 PM
To: tim.czerwienski@boston.gov

Dear Tim,

Kenmore Square is often thought of as a waypoint to Fenway Park. But the Square also serves an anchor for the residential buildings further down Commonwealth Ave and Beacon Street. From my perspective, there is still much to be done to achieve Kenmore's full potential.

The hotels being proposed for the Citizen's Bank and parking garage sites could be a step in the right direction. Early proposals show new retail and restaurants, improved sidewalks and a more active ground floor.

While reasonably safe, getting from one side of Kenmore Square to the other is a cumbersome process that requires a long time. Perhaps the City could work with the hotel developers to make that process safer and quicker.

The biggest downside to Kenmore Square is how disconnected all its sides feel, particularly if you are walking through. These two projects may begin to reverse that trend, particularly if the Buckminster Hotel is encouraged to do more with its existing ground floor space.

Let's not miss this opportunity to continue to improve Kenmore Square.

Thank you,

Pami Anderson

Back Bay Resident

323 Marlborough St.

Boston, MA

DOLORES BOOGDANIAN
452 PARK DRIVE #16
BOSTON, MA 02215
[redacted]

May 1, 2018

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

Re: Kenmore Square Hotels

Dear Mr. Czerwienski:

These are my comments on the Project Notification Form (PNF) prepared by Epsilon Associates, Inc., on behalf of Mark Kenmore, LLC, and Buckminster Annex Corporation.

The first major issue that must be addressed is the fiction in the PNF at Sections 1.3.1 and 2.1.1 that the project is eligible for designation as a Planned Development Area (PDA). The existing Buckminster Hotel at 645 Beacon Street should not be included in the project or in calculating its footprint, as the building is neither physically connected nor operatively critical or perhaps even relevant to the development proposal. (That the owner may forebear from increasing the size or height of the existing building also does not justify its inclusion, as the existing FAR for Kenmore Square precludes any such increase and therefore makes such forebearance of no consequence.) No part of Beacon Street, owned by the City of Boston, should be included in calculating the size of the development area either, as no significant changes to the sidewalk or road are proposed or are in any way integral to the development proposal (other than as the access and frontage provided by an abutting public way). This leaves the Commonwealth Avenue component, which contains 6,030 square feet, and the 651, 655-665 Beacon Street component, which is within a parcel shown on the survey plan containing 21,241 square feet. This results in an approximate total project area of 27,000 square feet, which is well less than one acre in size, even without challenging whether the two projects should be combined at all for purposes of BPDA review. With this clarified, there are no grounds for designating these projects as a PDA, and this thinly-veiled ploy to get out from under the existing zoning in Kenmore Square is the central flaw in the proposal for these building projects. It also renders inaccurate the statement in Section 2.1.1 of the PNF that the Project Area has an over-all FAR of 9.5. Without the 645 Beacon Street parcel included in the project area, the FAR is significantly higher.

The intensive uses proposed for these sites and the impacts they will cause are magnified by the size and height of the buildings. Were the buildings much more modest in size, the vehicular and pedestrian traffic, construction impacts, operational impacts, visual impacts, and loads on transit and other infrastructure would be much more limited and manageable. As proposed, the 're-energizing' the project proponents describe is just short-hand for more congestion, more noise, more frustration, more shadow, more conflicts and more degradation of the city living experience. Kenmore Square is and will remain a major transportation hub, on the surface and below, and anything that does not respect and accept that is, from an urban planning perspective, destined to fail. That is why the declaration at

page 1-12 of the PNF that available public transportation provides "easy access" to the sites must be tested against existing conditions. There is nothing easy about using the buses, subway or commuter rail in this part of Boston, whether as a resident, worker, Fenway fan or visitor hauling luggage.

Another major flaw in the PNF is the proponents' assumptions that traffic impacts resulting from the addition of 677 hotel rooms in this confined area will be "limited." (See Section 3.1.1.) While public transportation is available, the likelihood that people will use either their own or hired vehicles to arrive and leave the hotel(s) is very high. Therefore the assumptions set out in Section 3.1.1.3 are extremely suspect, and it is not clear why available modes of travel to the surrounding residential neighborhoods are used as a comparison. Residents are not daily or hourly returning home from Logan Airport, or North or South Station, or from the Mass Turnpike, or Route 93, or carrying luggage. In addition, whatever standards are used by the ITE, they must be tested against conditions found at downtown hotels in congested areas, and not those at locations along highways or in the suburbs.

The proposed study area defined in Section 3.1.1.5 is too limited. To account for lack of parking at the Commonwealth Avenue site, valet service is to be provided to an off-site parking area "west of Kenmmore." At a minimum, the study area should extend to this off-site parking location, and in any event should include Beacon Street to and including the Park Drive intersection. It is likely that vehicle access from points north will be via the BU Bridge and Mountfort Street extension to Park Drive through Audubon Circle, or from points south via the Fenway to Park Drive through Audubon Circle, or from points west via the Riverway to Park Drive through Audubon Circle. Assess from points west via Routes 1 and 9 to Brookline Avenue is also likely, as is access from the east via Storrow Drive to Beacon Street, and the Mass Pike exit at Copley to Commonwealth Avenue. All of this should be accounted for in the traffic analysis. An expanded study area is also critical for the evaluations of future conditions outlined in Sections 3.1.3.2 – 3.1.2.6 to be of any value, as well as to develop a satisfactory construction management plan.

The shadow study must be better developed to understand the buildings' likely impacts on the street, surrounding buildings, and public spaces. A comparison with existing conditions is recommended. The number of street trees that would be affected in the spring should be analyzed and reported. Early morning and late afternoon time periods should be included in any representations of shadow impacts, as the proposed buildings are located on three major east-west routes.

To the extent the proponent bases its analyses on the Go Boston 2030 or CTPS projections regarding vehicular usage, the bases for those projections and any pre-conditions for achieving them should be spelled out in the DPIR.

Lastly, but perhaps most importantly, these projects, if approved, represent a significant lost opportunity to use these sites to develop the type of housing the City of Boston so desperately needs. To quote from the BPDA's own website:

> "Creating and maintaining a diversified housing stock that is accessible, affordable, and energy-efficient are important priorities for the City of Boston. The BPDA implements the City's Inclusionary Development Policy (IDP) to preserve access to affordable housing opportunities in all of Boston's neighborhoods. In collaboration with the city's Department of Neighborhood Development and Office of Fair Housing Equity, our agency works toward achieving the goals articulated in Mayor Walsh's 2014 Housing a Changing City: Boston 2030 report. As set out in that report, "Good growth management requires that we accommodate the needs of our young, skilled workforce while making room for existing and new lower-wage workers. It requires our

> city to find ways to retain and expand our middle class while also finding ways to care for our seniors, ensuring that they can retire here in safe, affordable housing. . . . In addition to serving the growing population, this plan also envisions building enough units to create a reasonable vacancy rate to stabilize market prices."

The erection of two large new hotels at a crossroads near the City core that are specifically exempt from the IDP requirements and cater specifically to a transient population that may enjoy Boston, but that has no investment in its people or its schools or its governing bodies or its long-term health and well-being does nothing to achieve a diversified housing stock, good growth management, or to stabilize housing prices. Much too little of what has been or is scheduled to be built in the City and in the abutting neighborhoods has anything to do with stabilization or providing affordable housing, or creating or protecting vibrant neighborhoods of long-term, committed Boston residents. Do not extend that misdirection here in Kenmore Square.

Thank you for taking these comments into consideration while evaluating the Kenmore Square Hotels PNF.

Very truly yours,

- Dolores Boogdanian

Tim Czerwienski <tim.czerwienski@boston.gov>

Comment Letter - Crossroads at Kenmore

Alexander Castrichini [redacted] Tue, May 1, 2018 at 9:41 PM
To: tim.czerwienski@boston.gov

As a resident of the area, I am writing to support the proposed hotels in Kenmore Square.

The two new hotels will replace underutilized buildings with new construction and therefore play an important part in preserving the neighborhood as a dynamic place for both residents and visitors. The hotels also will add unique, quality architecture and improved landscaping to the Square.

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 diverse economy.

I encourage the Boston Planning Development Agency to support this proposal.

Alex Castrichini

338 Marlborough Street, Apt 4

Improving Lives and Building Community
Fenway Community Development Corporation

May 1, 2018

Boston Planning and Development Agency
Timothy Czerwienski, Project Manager
One City Hall Square, 9th floor
Boston, MA 02201

Re: Fenway CDC comments re: Kenmore Hotel proposals

Fenway Community Development Corporation (Fenway CDC) is a 45 year old community based non-profit organization that builds and preserves affordable housing and promotes projects that engage our full community in enhancing the neighborhood's diversity and vitality**.**

We are submitting this comment letter in opposition to the proposal by the joint venture of Mark Development LLC and Buckminster Annex Corp. They propose to develop 677 new hotel rooms in the Fenway/Kenmore neighborhood in two distinct buildings totaling approximately 347,000 sq. ft. of development. Given the scarcity of available hotel rooms in Boston and the loss of thousands of long term rental units due to the proliferation of the corporate use of short term rental platforms, hotel proposals are a need addition to the Boston market. However we take strong objection to the proposal as it has been submitted.

I am very concerned that this is an enormous project for the proposed location. The height, density, and scale of the projects are out of keeping with the area. Given the complexity of the proposals a one month comment period is inadequate and must be extended. In addition, if the developers are still proposing to put these two distinct sites together as a PDA then our objections must be strongly stated here. That would short circuit a thorough review of each project and allow for a greater height and density than would otherwise be available to the developers. The Proponents seek to include the foot print of the existing Buckminster Hotel as well as the surface are of Beacon Street that separates the two sites into one area to meet the PDA acreage requirement. This is a stretch at best and a self-serving request that does not benefit the surrounding abutters.

I agree with the comments previously submitted by Conrad Ciszek that the project is going to ant harm the neighboring abutters of the co-op on Commonwealth Avenue. The 260 foot tower proposed for the current Citizens Bank site could be as close as 17 feet from the façade of the balconies in the co-op. The tower will block their sunlight, ventilation, and view. This will decrease their quality of life and residency significantly. They will have a bird's eye view of their neighbors in their hotel rooms instead of downtown Boston. This proposal will darken their units and decrease their livability. These are people are long term residents who have significant

vested interest in that property and whose lives will be profoundly affected if this project were to go through.

In addition, the proposed hotel buildings will likely result in traffic jams that will subject the neighboring residents to additional noise and hardships when they are trying to enter or exit their home. The two hotels are going to add to an already intersections of Beacon Street and Commonwealth Avenue. It is likely that the hotels will have tour buses and additional cars, taxis, and rideshare services that will further congest that intersection Again I agree with Mr. Ciszek's statements that these projects will make an already congested area much worse. On a routine day particularly at rush hour it is massively congested. On days when there is a game at Fenway Park or another event at Fenway Park, the congestion is far more extreme. Adding these hotels will already worsen with his already deemed a traffic nightmare at that intersection. There is high risk of accidents and potentially massive delays that anger people and could result in road rage incidents. It is also important to note that several MBTA bus routes all terminate at that intersection. MBTA bus routes 57, 60, 8, 19 and 65 all terminate at that corner contributing to that intersections' congestion.

In addition, the two proposed privately owned but publicly available "laneways" present serious technical challenges in construction and maintenance and provide dubious actual benefits to the public. If these are the benefits that are to come to the community due to the use of a PDA they are insufficient to meet that threshold.

It would be far better if these two proposals were separated and each was to go through their own Article 80 process without availing themselves of the PDA process. If that were to happen they should both be required to take into account the other project of traffic and impact studies.

Sincerely yours,

Richard Giordano
Director of Policy and Community Planning
Fenway Community Development Corporation
70 Burbank St., Lower Level
Boston MA 02115
P. [redacted]
F. [redacted]
E. [redacted]
W. http://www.fenwaycdc.org

Tim Czerwienski <tim.czerwienski@boston.gov>

560-574 Commonwealth Avenue / 645-665 Beacon Street

John Flaherty [redacted] Tue, May 1, 2018 at 9:27 PM
To: tim.czerwienski@boston.gov

Boston Planning Development Agency,

As a resident of the Back Bay and a neighbor who frequents Kenmore Square, I am writing to support the proposed hotels in Kenmore Square.

Hotel Commonwealth, despite some opposition when proposed, has served as a catalyst for change in Kenmore Square. Island Creek and Eastern Standard serve as the anchors for Kenmore. I believe these two, proposed hotels will do the same, leading to both increased vibrancy and increased property value for all of the residents and property owners.

I strongly urge the Boston Planning Development Agency to support this proposal.

Thanks,
John Flaherty
338 Marlborough St. Apt 4

Tim Czerwienski <tim.czerwienski@boston.gov>

Kenmore Hotels project -- Comments letter

Kathy Greenough [redacted] Tue, May 1, 2018 at 2:38 PM
To: tim.czerwienski@boston.gov, "Josh.Zakim@boston.gov" <Josh.Zakim@boston.gov>, "Tyler, Chynah - Rep. (HOU)" <Chynah.Tyler@mahouse.gov>, "<michelle.wu@cityofboston.gov>" <michelle.wu@cityofboston.gov>, " michael flaherty@cityofbo ton gov " michael flaherty@cityofbo ton gov , Anni a E aibi George <a.e.george@boston.gov>, Ayanna.Pressley@boston.gov, Will Brownsberger [redacted], Nicholas Carter <nicholas.carter@boston.gov>, Dolores Boogdanian [redacted] Kerry Ruckman [redacted] Laura Fogg [redacted], Moriah Jade King [redacted], Chri Downey [redacted] Kathy Schultz [redacted], Jim Buechl [redacted], Jim Sarafin [redacted], RON LOWRY [redacted] Danielle Morine [redacted], Tom Kozlek [redacted]

KATHERINE L. GREENOUGH
857 BEACON ST. #54
BOSTON, MA 02215
[redacted]

April 30, 2018

Mr. Tim Czerweinski
Boston Planning and Development Agency
9th floor
Boston City Hall
Boston, MA 02201

RE: Mark Kenmore LLC/ Buckminster Annex Corp. in Kenmore Square

Dear Mr. Czerweinski:

Thank you for holding the community meeting on the proposed hotels in Kenmore Square last Monday, April 23rd, and for giving residents
the chance to comment on this enormous project. Briefly, I think this project is very ill-advised, and does not benefit the community in any way.
There is no additional housing, it adds tremendously to the already severe traffic and parking problem in the Kenmore area, it does not serve an identified need in the neighborhood (as would housing), it casts shadows and dramatically benefits an inexperienced developer by pairing him with a more experienced developer.

Instead of accepting this project for the Article 80 review process, BPDA planners should have looked at the excellent public transportation now available in Kenmore Square -- 3 subway lines, numerous bus lines, and a commuter rail station, and seen that the Kenmore area is perfect for transit-oriented residential development.

This transit-oriented development is a priority guiding local, regional and state-wide planning over the last 10 years in an effort to take cars off the road, provide low and moderate income families public transportation options near their homes, encourage more density, add a mix of market rate and subsidized housing, and stimulate additional retail development.

The City of Boston is not in desperate need of hotels; it is in desperate need of more housing for the unprecedented influx of new residents and for long term residents priced out of their neighborhoods. Why not acknowledge that need and encourage these developers to provide housing? Think how convenient 2 large new apartment projects would be for people working in the LMA!

The BPDA's Mission Statement reads in part: "By guiding physical, social, and economic change in Boston's neighborhoods, the BPDA seeks to shape a more prosperous, resilient and vibrant city for all." Does this project as proposed do any of that? No, "for all" only includes developers. Why is a project that doesn't conform with the Mission Statement even accepted by the BPDA?

I'm particularly concerned that these projects are being considered together instead of separately, simply for convenience. Each should be able to stand on its own merits. Also, I am concerned about the legality of such an arrangement, and whether financing for the projects would also be combined.

And, in the end, assuming the hotels are built, the Fenway/ Kenmore/ Audubon Circle residents will be stuck with severe traffic back-ups as cars, taxis and Ubers double or triple park in front of these hotels, as they do now in front of the Hotel Commonwealth.

The residents of 566 Commonwealth Avenue will be cut off from sunshine and see their property values plummet, no additional housing will be provided, long shadows and increased wind would make Kenmore Square less inviting year round, the "jobs" at these hotels will primarily be low wage jobs with no opportunity for advancement. How can the BPDA justify that result?

Please urge these developers to completely re-think their project for the good of the residents of the Kenmore/ Fenway / Audubon Circle area and for the future of the city of Boston as a whole. Hotels are opening up left and right in Boston, and we don't need more in this neighborhood.

I write this comment today as an individual, not in my role as a Board member for the Audubon Circle Neighborhood Association, nor as a Board member of the Fenway Community Development Corporation. I have lived in Audubon Circle for over 40 years and am very concerned about the area having a stable, healthy future. These thoughts are my own. Thank you.

Sincerely,

Katherine Greenough

Tim Czerwienski <tim.czerwienski@boston.gov>

Proposed Hotel Development in Kenmore Square

Louisa Kasdon [redacted] Tue, May 1, 2018 at 11:37 AM
To: tim.czerwienski@boston.gov

April 30, 2018

Tim Czerwiensk
Project Manager
Boston Planning and Development Agency
Boston City Hall
One City Hall Plaza, Floor 9
Boston, Massachusetts 02201

Dear Mr. Czerwiensk:

As a property owner in Kenmore Square of three buildings, I am writing in support of the two hotels being proposed in Kenmore Square.

Over the past ten years, Kenmore Square has seen a number of positive changes, particularly with improvements in the updated MBTA station and bus stop. And the block with Hotel Commonwealth has continued to add exciting new restaurants and shops.

In order for neighborhoods to remain vibrant, we must embrace change and new development. The hotels will help revamp this area of the square with interesting architecture, improved landscaping and public access.

The BPDA does a good job incorporating public benefits as part of the approval process of new development projects. I look forward to learning more about the benefits and hope that the BPDA will consider the needs of the entire Kenmore community, not just the direct abutters. I am looking forward to learning more about the newly created outdoor space, traffic improvements and community space.

Two new hotels will bring more visitors to Kenmore Square throughout the year, to the benefit of neighborhood businesses, including local retail and restaurants.

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. The process for these two proposed hotels should continue, and I encourage the Boston Planning Development Agency to consider the needs of the entire community and support this proposal. I look forward to the next round of information and learning more.

As this project is reviewed, I urge the city to work with the developer to make further upgrades to the sidewalks and crosswalks, to make Kenmore Square safer and more interesting for pedestrians (particularly those not just walking from the T stop to Fenway Park.

Best Regards,

Louisa Kasdon

LOUISA KASDON
CO-FOUNDER & PRESIDENT
[redacted]

[redacted]
207 Washington Street #470435 Brookline, Ma 02445

Tim Czerwienski <tim.czerwienski@boston.gov>

Hotels proposal in Kenmore square

Oded Rencus [redacted] Tue, May 1, 2018 at 1:27 PM
To: tim.czerwienski@boston.gov

May 1, 2018

Tim Czerwien k
Project Manager
Boston Planning and Development Agency
Boston City Hall
One City Hall Plaza, Floor 9
Boston, Massachusetts 02201

Dear Mr Czerwien k

As property owners in Kenmore Square, (60 Charlesgate west), we are writing in support of the two hotels being proposed in Kenmore Square.

Over the past ten years, Kenmore Square has seen a number of positive changes, particularly with improvements in the updated MBTA station and bus stop. And the block with Hotel Commonwealth has continued to add exciting new restaurants and shops.

In order for neighborhoods to remain vibrant, we must embrace change and new development. The hotels will help revamp this area of the square with interesting architecture, improved landscaping and public access.

The BPDA does a good job incorporating public benefits as part of the approval process of new development projects. I look forward to learning more about the benefits and hope that the BPDA will consider the needs of the entire Kenmore community, not just the direct abutters. I am looking forward to learning more about the newly created outdoor pace, traffic improvement and community pace

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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. The process for these two proposed hotels should continue, and I encourage the Bo ton Planning Development Agency to con ider the need of the entire community and support this proposal. I look forward to the next round of information and learning more.

As this project is reviewed, I urge the city to work with the developer to make further upgrades to the idewalk and cro walk , to make Kenmore Square afer and more intere ting for pede trian (particularly those not just walking from the T stop to Fenway Park.

In addition to that project, we would like to see the overpass over commonwealth ave removed.
Best regards,

Rina and Oded Rencus

Oded Rencu
[redacted]

Tim Czerwienski <tim.czerwienski@boston.gov>

Re: Kenmore Hotels: Comment Period Concludes Tonight

Margaret Morrill [redacted] Wed, May 2, 2018 at 3:37 PM
To: tim.czerwienski@boston.gov

Hi Tim: Thanks for this opportunity to send on a few more comments. I'm so opposed to these projects for all the danger the construction process will impose on all in the area. There are young children residing in our building that dart all over heedless of any danger, I guess its fearless innocence. They surely are in danger as well as all cyclists who will be impeded during construction and afterward when construction is complete. So many lives will be made miserable by construction noise and unpleasantness. Aren't there laws enacted that forbid major construction projects near the residence of elderly ???? Many of Kenmore Tower are elderly and will suffer losing their quality of life that they have worked for all their lives. On a personal note, I couldn't afford to live in Boston until I was 41 or 42 (1982) and in order to maintain my unit, I worked 2 jobs and could not afford a car. I proudly served in U.S. Coast Guard, doing active service at Commercial Street. My other employment was on the Big Dig Projects as Document Control Specialist. That was a very busy job that I enjoyed and finally in my retirement years I was a receptionist at JFK, Health and Human Services which I worked until I was 72. I just want you to know that the residents this project is affecting so adversely are true Bostonians in every sense. Now our quality of life is being snatched for an "economical" brief-stay hotel. The only business that will benefit from this will be MacDonalds. Also, I do believe that it is shameful that the City of Boston is circumventing zoning and what about Affordable Housing ??? I really think this project will turn out to be another fiasco similar to the Olympics and the Seaport Race not to mention the Boston Calling problems. I hope you will consider these observations and so many, many, more that are real impediments to every aspect surrounding this ghastly "sore-thumb" that I said earlier will destroy the continuity of all Beacon and Commonwealth Avenues.

Thank you for this opportunity.

Regards,

Margaret Morrill
[redacted]

-----Original Message-----
From: Tim Czerwienski <tim.czerwienski@boston.gov>
To: undisclosed-recipients:;
Sent: Tue, May 1, 2018 4:20 pm
Subject: Kenmore Hotels: Comment Period Concludes Tonight

Good afternoon,

This is a reminder that the comment period for the Kenmore Hotels project ends tonight at midnight. We need to close the comment period in order to draft and issue our scoping determination in a timely manner; however, if you need an extra day or so to get your thoughts together, you can email your comments directly to me.

I'm also attaching the diagram of the Article 80 process that I've presented at the IAG and public meetings. If you have any questions about the process, please don't hesitate to let me know.

--

boston planning & development agency

Tim Czerwienski, AICP
Project Manager
617.918.5303

Boston Planning & Development Agency (BPDA)
One City Hall Square | Boston, MA 02201
bostonplans.org

5/1/18

Dear Tim,
I am excited about plans for new development in Kenmore Square. The Kenmore/Fenway neighborhood is overdue for improvement and I believe new private development can help by spurring economic growth and by investing in outdated and neglected public spaces. Nevertheless, I have several concerns about the proposed project's impact. These arise from my various roles in the community and I look forward to learning more about the developers' approaches to minimizing these concerns (listed below in order of relative priority).
Thanks for your consideration.
Sincerely,
Sam Wertheimer

1. Bicycle and pedestrian safety

As a regular Hubway user and owner of a dog who needs frequent walks, I spend a significant amount of time recreating on the pedestrian and bicycle paths that crisscross my neighborhood. I will also soon become a father and look forward to strolls and bike rides with my daughter and hope she will one day feel safe enough to enjoy these neighborhood resources independently. My current and planned use of pedestrian and bicycle resources causes concern about traffic in the area. Specifically, I am worried about dangers to walkers and bikers caused by exacerbation of the following issues:

- Overall traffic volume in the neighborhood;
- Taxis and ridesharing service cars as a percent of overall traffic; and
- Limited traffic calming measures, poor signage and dim street lighting.

Development in Kenmore Square will bring more visitors to the area. This will be a boon for economic vitality if these visitors are able to move through the neighborhood efficiently. Unfortunately, movement is already limited during times of peak traffic and this leads drivers to dangerous shortcuts, such as Bay State Road and Back Street, that avoid traffic on Commonwealth Avenue (see Figure 1 for details). More visitors mean more cars looking for shortcuts, which will likely worsen dangers for pedestrians and cyclists.

Visitors to the Hotel Commonwealth frequently use taxis and ridesharing services like Lyft and Uber. More of this type of car traffic will likely drive through the area if hotel capacity increases. Although most of these drivers are safe, some portion behave more erratically than neighborhood residents who know the idiosyncrasies of the local streets and do not navigate by frequently checking written or digital directions. Further, taxi and ridesharing drivers do not always conscientiously obey existing street signs and often stop in the middle of bike lanes to pick up or drop off passengers. For example, these drivers often use the bike lane as a travel lane on westbound Beacon Street near Charlesgate W. A potential increase in unpredictable drivers who ignore public safety markings makes me nervous.

Lastly, an existing dearth of traffic calming, signage and lighting in the area may compound the issues above. Cars already speed down Bay State Rd. and ignore the dimly-lit stop sign at Raleigh and Bay State Rd. They also crash into the fences in Kenmore Square (the wrought iron fence where Beacon splits from Comm. Ave. has been hit at least twice in the last two years) and accelerate dangerously into pedestrian walkways (the eastbound Comm. Ave. crossing in

front of the Buckminster Hotel is particularly dangerous as cars get a green light for a left or U-turn at the same time that pedestrians get a "walk" sign). These traffic safety limitations already compromise the feeling of safety in Kenmore Square for pedestrians and cyclists and more traffic and a higher percentage of taxi and ridesharing drivers may only worsen the existing issues.

2. Shopping and recreation for my family

As a homeowner on Bay State Road, I frequent several local businesses, including restaurants like Island Creek Oyster Bar, Eastern Standard, and Cornwall's and stores like Wine Gallery and City Convenience. I also often refer friends to the Hotel Commonwealth. All of these businesses feature high-quality products at various price points, accompanied by warm, unpretentious service. They also maintain smoke-free environments, both on-site and nearby. Similar businesses in neighborhoods where I also considered homes, including the Back Bay and the South End, offer more luxurious experiences but I prefer those in my neighborhood.

I hope that new retailers in the area maintain the standards set by my favorite local establishments and do not try to replicate those offered elsewhere. However, I also hope they avoid emulating some local businesses, such as 7-Eleven and Qdoba, that appear to extract significantly more value from local residents and visitors than they reinvest in the community. As such, I would appreciate further information about the Kenmore Hotel project developers' plans for securing restaurant, retail, hotel contractor and other tenants for the planned new properties that offer high-value goods and services while avoiding those focused on trendy market segments and short-term returns that ignore community interests. I would also appreciate learning more about how planned development will improve existing offerings, including those at the Hotel Buckminster, to match the best of Kenmore Square. Lastly, since preventing smoking in the neighborhood is a significant concern, I would appreciate more information about how the developers plan to limit smoking inside and around their facilities and how they plan to ensure that any designated smoking area has zero impact on the neighborhood.

3. Shopping and recreation for other families

As an active member of the Charlesgate Alliance, a neighborhood group dedicated to bringing positive change to the Charlesgate Neighborhood, I am committed to restoring the historic "Charlesgate" area and to reuniting a neighborhood marred by too-long neglected public space.

This commitment is partly driven by an interest in serving vulnerable populations with limited resources. In particular, the Kenmore-Fenway area is home to several vulnerable groups and adjoins several others. Specifically, the median income in 2012 for census tracts 010104 and 010103 was between $10,446 - $30K, compared to an overall median of $53,136 for the City of Boston.[1] Nearby, the median income for census tracts 010203 and 000803 was between $30,000.01 - $53,136 in 2012. Also, there are high proportions of older adults and of residents

[1] http://www.bostonplans.org/getattachment/36c03693-2a54-4fec-8b64-b130c8a509e3/

with limited English proficiency in my neighborhood.[2] And anecdotally, many students traverse my neighborhood to classes or dorms at the nearby schools, and there is a large community of seniors and disabled people living right in Kenmore Square.[3]

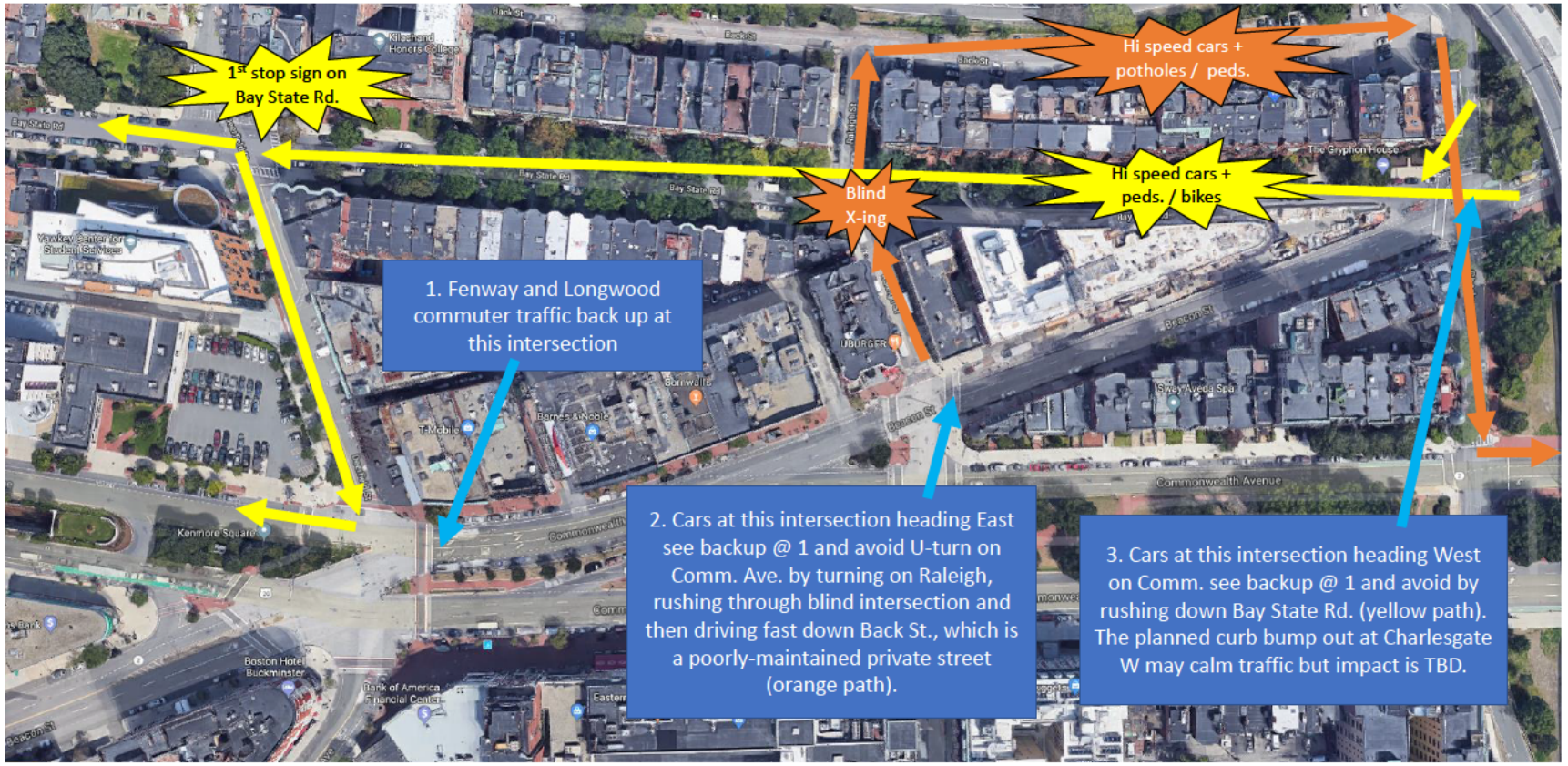
While these groups may lack time or resources to directly contribute to neighborhood organizations like the Charlesgate Alliance, they may nevertheless appreciate improvements to local public spaces. By working to solicit their input and incorporating their interests in the Charlesgate Alliance's activities, I hope to encourage positive interactions among the diverse residents of our frequently overlooked community.

I have similar goals for improvements in Kenmore Square and hope that the Kenmore Hotels developers share my interest in vibrant, inclusive public spaces. These spaces, along with the retailers and programming in the spaces, should welcome all of the groups who live in and around the Square. Although it may be difficult to define and manifest an "inclusive" space, I will nevertheless keep this interest in mind as I review the Kenmore Hotels project and would appreciate further information about how the developers and their partners will honor our area's diversity.

[2] https://www.boston.gov/departments/environment/climate-ready-boston-map-explorer
[3] http://www.kenmoreabbey-apts.com/

5/1/18

Figure 1. Current Traffic Issues in Kenmore Square



Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/13/2018	Alexandra	Gross		Oppose	As a neighbor who's lived here for 12 years, this will create a traffic nightmare in one the hardest and most congested intersections in Boston. Thank you, Lexie Gross
3/13/2018	Richard	Giordano	Fenway CDC	Oppose	This joint venture of Mark Development LLC and Buckminster Annex Corp proposes to bring 677 new hotel rooms to the Fenway/Kenmore neighborhood in two distinct buildings totaling approximately 347,000 sq. ft. of development. Given the scarcity of available hotel rooms in Boston and the loss of thousands of long term rental units due to the proliferation of the corporate use of short term rental platforms, hotel proposals are a need addition to the Boston market. My initial comments are based on the detailed newspaper article in the Boston Business Journal of 3/13/18 since the PNF was only filed on 3/12 and I have not had time to make a thorough review of the proposal. I am very concerned that this is an enormous project for the proposed location. The height, density, and scale of the projects are out of keeping with the area. Given the complexity of the proposals a one month comment period is inadequate and must be extended. In addition, if the developers are still proposing to put these two distinct sites together as a PDA then our objections must be strongly stated here. That would short circuit a thorough review of each project and allow for a greater height and density than would otherwise be available to the developers. Fenway CDC will be submitting more extensive and through comments once we have had time to review the PNF and have participated in Article 80 review meetings. In conclusion, the comment period must be extended to allow for a more thorough review of these proposals. Richard Giordano Director of Policy and Community Planning Fenway Community Development Corporation
3/22/2018	Erin	Young		Oppose	As a resident of the building directly behind it, we are opposed to this development for multiple reasons. There are legitimate neighborhood issues as to why two additional hotels may not be ideal in our neighborhood, including construction, staging location, business entity of hotels and increased neighborhood transience, shadow casting, property values, etc. Hotels are not what this neighborhood needs, with BU occupying a large swath of land, the majority of the neighborhood is already transient and hotels add to that problem. A hotel of this nature will decrease our property values exponentially which will impact the remainder of the neighborhood. The height of this building in no way matches the development or heights of other buildings in the Square.
3/22/2018	Susan	Wrynn	indivuidual owner at 566 Commonwealth	Oppose	My first comment is on the address 560- 574 Commonwealth Ave for the hotel. I live at 566 Commonwealth and I am confident we have not sold the building. To say the hotel will cover this expanse of addresses gives the false impression of the developer having more l;and than he has. Many of the apts/coops in the building will lose all natural light being blocked very closely by the planned building and many others will be impacted by significant shadows. Why are the rights of the exisiting landowners? Susan Wrynn

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/22/2018	Lisa	Buyuk	Buyuk	Oppose	I OPPOSE the development of this project. As a long-time resident of the neighborhood (over 20 years) I have seen Kenmore Square change for the better. This development is a disruption in the fabric of the neighborhood. It is too large in scale for an already over-burdened main artery. We do not have the infrastructure to support the increase in transient population and traffic. What solutions are the developer providing to solve our traffic problems. Have they ever tried to get through Kenmore Square when there is a game. IMPOSSIBLE! Additionally, and more importantly, a structure this scale exposes our neighborhood to instances of terror like that of the Mandalay Bay Hotel shooting massacre in Las Vegas. This structure will overlook the Boston Marathon route and Fenway Park. We do not need to make this neighborhood vulnerable to such attacks for the sake of a developer's bottom line profit. What is the developer doing to ensure that their structure is not going to be used in an act of violence? We must all think about what we are creating and the impact it has on our landscape. There are no other tall buildings in the neighborhood. This building will stick out and make it vulnerable to attack from the air. I do not want high rises in the Fenway community. We don't need any planes flying into these structures because they are an easy target. The BRA has a responsibility to think about our safety and not the money the city will make by allowing these large structures.
3/23/2018	Dan	Au	Kenmore Tower	Oppose	My family owns a unit in Kenmore Tower Co-op on 566 Commonwealth and my opposition is the height of the building next to Kenmore Towers and the additional traffic the hotels will bring into the area.
3/26/2018	Jack	Abbott	1987	Oppose	I'm concerned about the impact that this would have on traffic patterns and pedestrian safety since this area is already a high traffic area within the city. This is especially true during Red Sox season where the number of pedestrians AND cars is at a peak. I don't know much about architecture either, and perhaps I'm wrong here, but it seems like would put a significant burden on the roadways and buildings in that area too.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/26/2018	Cory	DiBenedetto		Oppose	Beyond the obvious concerns as they regard to my own building (566 Comm Ave), which include, but are not limited to, structural integrity, sunlight (moonlight/city light), garage access safety, wind patterns, (reasonable) privacy, and a decrease to quality of life by the cannibalization of rightfully owned views and air rights, I want to state some concerns as they regards to the City and people of Boston, and in turn its neighboring commuters. Kenmore Sq. as it exist today is a transportation hub, littered with traffic at nearly all hours of the day. Traffic of all kind, foot traffic, bike traffic, motorized skateboarders. At the corner of this square sits 560 commonwealth (Citizens bank), a beautiful building in its own right if you ever have the chance to step inside. I believe a lot could be done to re-purpose and profit in the space as it stands today. But as the footprint regards to Boston traffic, it is a glorified median. To put up a 20+ story tower on that location would be an unnecessary risk to the safety of the people who walk, drive, ride the streets of Commonwealth Ave and Beacon St and flat out irresponsible. Perhaps Safety is not a concern. So beyond safety, there is architectural flow to the City of Boston on the streets of Commonwealth Ave and Beacon St, one that is beautifully displayed in Kenmore sq. as it connects the brownstones of Back Bay and Brookline. As you enter Kenmore square from any entrance, you will notice it. Recently the Hotel Commonwealth went under a huge redevelopment, expanding the hotel's footprint (a very large scale project). But it did not change the face as it looks onto the square, nor did it build up beyond its proper height. More over, I would like to point out other such projects in Kenmore sq, such as 610 Beacon st, or 660 Beacon street, which amount to the same result. These project are adhering to the maintenance of architectural integrity in Kenmore sq, Commonwealth Ave, and the City of Boston, where this 560 Comm Ave project simply does not. I guess my main question is why here, why this location? Of course we need more hotels
					in Boston, though surely there are places with a larger footprint to build a tower project. I know for a fact there is. I get that it will produce a fair amount of money for the developer and in time the hotel owners. But in the end I feel like this project could hurt the city and the Kenmore neighborhood than it can help.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/27/2018	Shira	Limmer	Resident/Property Owner	Oppose	I have concerns regarding the negative affects of my property value, the fact that this project will not only obstruct people?s views but would los make my building unsafe as partrins of the hotel would be in close proximity to the balconies of our building, the obstruction if the pool, etc. I am concerned that the height and intent of the hotels will change a beautiful, charming area by adding more sky-scrapers that block sunlight and make it more about tourists than residents. We bought our homes to be a part of a lovely community in Kenmore Square and firmly believe that this project is disregarding the residents who love this town. We don?t need such tall buildings in this area when our ?Boston Charm? shines through so much more in the beautiful architecture of our current, shorter structures. I also don?t want to lose my view of Fenway. The financial implications for our property is quite scary and we love where we live and we want to be able to stay here and continue to enjoy it.
3/28/2018	Christian	Alexander		Oppose	This project would radically damage the character of Kenmore Square. It is just too big to fit in an historic neighborhood.
3/29/2018	Mansher	Singh		Support	I believe that the project would make the community more vibrant and will raise the profile of the neighborhood, overall. Also - given the scarcity of good hotels in Boston - it would be a welcome addition.
4/1/2018	Martha	Miller		Oppose	The traffic at the point of this address is already highly congested. I can't imagine how the ingress and egress to these two large structures won't impact our building in a negative way. Thank you for your consideration

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
4/3/2018	Linda	Gula		Oppose	I am a direct abutter at the co-op at 566 Commonwealth Ave. My husband and I have lived there for 25 years. We live on the 12th floor and our windows and balcony directly face the proposed Citizens Bank project. I am strongly opposed to this project, the negative consequences of which are innumerable. The following are only some of the most egregious: 1. LOSS OF NATURAL LIGHT (Solar Access). The necessity of solar access is prescribed by researchers as a MUST for better living and physical comfort. Everyone is entitled to their share of natural light without obstruction or blockage. Ensuring this solar access is a right. As stated above, the proposed project will completely block our sunlight. The plants and flowers on our balcony, which have happily thrived over the years will die, and, along with myself and my husband, be plunged into darkness. The proposed building will completely gobble up our light and the whoosh of fresh air. This inability to enjoy the sun and light will result in a feeling of desolation and isolation. A shadow and light study is mandatory. LIGHT IS A RIGHT. 2. SET BACK REQUIREMENTS: The proposed bldg would be an inconceivable 15 feet away from our bldg. Surely there are setback rules to keep a minimum distance between the 2 buildings to prevent further isolation, claustrophobia,natural ventilation and fresh air. The Citizens bldg is simply too close to our bldg to be so large. 3. WIND. The proposed bldg will undoubtedly create wind tunnels which would adversely affect the walkability of the streets. The areas around the buildings would be windswept, adding further unnecessary wind chill to the pedestrians below. 4. ENERGY EFFICIENCY. It will cost more, and use more energy, to heat and light our units because of the loss of solar energy. The City of Boston is extremely energy conscious and these new buildings will add unnecessary heating and lighting costs to consumers. 5. KENMORE TOWER INFRASTRUCTURE. The Kenmore Tower bldg is over 50 years old and its structural integrity is consistent with the age of the bldg. There is no question that any construction so close to the bldg will
					compromise the soundness of the infrastructure and will cause extensive damage and destruction. 6. MBTA. 3 major MBTA lines fan out from the Kenmore Station. These ancient underground structures cannot withstand such a massive digging project such as this. 7. "Vibrancy". "Bring vibrancy to the area" was constantly mentioned at the March 28th meeting at the Buckminster Hotel. With 81 Red Sox home games, Fenway Park concerts; the Boston Marathon; Boston University students, faculty and events; and new restaurants, there is more "vibrancy" in the Kenmore Square area than any other part of the city. "Bring vibrancy to the area" is merely a guise for the developers' greed for this out-of-control project. In summary, the proposed buildings and their construction would violate our right to light and air, negatively affect set back requirements, energy efficiency, Kenmore Tower infrastructure and the MBTA subway lines. The proposed buildings are overwhelming, too close to its neighbors and completely out of scale with the rest of the neighborhood. We wish to end this construction project and the massive problems that accompany it.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
4/6/2018	CHAD	OCONNOR		Neutral	As someone regularly in that neighborhood, I think the proposed height is too large to fit in with the character of the other buildings surrounding it. If it were shorter to fit in, I think it would be a better idea.
4/6/2018	Joseph	Cheney	-- please make a selection --	Oppose	The overpowering height of a 24 story tower immediately on the edge of an already extremely busy 6 way intersection will create an unsafe enviorment for vehicles and pedesterian's alike. The morning glare and afternoon shadows will directly cause visibility issues as citizens navigate Kenmore Square proper. Add to this the proposal for parking to service 560 be located across 4 lanes of traffic on Beacon St is a public safety issue. The proposed devlelopment too much of a burden on a landmark site with a high traffic velocity and many visitors already struggling to discern the flow and cross the intersection safely. Also without the necessary vehicle parking or service ways to function properly and safely for its residences and clients, the burden will fall on the individual to access the property by the most direct means .
4/7/2018	Mingzheng	Shi	Retired	Oppose	As a property owner of the building Kenmore Tower which is adjacent to the proposed hotel project, I would like to register my strongest opposition to this commercial development. Currently my family live in a unit with our living room, dining room and balcony directly facing Kenmore Square. The proposed hotel on Commonwealth Avenue will be built just feet away. This project will have such a negative impact on our lives that the proposed hotel building will block solar light completely, depriving our living room, dining room, and balcony of any direct sunlight, thereby rendering major parts of my property space utterly unlivable. If allowed to proceed, the builders will be responsible for creating adverse, unhealthy living conditions for affected residents in this neighborhood. They will be in total violation of our basic human rights to live in decency and enjoy sunlight which is endowed by nature. We strongly urge the city government to take action to stop this unwarranted commercial development from taking place so as to protect the basic human rights of its citizens.
4/17/2018	Gerry	Ross	self.	Neutral	My wife and I own apartment #710 at 566 commonwealth avenue - Kenmore Tower. Please advise how the construction activity is expected to affect property valuation during the following phases. a) PreConstruction b) During Construction c) Post Construction How will you mitigate noise and traffic issues caused by this activity. Thank you Gerald Ross
4/22/2018	Shira	Limmer		Oppose	Why does the proposal include the address for my property? Are they claiming to build on property they don?t have? It?s too big of a building to build on a narrow piece of property. And, it?s above the T tracks. This seems like an incredible irresponsible project from. Lying in the proposal just makes it that much worse. Sounds like he?s deliberately deceiving people.
4/22/2018	Kathleen	Conley		Oppose	Why is this project address involving 566 Comm. Ave. I am owner in Kenmore Tower and why is Mr. Korpff involving us. This project is not necessary, there are enough hotels in the neighborhood. The height is excessive along with The Buckminster. Are there insurances in place for damages. I will be attending 4-23 & 5-1, I feel Mr. Korpff is being unreasonable with his neighbors.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
4/22/2018	Susan	Wrynn	indivuidual owner at 566 Commonwealth	Oppose	When the Hotel Commonwealth was built in Kenmore just a few years ago, it was required by the city to decrease the number of stories it wish to build - in order to keep the historic look of the square. What laws or thinking has changed that buildings of this height are even being considered. I object to these projects because of the shadow they will create on Commonwealth Ave & Kenmore Square. I also strenuously disagree with adding more people coming into this area. The area struggles to handle the traffic & pedestrians during Red Sox season. The T cannot handle more riders. The hotel to be built on the Citizens bank parcel will have entrances on Beacon & Commonwealth. Has anyone considered the impact to the heavy traffic patterns of people loading/unloading, getting taxis, limos etc on the traffic patterns. And on a more persona; note how will people at 566 Commonwealth exit & enter their underground garage parking with the congestion form the hotel? Susan Wrynn
4/22/2018	Anastasia	Kaloyanides		Oppose	As an owner and resident of the building next to where this monstrosity is to be built, I have grave concerns. To build up you must dig down. Our building foundation and the MBTA tunnels that run below us cannot take the kind of construction proposed. There will be severe damage to both. Also, we already have to deal with people blocking our garage entrance (Beacon St) and exit (Commonwealth Ave) and the amount of traffic such a build would bring will make it even worse. Baseball season is difficult enough in Kenmore Square, this type of building will be impossible. Lastly, there is absolutely no way that amount of land can hold the proposed structure. It?s not a large space and yet a huge building is being pushed. What kind of idiot thought it would be a good idea??

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
4/23/2018	Julie	Pesta		Oppose	I have several major concerns about this project. Firstly, I feel that the disruption and additions to both pedestrian and vehicular traffic will be dangerous and have a large and negative consequence on Kenmore Square. This area already has problems handling traffic of cars, pedestrians, and MBTA commuters. Traffic is always bad during rush hours, with cars running red lights, blocking intersections, and bike traffic increasing. This project will add more people and more cars to this area. In addition, these will be ubers, lyfts, taxis, etc. double-parking, waiting for passengers, and in general causing more traffic. These cars will also need to park, and this project adds more cars and traffic without adding more parking spots and actually getting rid of many. This will cause even more traffic problems and negatively impact the neighborhood. In addition, the sheer number of pedestrians and the amount of jaywalking and cars running red lights is inherently dangers. Especially considering that part of this project between the existing Hotel Buckminster and the new hotel on Beacon St has a pedestrian area that empties into the middle of Beacon St, which is very busy. While the developers stated that the pedestrians will go to the crosswalk, pedestrians already don't do this, and the new project will add even more to this. In regards to public transportation, the Kenmore stop already struggles and often fails to provide enough trains for the amount of commuters. Should this project happen, the MBTA would need to have input about how this would affect the commute. In similar developments throughout the city, more trains have not been added, and I would imagine this would be the case for Kenmore. This would disrupt the regular commuters and add significantly to this commuter traffic. Secondly, the environmental impact due to the shadows and wind will be negative. Many of the buildings in Kenmore Square use the natural sunlight to light and heat their units/offices. With the new building, Commonwealth Ave and Beacon will lose light and heat that saves energy and electricity expenses. Boston is a city that
					tries to think about energy savings in this way, and this project would hurt that initiative. Thirdly, the developers mentioned that this project would help make Kenmore a true "square" by fixing the round corner where the Citizens Bank is. However, this project actually never addresses this "problem." The new building keeps a similar shape on the corner and doesn't create common space actually in the square. The new pedestrian area on Beacon Street is what the common space is, but that is not in the square. The Commonwealth Ave project (current Citizens Bank) just adds a bigger and taller building in a space that could actually be used for more common space. Aesthetically, these buildings do not fit into Kenmore Square and creates new sightlines that will block the Citgo Sign to many. In addition, there are many concerns in regards to winds, shadows, traffic patterns, that need to be studied. This project will negatively impact the neighborhood in myriad ways to both those that live there, commute through there, or visit.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
4/23/2018	Gerald	Ross	Mr.	Oppose	Ref: Crossroads at Kenmore, 560 Commonwealth Avenue and 645-665 Beacon Street Sir as a 5-year long owner and family occupier of unit 710. I oppose this proposed development. We fully support the letter sent by the Kenmore Tower Corporation Board co-op attorney (Ann M Sobolewski) to you. Kenmore Tower is a residential community. It has 100 families including my family who have made significant investments in both the property and in the neighborhood. The proposed development, will cause traffic problems, increased shadowing, noise and negatively affect our quality of life and no doubt property values. ? We believe the PDA is inappropriate for the site as per the reasons listed in the referenced Kenmore Tower Corporation letter It will significantly increase shadowing on nearby properties. Traffic in the area, which is already congested, will deteriorate with the project construction, making it more difficult for the neighborhood residents. The hotel proposed for the Mark Development Property will loom over Kenmore Tower and is only feet from the residents? windows, allowing unimpeded views into their homes, the pool area and their balconies denying their privacy and their valued views of the surrounding area. We the residents of Kenmore Tower will suffer significant loss of daylight and additional wind impacts . The community does not need a project this size to spur ?redevelopment.? It is already a vibrant neighborhood. The Project?s Traffic Impacts are substantial, an estimated additional 2,047 vehicle trips per day will add to an already congested area. It also appears that the hotel on the Mark Development Property did not take into consideration the actual design of the existing Kenmore Tower parking garage. The garage exits onto Commonwealth Avenue, not Beacon Street. Their hotel entrance will be located on the Commonwealth Avenue side of the building, thereby, channeling all hotel drop off and pick up vehicles toward the Kenmore Tower garage exit creating major traffic conflicts. Kenmore Tower residents already endure difficulty exiting the garage at

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
					current traffic levels. The hotel?s service trucks & guest vehicles will make the garage exit area significantly more congested. Kenmore Tower expects significant conflict with the hotel pick up vehicles on Sundays, when guests would be expected to leave a hotel and when the use of the Kenmore garage is at its peak. The absence of parking at the Mark Development Hotel will also affect the neighborhood. A guest who elects to drive a motor vehicle to that hotel will compete with the neighborhood residents for the scarce existing parking facilities. Looking at all the hotels, both proposed and existing, on the Site, the amount of parking does not comply with the Boston Transportation Department?s (?BTD?) recommended district-based transportation guidelines. For hotels in the Kenmore Square area, the BTD recommends 0.4 parking spaces per hotel room. The three hotels in the PDA will contain 809 hotel rooms and provide only 145 parking spaces. That results in only 0.179 spaces per room, significantly less than the BTD guideline. ? The Project Causes Detrimental Shadowing According to the preliminary shadow studies the Project will cast shadows onto the Kenmore Tower Property. Significant shadowing is depicted in March and September on the pool area and, while the pool may not be in use in March, it is frequently used by residents during the month of September. These shadowing impacts are significant and will detrimentally impact the quality of life of the residents. The Project Has Adverse Noise and Construction Impacts. The Project, particularly the hotel to be constructed on the Mark Development Property, extends to the property lines. Kenmore Tower building is located mere feet from the proposed construction site. Construction noise, dust and vibration impacts will be felt by us the residents daily. The Kenmore Tower building was constructed in the 1960s and pile driving mere feet from its foundation is likely to damage the building itself. Conclusion Sir for these reasons and others set out in the referenced letter the site is not an appropriate location for a PDA and the proposed hotels are not
					appropriate for the neighborhood. I request that the Boston Planning and Development Agency not approve the proposed PDA. Regards, Gerald and Leola Ross Apartment 710, Kenmore Towers
4/23/2018	Marc	DiBenedetto	New England Sports Network	Oppose	I believe that Kenmore Square?s unique neighborhood vibe is an essential part of its popularity. A new trendy hotel will be an eyesore for the neighborhood and bring unwanted foot traffic and noise to the area. The Fenway neighborhood has changed in many areas but the face of Kenmore Square has maintained its charm that makes it what it is. In addition, a new hotel of this kind will require enormous resources for the building itself as well as the surrounding buildings, causing rises in the use of gas and power which should be a legitimate concern and something the city should greatly try to avoid. Also, there is no need for another Fenway hotel as there are plenty in the area that are frankly classier than anything Mark Development could possibly produce. I am greatly against this development and insist that the city put the proposal to rest.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
4/24/2018	Andrew	Buyuk		Oppose	1. The shadows the building will cast will darken the city and Kenmore. 2. We are not New York City. We do not need any more tall buildings. 3. The W hotel was a bust. We do not need any more hotels. 4. There is already the Hotel Commonwealth and the Buckminster in the area. Outside of graduation and Marathon Monday I doubt there is a need for so many hotel rooms. 5. After the Vegas shootings, I think it is in poor taste to put such a tall building next to Fenway. 6. The additional traffic will already add to a horrendous situation. Traffic in the city over the last 18 years has gotten worse. Adding another big building, regardless of jobs will just put more cars on the road. Everyone knows the T is terrible so saying all the workers and guests will use the T is a joke. The Big Dig made traffic worse not better.
4/24/2018	Sandra	Buyuk		Oppose	In the rush to provide a new hotel you seem to forget that this is also an area of peoples full time homes. We already have sufficient transient activity with the ball park and the university students. Adding hotel rooms to the area further destroys residential vibe. Does Boston want full time residents or just a transient population. The area will become even more impossible to navigate and it will increase the environmental pollution. The area already has a monitoring station do we need more cars coming and going to large hotels? The area would be better served with more residences and shops.
4/26/2018	Randall	Albright		Oppose	Although I think that development in this part of Kenmore Square is desirable, I am concerned about the size of these projects, particularly the skyscraper where the current Citizens Bank building is. This is already a densely populated part of town with a lot of car traffic. I also think that when presenting to the public, one should also consider the Fenway Center project to give a greater contextualization to development going on in the neighborhood. A scaled down version of this proposal could fit into the area better.
4/26/2018	Mia	Jean-Sicard	Resident	Oppose	Please consider the residential neighborhood of Kenmore/Fenway as a whole. We are a very small, thriving neighborhood of permanent residents. We encourage developers to utilize our limited available site real estate to support more affordable stationary residences. We understand that tourism, hospitals, and universities are what make our neighborhood unique, but these entities do not ensure safety or enrich community. Spectators and friendly transients are unable to provide long-term care and concern for our families, parks, wildlife, and historic preserves. Only neighbors can make a neighborhood.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
4/27/2018	Richard	Forman		Oppose	The plan as proposed will be a DEATH TRAP TO CYCLISTS. Exiting Kenmore Square to Beacon St. heading west is already tight and dangerous as a choke point next to the current Citizens Bank. The project as proposed will make a tough situation deadly. I don't use the term deadly figuratively. There would be Ubers and taxis double parked waiting for drop offs and pick ups blocking the traffic lanes and bike lanes. Uber drivers are not known for their consideration when it a new request comes in or to get their next fare. There will be Ubers making U-turns from west to east on Beacon between the Buckminster and Citizens after pick-ups and drop offs from the Citizens side of the project. Delivery vehicles entering and exiting and pulling over, combined with regular auto traffic, Ubers and taxis, bicycles and pedestrians is a formula for accidents and injuries at the choke point - Beacon Street westbound where the Citizens bank is. On the Commonwealth side it will be a similar situation. As delivery and service vehicles and trucks, along with ubers and taxis servicing the proposed property pull in and out (assuming they even plan a location for service vehicles to get off the road while servicing the project - which wasn't specified on their plans) and considering the volume of students and pedestrians and bicycle traffic there can't help but be many accidents and collisions. Not to mention horns honking at the service vehicles and Ubers blocking traffic. A project that size will have multiple Ubers, taxis and trucks all servicing the project at same time and there is no plan for how to get these vehicles out of the traffic and bicycle lanes while loading and servicing the project. In fact it appears there is NO physical space available to even put in loading ramps for a project this size.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
4/27/2018	John	LaBella	N/A	Oppose	Along with every other person in attendance at last Monday's Community Meeting, I am opposed to the Kenmore Square Hotel plan. Please note in your records that 100% of the speakers at this packed meeting were in opposition. 1. The project is out of scale with the neighborhood, and would end by displacing families who don't want to raise their children surrounded by hotels. 2. Traffic would increase significantly and parking is already an issue. Uber, LYFT and privately owned cars will all increase. The planner's rejections of this statement are not tied to reality. 3. Safety concerns and Accessibility concerns for people not mobile and fast in getting across streets. Additionally, the new 'community benefits' alley/outdoor space would cause thousands of people to jaywalk because there is no crosswalk anywhere near that alley between the proposed projects. 4. The state and the city have long said that the best way to address affordable housing is to build mixed-income developments that are clustered around public transportation. Building a hotel with micro units instead of building mixed-income housing at Kenmore Square flies right in the face of this most urgent need. Why is the city undercutting against its own agenda during such a crucial period when many full-time employed are being displaced? 5. The building will render one whole side of the neighboring coop as unlivable /unsellable. Tenants who currently have a view of the CITGO sign and sunlight will now have a building twice as tall casting them in perpetual shade. The lawyer who claimed this was untrue is a bald-faced liar 6. The developers claimed this hotel would create a wonderful public space a la Copley square or Trafalgar Sq. This is an intersection, not a 'space'; Tthe entire intersection and the tiny park near it will be cast into shade much of the day and this proposed building will ensure the neighborhood's social capital continues to decline. 6. Fenway Kenmore Square has lost 100's of affordable units in the last 15 years. The city needs to first restore those units before building structures that continue to push long-term tenants out of the neighborhood. 7. Typical of BPDA,
					this construction is not being considered in light of all the other proposed construction in the same neighborhood. When will the BPDA develop some comprehensive planning to mitigate the rampant development? 8. BPDA process is heavily flawed. These people who make decisions about the quality of life for Boston residents need to be elected and have term limits. But making them completley unaccountable, the BPDA proves its new name stands for "Boston People Displaced Again and Again". Sincerely, John LaBella
4/27/2018	Albert	Golden		Oppose	This project will undoubtedly harm the historic neighborhood?s natural charm and allure. The area is already overly congested and the proposed development will only make matters worse. The site should be made into public green space so that residents and visitors alike can enjoy the neighborhood?s beauty. The developer is a profiteer with a history of unfulfilled promises.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
4/27/2018	Wendy	Cramer	Kenmore Tower	Oppose	I am vehemently opposed to the Kenmore Square (KS) hotels project and respectfully submit my reasons to you below. (1) Parking After the existing Buckminster Hotel loses its parking garage, the new Beacon St hotel will provide 145 parking spaces. The Comm Ave hotel will not provide any parking spaces. Thus, the parking spaces to hotel rooms ratio for the existing Buckminster Hotel and the two new hotels is as follows: 145 parking spaces / 809 hotel rooms = 0.179 parking space/hotel room. The Boston Transportation Department's recommended district-based parking guidelines state that recommended guideline for hotels is "0.4 parking space / hotel room?: https://www.cityofboston.gov/TRANSPORTATION/accessboston/pdfs/parking.pdf (page 29) Although the developers claim that the Beacon St hotel guests will not need parking because they will be arriving by public transportation (i.e., the MBTA), this assumption seems seriously flawed. Families typically travel with lots of paraphernalia and personal items (e.g., strollers, pillows, bags of toys and snacks, multiple suitcases), which is completely incompatible with the subway mode of transit to KS, which includes changing subway lines (Blue Line to Green Line at Government Center) and walking two blocks with children from the Kenmore stop to the Beacon St hotel. Thus, in actuality, families will most likely be taking taxis and Ubers to the Beacon St hotel, which will have a huge impact on the already problematic traffic volume in KS. In addition, families living within driving distance of the Beacon St hotel (e.g., the six states bordering Massachusetts) will most certainly be expecting to park at the hotel. Thus, the lack of available parking (145 parking spaces) for their 295 hotel rooms will result in these families having to secure parking outside the hotel, which is not a viable option. As such, the above-mentioned unacceptable parking space ratio remains an enormous concern and will directly translate into an increase in the volume of traffic in KS. (2) Traffic Traffic volume will increase during construction

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					of the new hotels due to the space constraints for construction vehicles and equipment occupying lanes adjacent to the hotel sites on streets that are already congested during normal daily activities, let alone, during Fenway Park games and events. Traffic volume will also increase after the hotels are built secondary to the volume of taxis and Ubers that will access their entrances The increase in taxis and Ubers hovering or dropping off hotel guests can only do so by blocking the bike lane, and by extension, the exit from the Kenmore Tower (KT) garage, which by recent assessment, involves 160-200 resident vehicles entering and exiting per day. Delivery and vendor vehicles will continuously add to the traffic obstructions. KS is the ?crossroads? for emergency vehicles, as ambulances and police cars are often staged in KS, waiting to be dispatched because they can efficiently access any part of the city from KS. There are five hospitals in the Brookline Avenue vicinity. Even at present, I have observed ambulances and fire engines that are frequently trapped in everyday traffic for valuable minutes on Comm Ave eastbound (reduced to two lanes and bike lane), which is dramatically worsened at rush hour and during Red Sox games. The addition of the Comm Ave hotel, with its hotel entrance on Comm Ave that will have their attendant taxis and Ubers, will markedly exacerbate emergency response time (ambulances, fire, police, Hazmat, Homeland Security). This increased emergency response time will pose an enormous threat to outcomes of life or death situations. (3) Pedestrian safety and KT security Although the developers claim that the proposed ?green space? between the Buckminster Hotel and the new Beacon St hotel will be the ?new Kenmore Square,? I do not see it as either a gathering place, park, or pedestrian-friendly public square such as Trafalgar Square (?I?ve been to Trafalgar Square, and you?re no Trafalgar Square!?). It is simply a PASSAGEWAY (labeled as ?proposed pedestrian connector? on the developers? drawings) between Brookline Avenue and Beacon St, with the task of crossing the streets at

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					each end only accomplished by JAYWALKING. KS residents have witnessed what occurs after every Red Sox game or concert: throngs of people pour out of Fenway Park and disperse in different directions. Even the pedestrians who cross at KS intersections, initially with the ?walk? sign, are typically followed by throngs of pedestrians who continue to cross the street against the ?do not walk? sign, putting them into direct conflict with the oncoming traffic that now has a green light. This new passageway will be a dangerous set-up for pedestrians. As they approach Beacon St at the exit of the passageway, the most direct option is to cross Beacon St is by jaywalking. This feeds them directly to the KT driveway, where they will see that this will connect them to Comm Ave. Crossing Beacon St by jaywalking and directing pedestrians toward the KT driveway may (doubly) put their lives in peril, once by the act of jaywalking on Beacon St and then again by any cars that may be entering and exiting the KT garage. If a pedestrian is hit by a car on Beacon St or in the KT driveway, this will be a serious liability problem. In addition, the KT parking garage doors will be open for 30 seconds while each car enters or exits the garage, which can pose a substantial security risk to KT if a person should sneak into the garage while crossing the KT driveway. (4) Shade Residents should have a right to expect access to sunlight. The new hotel will cast KT and its newly constructed pool in deep shadows for a significant portion of the day. (5) Infrastructure of KT and MBTA subway During construction, and especially during the pile driving phase, the infrastructure of KT and the MBTA subway system at KS will surely be at risk.

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4/27/2018	Richard	Scheife	Kenmore Tower	Oppose	I am adamantly opposed to the Kenmore Square (KS) hotels project and respectfully submit my reasons to you below. (1) Traffic Traffic volume will increase during construction of the new hotels due to the space constraints for construction vehicles and equipment occupying lanes adjacent to the hotel sites on streets that are already congested during normal daily activities, let alone, during Fenway Park games and events. Traffic volume will also increase after the hotels are built secondary to the volume of taxis and Ubers that will access their entrances. The increase in taxis and Ubers hovering or dropping off hotel guests can only do so by blocking the bike lane, and by extension, the exit from the Kenmore Tower (KT) garage, which by recent assessment, involves 160-200 resident vehicles entering and exiting per day. Delivery and vendor vehicles will continuously add to the traffic obstructions. KS is the ?crossroads? for emergency vehicles, as ambulances and police cars are often staged in KS, waiting to be dispatched because they can efficiently access any part of the city from KS. At present, ambulances and fire engines are frequently trapped in everyday traffic for valuable minutes on Comm Ave eastbound, which is dramatically worsened at rush hour and during Red Sox games. The addition of the Comm Ave hotel, with its hotel entrance on Comm Ave, and their attendant taxis and Ubers, will markedly exacerbate emergency response time (ambulances, fire, police). This increased emergency response time will pose an enormous threat to the outcomes of life or death situations. (2) Parking After the existing Buckminster Hotel loses its parking garage, the new Beacon St hotel will provide 145 parking spaces. The Commonwealth Avenue hotel will not provide any parking spaces. Thus, the parking spaces to hotel rooms ratio for the existing Buckminster Hotel and the two new hotels is as follows: 145 parking spaces / 809 hotel rooms = 0.179 parking space/hotel room The Boston Transportation Department's recommended district-based parking guidelines state that recommended guideline for hotels is "0.4

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					parking space / hotel room": https://www.cityofboston.gov/TRANSPORTATION/accessboston/pdfs/parking.pdf (page 29) The developers claim that the Beacon St hotel guests will not need parking because they will be arriving by public transportation (MBTA). This assumption is not remotely consistent with the realities of family travel. Families typically travel with lots of paraphernalia and personal items, which is completely incompatible with a subway ride to KS and walking two blocks with children to the Beacon St hotel. In reality, families arriving from the airport will most likely be taking taxis and Ubers to the Beacon St hotel, while families arriving from the neighboring states will surely arrive by car, with both approaches having a huge impact on the traffic volume in KS. Families driving to the hotel will be expecting to park at the hotel. The appalling lack of provided parking (145 parking spaces for their 295 hotel rooms) will result in these families having to park in public slots, which will translate into an increase in the volume of traffic and a decrease in the availability of public spaces in the KS area. (3) Shade Residents should have a right to expect access to sunlight and not be sentenced to live in a darkened canyon. The 24-story Comm Ave hotel will dwarf KT?s 13-story building, and being only 15 feet away will cast KT and its recently constructed, $2-million outdoor pool and plaza into deep shadows for a significant portion of the day. (4) Building Height Bordering the west end of Back Bay, the height of the buildings in KS are largely consistent with the height of the brownstone townhouses of Back Bay and includes the five-story Hotel Commonwealth and the six-story Hotel Buckminster. The 24-story Comm Ave hotel and 19-story Beacon St hotel would be sorely out of proportion, and their presence would cast much of KS into deep shadow for a significant portion of the day. (5) Pedestrian safety and Kenmore Tower security Although the developers claim that the proposed ?green space? between the Buckminster Hotel and the new

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					Beacon St hotel will be the ?new Kenmore Square,? it is simply a PASSAGEWAY between Brookline Avenue and Beacon St, with the task of crossing the streets at each end only accomplished by JAYWALKING. After every Red Sox game or concert, throngs of people pour out of Fenway Park and disperse. This new passageway will be a dangerous trap for pedestrians. As they approach Beacon St at the exit of the passageway, the most direct option is to cross Beacon St is by jaywalking. This feeds them directly to the KT driveway, where they will see that this will connect them to Comm Ave. Crossing Beacon St by jaywalking and directing pedestrians toward the KT driveway will doubly put their lives in peril, once by the act of jaywalking on Beacon St and then again by any cars that may be entering and exiting the KT garage. If a pedestrian is hit by a car on Beacon St or in the KT driveway, this will be not only a tragedy but a serious liability problem. In addition, the KT parking garage doors will be open for at least 30 seconds while each car enters or exits the garage, which can pose a substantial security risk to KT if a person should sneak into the garage while crossing the KT driveway. (6) Potential damage to the infrastructure of KT and the MBTA subway The infrastructure of KT and the MBTA subway system at KS will most certainly be adversely affected by the construction, especially pile driving, at the Comm Ave hotel.

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4/27/2018	Eric	Daniel		Oppose	27 March 2018 Tim Czerwienski, Project Manager Boston Planning and Development Agency One City Hall Square Boston, MA 02201 RE: Comments on the Kenmore Hotels PNF and PDA Designation Dear Mr. Czerwienski: I don?t think anyone else could have done a better job of keeping the recent meeting about the proposed hotels on an even keel. It was no easy task given that the community voices were united in opposition to the project and that concerns about affordable housing and improved transportation can burst forth at almost any planning meeting these days. I join those opposed to this project based on its inappropriate scaling, its negative traffic impacts, and its potential to degrade the living conditions for current residents. PROCESS QUESTIONS ? Evaluating these two similar, adjacent projects together is convenient and sensible; yet bringing this sweeping legal designation of a PDA into play is a major issue. Less of the area is under consideration for change than that designation might suggest. More important, there is no attempt to provide any sort of deep-seated public improvement to the area that might justify overlaying a PDA ?The recent meeting seemed to be a cross between a very preliminary meeting to gauge the public?s general viewpoint and a more formal meeting to advance the approval of a PNF. If the project is regarded as being at the latter stage, then I am concerned about the incomplete nature of the PDF?too many important issues are treated in a vague or otherwise unsatisfactory way. Transportation Questions ?This project may worsen the existing congested traffic conditions in the area. The proponents have not yet provided a satisfactory answer to questions about where service vehicles, taxis, ride sharing cars and the like would access the Commonwealth Avenue site without impeding traffic and blocking bike lanes. ?The new projects that dot the BDPA?s map of the Fenway-Kenmore area will engender more traffic. Assessment of this project?s impact need to reflect increased traffic anticipated from other developments. MAJOR SHADOW ISSUES ?The proposed building on Commonwealth

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					Avenue lies directly to the east of a short public street and residential co-op building that will be cast into shadow for the most of the day. The hotel will degrade the living conditions for current residents, and reduced property values will almost certainly ensue. This issue needs to be addressed. WIND IMPACTS?Buildings of the proposed sizes, with substantial north- and west-facing sides, raise serious concerns about wind conditions at the street level. Can a PNF go forward without a formal analysis of this complex, engineering issue? Mitigating wind conditions can require affect the design of a building. COMMUNITY BENEFITS?The proposed passageway directly west of the Buckminster Hotel is going to be something of an urban canyon trapped between the existing 5 story hotel, the much taller hotel being proposed, and the Massachusetts Turnpike. Using this area as a shortcut would be useful to only a limited number of people, and new signal or not crossing in the middle of block can be made only so safe. The proposed retail component of the project might provide a little more variety and that would be nice but its value is limited. PLANNING AND URBAN VALUEs?Recent development in Kenmore Square has been kept in line with the scale of existing buildings, with the Commonwealth Hotel being the prime example. And Kenmore Square continues to be a pleasant and recognizable location that serves a wide variety of needs. Maintaining that two 20-plus story buildings to the west of the square are an improvement disrespects the area?s residents, it disrespects current businesses, and it belittles those who have worked so hard to maintain this area as an asset to the city SUMMATION?There is no pleasure in having to write such a negative evaluation, and I don?t believe that it will be much of a pleasure to read. Maybe this project was destined for heavy criticism given its nature and current expectations concerning planning and putting housing first. Thank for considering these comments and, as always, for being such a clear voice for reason. Eric Daniel East Fenway Resident
4/28/2018	Felipe	Molina	NA	Oppose	We are submitting this comment to express our concerns and objection about the proposed development, particularly the hotel tower on the Mark Development Property. We are one of the shareholders of the Kenmore Tower and we have occupied a unit on the 11th floor for over ten years. We have made significant investment in our unit as well as the common areas of the building. The proposed development will have significant adverse effect on the property values and the quality of life for the residents. As described in the letter submitted by the Kenmore Tower, the proposed development is likely to have substantial negative environmental and health impacts on the residents of Kenmore Tower and the neighborhood, including noise, air pollution, dust, vibration, and traffic during the construction phase. The additional number of vehicles expected to be used by the hotel employees and guests will induce severe traffic to an already congested area, making it more difficult for the neighborhood residents to circulate. For the reasons mentioned above and presented in the comprehensive comments by the Kenmore Tower, we are requesting the Boston Planning and Development Agency not approve the proposed PDA.

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4/28/2018	Shira	Limmer		Oppose	After the meeting the other night, I only have additional concerns. Where would construction vehicles be placed? It?s a tiny property in one of the busiest intersections. Not only will accessing our garage be dangerous but so would walking by foot. This is an incredibly dangerous proposal. Let?s discuss the things proposed to residents as a ?positive? and the idiosy of those lies. Why would I benefit from having an eatery like a Panera next door? I can walk out my door and eat at about 50+ of the best restaurants. Who cares about a Panera next door? Let?s discuss the green area that will supposedly cut out no time from my walk to Brookline Ave. how lazy do you think we are? First of all, it wouldn?t be green because the new monstrosities will block sunlight from reaching any of the area as well as the rest of what are currently beautiful sunlit sidewalks. So, congrats if you approve a dirt patch. It also invites people to jaywalk through an insanely busy intersection. So... no thank you. This guy just wanted to brag to friends about building big buildings. He doesn?t care about our neighborhood nor our community. I would think that The City of Boston would see through his megalomania and instead choose to do what?s in the best interest of its residents. Looks like more reason to doubt those in government. I?ve always been a fan of the mayor. I really don?t want to be disappointed and feel that my best interest isn?t being considered by yet another government official. Please don?t choose a rich guy?s proposal that only disturbs our beautiful close-knit neighborhood. Thank you for hopefully reading and truly listening to us. We love our home. We know what?s best for this community. Please listen to us. There must be some better option for the property at 560 Comm Ave.

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4/29/2018	Janie	Knight	Resident 566 comm	Oppose	To whom it may concern at the BPDA, I respectfully submit my comments regarding the project for a new hotel at the Citizens Bank location. The proposed project significantly impacts the neighborhood, demand on public transportation as well as ride sharing services. My concern is Public Safety for the residents of the neighborhood as well as the people that depend on riding their bikes as a primary mode of transportation. This ariea is the main Thruway to five of our cities most important hospitals and trauma centers. This is very significant based on the fact that these hospitals serve not only the residents of Boston but our entire region as they are world renowned medical institutions.On any given day in the city of Boston there are multiple emergency vehicles that tried to get through and already congested area. Commonwealth Avenue and Beacon Street reflect roads that are original in size and we?re belt for traffic in another time. Add in the Red Sox traffic and the student population which are in large part pedestrians once they have parked their cars. So now what you have is a very small square that is over crowded with cars, emergency vehicles, pedestrians, sports fans, and residents. This Proposed hotel jeopardizes the public safety of our residents, bikers, drivers, as well as emergency vehicles and their ability to cut across Comm Ave and Beacon. The project also diminishes the character of the historical feeling with in the square architecturally. The Sitco sign is another issue as it was deemed as a store called landmark by the city and would greatly impact views forthe residence at 566. It will aluminate the views completely on the east side of the building.That consists of 26 units. The development of this project does not seem an alignment with the values of the residents who have been long-standing taxpayers in the square as private citizens. This building consists of a diverse group of people with 50% of its residents median age over 50 years old There are also 17 children as well as disabled residents. One more issue I would like to bring up is the fact that the original footprint of this bank is 5000 ft.^{2} at best the

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					proposed architectural plans state that their vision is to build up 24 stories. This in and of itself would impair the quality of life for the residence at 566. The lack of sunlight, increased traffic to the area, and shadows that would block the sun from our outside common area. We have spent our lives working to support our families and be able to live in our homes. This development is not in the best interest of our investments, quality of life, and most of our daily life. The development does not benefit the neighborhood. This idea of a small stretch of public space is a joke and will not be used by anyone but loiterers that have nowhere else to go. This will negatively impact Kenmore Square byproviding a venue for homeless,loiterers and party goers. This is not the appropriate type of development for the square and also puts our building in jeopardy for potential structural damage to 566. I strongly oppose this project. Buildings can easily go up and zoning laws can be circumvented by the misuse of a PDA but at the end of the day people sould matter. This isn?t a situation of negotiation. This is quality of life,public safety, and allowing everyone to enjoy the city as residents. Let me stress this building is made up of Hard-working families who contribute to the make up of the neighborhood in the city. Our residents include professionals, professors, people involved in the arts community, medical community, as well as media etc. We are counting On a fair and thoughtful process to provide the best possible outcome. Sincerely, Janie Knight

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4/29/2018	Margaret	Morrill	Kenmore Tower Corp	Oppose	Dear Mr. Czerwienski: I am opposed to this overly ambitious projects for many reasons. A high rise hotel so close to Fenway Park could be a disaster of epic proportions and requiring colossal security to insure safety of thousands who would not even have a place to run as Las Vegas victims. The City of Boston has gone to great expense to create bike lanes which are utilized but these projects would endanger, cyclists, pedestrians and motorists and many fatalities would occur when future guests for an economcal and short stay hotel do not know where they are going. Aesthecally, the micro-room hotel will totally devestate the continuity of Beacon and Commonwealth Ave. and be a hideous, sore-thumb and create shadows that would ruin Kenmore Square. Parts of Kenmore Square are now very windy and will probably get much worse. Also, after part of the World Trade Center Station crumbled as a result of construction nearby, it doesn't take a rocket scientist to be fearful of a similar event in the nearby subways or Kenmore Station itseslf which could be a tradjedy of major proportions The zoning codes have been circumvented to enable a totally out-of scale project that is egregiously unfair to citizens of Boston who have resided and worked and contributed to the City for many, many years by paying taxes, volunteerting and belonging to organizations that contribute to many other less fortunate citizens of Boston. The Architect from CBT's presentation was hollow and feeble attempt to try and give creedence to a project that should benefit Bostonians. We need a neighborhood library or an elementary school. Also, the developer has not mentioned that this hotel will have rooms with drop dead gorgeous views. Should'nt these be for Bostonians to enjoy rather than transients needing an economical room???? The City of Boston has other land that can be developed for a micro-hotel that would be much more beneficial to all including the future guests. I'm totally baffled that this comedy of errors is under consideration. Won't this hotel need at least four elevators. Where are they going to fit??? Won't the lobby be totally overflowing all
					the time ?
4/29/2018	Francesco	INSOLIA	Insolia Investment group	Oppose	The City of Boston should be opposed to this project for various reasons. First a for most it is against the guidelines and limits already set by the City. The variance asked by this developer are far too great to ignore. The impact on the neighbors is way to negative and damaging, both on their lifestyle and finances. The acreage of the lot proposed to be built into 24 stories high building is way too small. If you allow this project to happen, I will then challenge you to disapprove two or three additional projects I have on Boylston Street for you. Also you will be willingly damaging the life of several people, whom all the sudden from having an open view balcony and open air, will find themselves looking at a building at a distance of less then 15 feet away. That is not just unreasonable, but simply ILLEGAL. And you should not approve such a project just because is good for the pockets of CITY HALL. You have set rules, follow them and do not deviate simple just someone is willing to pay you and benefit their organizzaion on the shoulder of citizens who have paid their dues all these years.

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4/29/2018	Kathleen	Connley		Oppose	Tim, Thank you for the meeting on 4/23, I will be expressing my observations in a moment. First, I would like to give you some background on me. I have lived in Kenmore Square, more specifically Kenmore Tower for 28 years. I love our neighborhood and our community at Kenmore Tower. I have experienced first hand many construction projects in our neighborhood which have complimented and enhanced our home. My observation of the 4/23 meeting are disappointing. The architect (not sure of name) was demeaning and negative about Kenmore Square, we have a wonderful and vibrant community. He has no background to make any negative comments or opinions of Kenmore Square -- he does not live here nor has he to truly appreciate our community. He found his comparison to Copley Square as an intelligent view. There are no similarities. Also, the attorney for Mark Development was disrespectful. When asked about our attorney letter (Kenmore Tower), he was very dismissive to a member of our community -- as though our letter was useless and impracticable. However, I do compliment you for having to listen and respond to a few people in the room, although their comments were abrasive in nature, their content should be taking with respect and importance. Again these are my opinions you can take them for any value you please. Now, my reasons for opposition: 1) Mark Development project and Buckminster project are 2 separate projects. Jackson Slomiak, the owner of the Buckminster could not answer one question about the Mark Development project and vice versus. If this is one project then each party should have answers to both projects. How can the City promote this project as one? Did one of these parties find a loophole and now the City has to spin this project and show support for Mark Development and Buckminster? Again I heard your spin but that is all it was -- a twist of words. 2) The alley between the Buckminster buildings. Why? Where is the community enhancement? People are crossing onto a four lane road with no crosswalk. Where are they going? They will be walking on our property at

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					Kenmore Tower, our driveway to our entrance/exit to our garage -- we do not need the additional foot traffic. Nor do we need people being hurt on Beacon Street. There are enough accidents that occur in crosswalks never mind in the middle of a road. Adding a crosswalk within 100 feet is not efficient. Also, why do they need alley? Is there a construction constraint? Is there some limitation that is not being publicly announced? 3) Many reasons of opposition to Citizens Bank project: a) Although you stated the construction portion has not been discussed -- well it needs to and immediately. A few items to be discussed: Digging below the street -- the interruptions/damages to the buildings around including the MBTA tunnels. Obviously there will be a crane -- where exactly would this be placed? Deliveries of construction and building materials -- how will this be handled?. Our driveway nor the front/back of building can be utilized so how will this be handled. These concerns need to be discussed before the next stage of this project goes further. b) If there is meglomania monstrosity is built -- where will Uber/cabs go? It was discussed they will tell people to use public transportation. Seriously! When did one of those people take public transportation to or fro to the airport. It is not easy via public transportation and they know it. I have never taken green line to blue line to a shuttle to get to the airport and other than college students most working people do NOT take public transportation to the airport from Kenmore Square. Adding more parking? Well another discussion needs to happen. Again, no one at Mark Development has an inkling of our neighborhood. c) Shading: We spent a large amount of money for our pool revitalization. This building will shade our pool area along with our neighborhood - has a study been completed yet? No that is in the future along with many other studies that need to be done -- no these studies need to be done immediately. This is our home and we love our pool area, it is a great place for people to meet and catch up. Ah, a community enhancement. d) Emergency vehicles -- has anyone at Mark

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					Development seen Comm Ave or Beacon St when a concert or Red Sox are playing? For that matter just basic rush hour traffic - NO they have not. If lanes are taken up for cabs/Ubers, construction/hotel deliveries, we are putting residents at risk -- this has not been taken into consideration. I have more concerns about this project but am limited to my "characters". I remained silent at the first meeting to observe all opinions, I will not be silent at the next meeting. I will not be abrasive but I need the City to make us feel that our considerations will be taken with concern and respect. I did not feel that way at the last meeting. I feel the City is supporting Mark Development and Buckminster and this is disparaging. I honestly believe in a capitalism but I do not believe in greed. Korff and company as they stated" want to make their mark in Kenmore Square" -- are they dogs? Sorry for the sarcasm but this shows their greed and disrespect to our brilliant community. They nor the Buckminister can not come up with 1 never mind 6 community enhancements. Being devious about making this project as one is another sign of greed. 800+ rooms of transient people coming and going from our neighborhood is not a benefit. Again thanking for taking the time to read this letter, I do truly appreciate it. I know there was some sarcasm but I need to know that the City will respect and stand behind their residents before greedy developers. You did a great job at the meeting especially under the circumstances with most individuals in the room against the project and I thank you for your time. I look forward to meeting at the next meeting. Kathy Conley Owner at Kenmore Tower
4/29/2018	Jason	Boltz		Oppose	While I don't live in Kenmore Square, I conduct a lot of business there. These two hotels, primarily the one at the Citizens Bank site, should not be built. It will literally destroy the historical character of the square. The lot size is way too small for such a large building and it will dwarf everything else around it. Kenmore Square has steadily been looking so much better over the last 10 years. The idea of putting such a large tall building at that site just destroys what Kenmore Square has worked so hard to become. The city doesn't need a hotel at the site. If the city really needs more hotel rooms in the area let the hotel abutting the Buckminster go forward along Beacon but not at the Citizens Bank site.
4/29/2018	Emily	Cheney		Oppose	I believe that this building will take away from the authenticity of the area. When you walk out of the Kenmore T station you are greeted by the historic brick Hotel Buckminster, the Citgo sign, Fenway, and low rise buildings. It brings you back to the old days and historic Boston. The proposed building is way too big for the area. I believe that this hotel will be a complete eyesore and will diminish Boston's beauty. Additionally, in the presentation they neglected to point out that there is a residential building at 566 Commonwealth. I believe that this hotel will cause privacy problems for it's residents, as most hotel rooms will be able to peer into the building. I do not support this building.

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4/30/2018	Colleen	Pietrusewicz	1969	Oppose	As a fairly regular visitor of the area and a friend of a family residing at 566 Comm Ave, I oppose of the proposed development as it would seriously detract from the appeal of the neighborhood and its walkability. It would also increase foot traffic of a flood of non-residents on a daily basis vs game days which could pose a security issue to residents in the area nevermind where all these additional cars would go? With 677 hotel rooms, I would guess 1/2 of them would need parking... an additional nearly 340 cars in the area would be near impossible to manage.
4/30/2018	SUZANNE	THOMPSON		Oppose	Please do not allow this new construction to destroy the living environment of so many people. We do not need further development and hotels in this area. The famous Citgo sign and its environs will be severely negatively impacted I vote very strong opposition to this project and hope all this building unceasingly will stop before our beautiful historic and charming city is destroyed Sincerely, Suzanne Thompson
4/30/2018	Caroline	Barry		Oppose	The two proposed hotels do not fit into the scale of the neighborhood. They will block views from other buildings and visually, create an unappealing cityscape for this area of Boston. Part of Boston's charm is that high rise buildings are clustered in only a few areas, leaving the rest of the city at a low rise level. This is part of the beauty of the City of Boston. Please deny this proposal!!
4/30/2018	James	Kaloyanides	Kenmore Tower	Oppose	As an owner in the Kenmore Tower at 566 Commonwealth Avenue, I am totally opposed to this project as it is totally out of scale for this already congested area. Our building is one of the tallest in this area and the proposed building will be nearly twice as tall and being built on a corner lot that is extremely small for this type of project. Parking in the area is already at a premium and this project does not add enough parking to alleviate for the scope of the project. Entering and exiting from our buildings garage is currently hard enough without the construction vehicles and delivery vehicles and patrons that will try to access these new buildings. The ability to dine and in the restaurants that will be in the buildings does not make our environment any better as there are currently enough different types of restaurants in the area. Traffic congestion is already bad enough without the addition of more vehicular and pedestrian traffic. I live in the area because is convenient to all the neighborhood and has a great view. Many of our owners will have their view blocked by these monstroncities. Again I oppose this project as I don't think it is the proper scale for the neighborhood.
4/30/2018	Kieran	Jones		Oppose	that area is already very dense with buildings. putting up another large structure will take away from the beauty when entering Kenmore Square. This is NOT a good idea.
4/30/2018	Jean-Francois	Louis		Oppose	A big attraction of living in Kenmore Square is its human scale. A tall thin building as proposed would destroy this character. In addition, the additional traffic, especially cars dropping off and picking up hotel guests, would make exiting the Kenmore Tower underground parking even more difficult than it already is.

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4/30/2018	Sherri	Geller		Oppose	As a resident of Kenmore Tower for 15 years and Kenmore Square for 25 years, I am in opposition to this proposal. Kenmore is a wonderful neighborhood to live in; it has a nice balance of residential and commercial property. Some of the reasons I oppose this proposal are: - Traffic: The proposal to take away the "turn" from Commonwealth Avenue onto Beacon Street will be detrimental to our ability to get home easily and to the businesses on the end of Beacon Street near Kenmore Square -- including the "new" hotel if it's built! Further, many of us are concerned about the day-to-day traffic a hotel brings: drop-offs, deliveries, etc. Currently, both Comm. Ave. and Beacon Street are very crowded (even when the Red Sox are on the road...and much worse when they are home!) The bike lanes have added to the challenge; there is little room to "pull over." - Parking: There is not enough parking in the Kenmore Square area now. With a new hotel, will we lose even more street parking? Where are guests and restaurant patrons (etc.) supposed to park? Lot prices are exorbitant. - 24/7 gathering space: This does not seem like a safe idea for local residents; it will also bring even more noise to the neighborhood after games at Fenway. - Construction: I am very worried about the impact on Kenmore Tower residents (noise, proximity to our property, etc.) Will we even be able to access our garage/driveway during construction? - Shadows/views: This project will change the lighting in our building and cause many of us to live in "shadowed" spaces. - Space: It seems odd that the project will be allowed to include Beacon Street in the acreage count. How is that legal/appropriate? - Need: We were told that local hotels are at 80-90% occupancy rates, which is great...so is there a need for hundreds of more rooms where there is still "some" space in current locales? Kenmore is a historic, beautiful neighborhood. The proposed "corporatization" of this square is off-putting to long-time residents.

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4/30/2018	Margaret	Morrill	Kenmore Tower	Oppose	Good Afternoon Mr. Czerwienski: Sorry I had to end my comments so abruptly yesterday. There are some issues that deserve to be stressed. The safety of citizens of Boston and all who frequent Kenmore Square area for a ballgame, concert, House of Blues, classes at BU, restaurants, etc. will be in grave danger. How will City of Boston Police Dept. be able to protect all these venues if a demented sniper with an AK-15 decides to go on a rampage in our beloved city ??? This is my major concern that Boston and those responsible will go down in infamy for not taking proper precautions ? ? The bicycle riders is also a paramount concern since there is a steady stream of cyclists barrelling down Beacon Street and Comm. Ave. Please do not take the wind and shadow issues lightly. I worked at the JFK Building, which is 24 stories and experienced fierce winds that took breath away and different entrances to the bulding had to be closed since it was impossible to open doors. This could occur at Crossroads at Kenmore as well. Also the JFK Building at 24 stories had 16 elevators if I remember correctly. I hope there will be sufficient elevators and stairwells at this Crossroads Hotel. I hope you will agree that this hotel will not be inviting to people driving thru Kenmore but will be a repellant sore thumb. Also the occupants of Kenmore Tower are being betrayed by the City of Boston for encouraging such an absurd project. Regards, Margaret Morrill Resident of Kenmore Tower since 1982

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4/30/2018	Radostin	Pachamanov		Oppose	Dear Sir/Madam, I am a resident of 566 Commonwealth Ave, and this project will impact my quality of life significantly. I do understand the desire of BPDA to keep developing Boston, but this should not happen at any cost, and every project should consider the interests of the people who already live in the area. I am strongly opposed to the Kenmore Hotels project. I hope the project will not be allowed, but nevertheless, when listing my concerns below I tried to be reasonable, and give you some things to consider and request from the developers, who seem to be interested only in making money. Apart from providing more hotel rooms, I don?t see any other benefit for Boston or the community. My concerns are the following: (1) The size, height, and scale of the proposed hotels are not in line with any other building in Kenmore Square: (1.1) The tallest building in Kenmore Sq as of today is the 12 story residential building at 566 Commonwealth Ave (the Kenmore Tower Co-op). The proposed hotels are to be 19 stories, and 24 stories ? much taller than anything else around. This would be fine if the corresponding building were relevant to that height, which they are not: (1.1.1) The two components of the project are largely disproportional between each other, and compared to any other building in the area: (1.1.1.1) The Commonwealth Ave Component (Mark Kenmore LLC) is intended to be built on a very small footprint area ? 6,030sf. The proposed gross floor area for this component is 161,000sf. This results in FAR of 26.7 ? much more compared to the recommended by the Zoning code FAR of 4.0. Therefore, I think that a 24 floors building on such small footprint is ridiculous and not in line with anything else around it. Anything below 12 floors would be much more reasonable and appealing considering the surroundings! (1.1.1.2) The Beacon Str Component (Buckminster Annex Corporation) brings to the total area of the project its 40,411sf area, where the existing Buckminster hotel which will not be changed is on a 19,142 sf parcel (having 95,000sf gross floor area and 6 floors in total). This

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					results in 21,269sf area remaining for the Beacon Street Hotel itself. The proposed gross floor area for this component is 186,000sf, i.e. FAR of 8,74. This FAR is higher than anything else around it, but still much lower than the FAR of the Commonwealth Ave Component. And the third building which is part of the same project development area, but will not be changed, is the existing Buckminster Hotel, which has a FAR of 4.96. It is obvious that the separate buildings are very disproportional! (1.1.1.3) The current plans to build such tall buildings require piling until bedrock is reached which is not trivial at Kenmore Sq. According to the developers, this would require more than 200f deep piles, and the noise, vibrations and dust that this process will bring will make the 566 Commonwealth Ave residential building inhabitable for the duration of the construction. (1.2) The Commonwealth Ave Component is planned to be built in a very close proximity to the existing 566 Commonwealth Avenue residential building (~20 feet and less): (1.2.1) This will result in shadowing for the residents of 566 Commonwealth and lack of sunlight in the apartments on that side of the building for most parts of the day except for ~half an hour in the morning. Note that 566 Commonwealth is a residential building, people live there, and the need of natural light is essential (1.2.2) With such a small distance between the two buildings and the planned height of the hotels, the wind levels will increase significantly. (1.2.3) The existing architectural plans in the PNF for the Commonwealth Avenue Component consider further expanding the construction over the pedestrian walks after certain building height ? this will limit even further the access of light. Therefore, this should not be allowed. The plans have to be redone so the building remains in the footprint area that belongs to Mark Kenmore LLC, and should not exceed it. SUGGESTION: The developers must submit new plans with much more reasonable FAR and building heights that corresponds to the rest of the neighborhood. The Commonwealth Ave component should be pushed further away from the 566

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					Commonwealth Ave residential building towards Kenmore Square in order to at least to some extent reduce the negatives for the residents who live there. (2) Traffic increase on an already very busy intersection: (2.1) During construction: Beacon Str and Commonwealth Ave will be impossible during construction. Parts of them will be closed that will make the traffic outrageous (2.2) After construction: The two new hotels will add 677 rooms. This will result in much more traffic and congestions. Taxis, Ubers, etc. will line up on both Beacon and Commonwealth resulting in having a lane less on each of these two streets (3) Parking (relevant to traffic as well) (3.1) Beacon Str Component: Only 73 new parking spaces are added to the existing 72, but 295 new rooms will be added to the existing 132 Buckminster hotel rooms. I.e. again the proposed is very disproportional (3.2) Commonwealth Ave Component ? the new 382 rooms will have NO parking spaces at all SUGGESTION: Request from the developers either reducing the number of rooms and correspondingly the size of each hotel to fit the plans for parking spaces, or add more parking spaces that correspond to the number of proposed rooms. Request parking spaces for the Commonwealth Ave component ? the absence of any is absurd. (4) Security Threat ? there will be 2 hotels, tall enough to overlook Fenway Park. Considering the tragedy from Las Vegas in 2017, if allowed to build so high, the developers should be required to plan for armored windows and increased security at least on the hotel side facing the stadium. Kind Regards, Radostin
4/30/2018	Margaret	Morrill	Resident of Kenmore Tower	Oppose	Good Afternoon Mr. Czerwienski: (Hope I now know how to spell your name) I thought I would insert a few more comments before deadline regarding the residents of Kenmore Tower who will be left in the dark. (All #01 and #02 Units) and other units will be severely impacted as well. For the most part we are all long-term, hard-core residents who also work in Boston in many varied capacities. We have doctors, Boston school teachers, bankers, oculists and others who have their own business endeavors. I myself, have resided in KT since 1982 having moved from at the age of 41/42 frin gritty East Somerville, to gritty Kenmore Square but I really wanted to live in Boston since I was a life-long Red Sox fan from the age of 5 to 6. I strongly feel we have contributed to the refurbishment of this area tremendously by our patronage and support of all the organizations and institutions and churches that really help other Bostonians and new comers to our City. Soon to be 77 years of age, I plan to spend the rest of my life in KT even if it is in "Rooms of Gloom" since there are no affordable housing to be had. This is my fate and I am stoic but I maintain that the City of Boston has other parcels of land that urgently should be developed that would be a much better location and that includes the for the future guests of the hotel. I will continue to be an active citizen of Boston and continue in my volunteering efforts to make Boston an even greater city that we live in with such pride. Regards, Margaret Morrill

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4/30/2018	Brian	MacKenzie	Boston Cyclists Union	Neutral	I support the building of this project, but I hope that along with such a major project we can have a redesign of some of the adjacent roads. There is a design proposal that squares off a lot of the intersecting roads in Kenmore Square and creates a much safer and predicable environment for all road users. I highly support that design. Even if such a large overhaul can't be accommodated, I hope there is some mitigation that includes curb-level bike lanes alongside the hotel.
4/30/2018	Evert	Fowle	Student	Support	I fully support this. Kenmore could use some new building and Boston does not have enough hotel space.
4/30/2018	Marguerite	Insolia		Oppose	This the plans for this project are completely unacceptable. The Developer does not have enough land to build the proposed project according to the rules of the City of Boston and these rules should not be changed for the benefit of one company at the serious disadvantage of many private citizens who pay taxes to the City of Boston. The city should not make this decision based on an increase in tax revenues and simply neglect to take into consideration the quality of life of many individuals that will be negatively affected by this project. There is not enough land to build. This proposed new building will be sitting less then 15 feet away from other peoples balconies, and homes. This project is a disgrace, is completely irresponsible, and if it goes through, sends the message that greed and money are more important to the city of Boston than it's residents and tax payers.

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4/30/2018	Kevin	Hart	Kenmore Square Resident	Oppose	My name is Kevin Hart, I have lived in Kenmore Square for 25 years. I purchased my current home in 1997 at 566 Commonwealth Avenue. I have lived in Kenmore Square my entire adult life and this is the community where I plan to continue to live. I am now raising 2 children here who are enrolled at local schools. Kenmore Square is the community that me and my family consider home. Over the past 25 years, I have seen significant development in the Back Bay, Kenmore and Fenway community. I have been a big supporter of the development that has taken place. The Hotel Commonwealth, 580 Commonwealth Avenue, and the BU Student Union are all recent examples of successful projects that have significantly enhanced Kenmore Square while maintaining the architecture, style and general character of the community. The vacant buildings on the northside of the square that were recently sold to the Beal group represent another awesome opportunity to bring to life buildings that have sat dormant and underutilized for decades. I am very optimistic regarding the numerous opportunities for redevelopment within Kenmore Square. PROPER redevelopment can and will continue to raise the quality of living in the neighborhood. HOWEVER, the project proposed on the small parcel of land currently occupied by Citizens bank is completely out of line with anything in the neighborhood. I am 100% opposed to such an aggressive development. The joint filing / partnership with the Buckminister property is a clear attempt to play the loop holes of the system. These two properties share no common interest other than short term profits. The real winners here will not be longtime residents of Kenmore square, the real winners here will not be Boston residents who commute through Kenmore each day, the real winners here will not be BU, and the real winners here will not be Red Sox Nation. The only winners here will be the developers with a shot at a short term (and massive) profit opportunity. This proposal is an example of the right time to push back on the rampant over development that is taking place in Boston. We must be thoughtful in what we
					allow to be built in Kenmore Square. The decisions made on this small parcel of land will long outlast all of us. Once the developers leave and the construction jobs end, what will be left behind is a monster of a structure that WILL congest and overwhelm Kenmore square and the surrounding neighborhood. It will create a massive bottleneck within the heart of Boston ? both during and after construction. My final point of strong disagreement with this proposed development is that in the end this 24 story building will be a ?micro hotel?. The concept of a micro hotel, which is one step above a youth hostel, is a concept that encourages a low budget, transient traveler. The developers tout the benefits of ?providing 800 rooms for the low budget, transient traveler?. They say the term as if it is a good thing for the neighborhood. Make no mistake about it, adding 800 rooms for low budget and transient travelers to an already congested intersection has nothing to do with ?enhancing the neighborhood?. This is about short term profits. I STRONGLY urge the BPDA to look beyond the short term interests of the developers and consider the long term legacy that such a structure will leave behind.

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4/30/2018	George	Apanel	The Kenmore Tower	Oppose	Having lived in the Kenmore Tower for over ten years, I wish to communicate my total opposition to the proposed Mark development component of this absurdly outsized development at 560 Commonwealth Ave which would be inconsistent with the residential character of the Kenmore Tower and other residential buildings in the neighborhood. The Kenmore Tower has been a major residential landmark for over five decades, where we as residents have enjoyed an attractive residential neighborhood lifestyle while making a very positive economic contribution to the Kenmore Square neighborhood through our taxes and employment. Since the proposed development would be located on a tiny lot virtually abutting our building and was never intended for this purpose, it would create intractably problems with regard to such issues as parking, traffic, and even the structural foundation of our building which would obviously be extremely disruptive to our residential lifestyle and thereby threaten our long established property valuations. The construction phase of the proposed development would make normal life in our building and immediate areas virtually impossible due to anticipated noise and vibration issues which would also be particularly injurious to our building structure, nearby subway tunnels, and pedestrian walkways. The proposed development therefore does not qualify as a ?Planned Development Area? (PDA) for a variety of reasons, particularly considering that the undersized lot under consideration is obviously not contiguous with the proposed Buckminster Property development across Beacon Street as claimed by the developer. The developer should not be allowed to be so dismissive of the requirements of the Boston Zoning Code. Do we need hundreds of additional underutilized hotel rooms in the Kenmore Square area which may not only be injurious to the Kenmore Tower, but also to the economic viability of underutilized hotels already in the immediate area?

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4/30/2018	Rinat	Sergeev	1977	Oppose	The developer suggests to build two oversized buildings, each dramatically exceeding the established and approved neighborhood zoning. The developer is trying to bypass the zoning rules by applying for a PDA that provides an exempt for the projects that are "well-suited to its location" and fit into size, public benefit, and underlying zoning requirements. I strongly recommend to deny the PDA, for this project has not met any of the above-mentioned requirements. Specifically: 1. The project suggests two separate buildings that are owned by independent owners, designed for different purposes, and carry no interrelated function. They should not be considered as a single development. They are exactly what they are ? a two rogue developments that are trying to loophole the zoning laws by a joint effort. Each of those buildings is less than required 1 acre. Allowing two tall hotels would be simply twice as worse as just allowing. 2. The project does not provide a public benefit. It does not add any public service or infrastructure that is beneficial for the area residents. Instead, it will do what all the oversized buildings do ? create an increased burden on the local infrastructure, including existing public areas. The only community improvement they plan is an extra pathway to Brookline Ave/Fenway Park, but this worthless because it doesn?t compliment any current pedestrian traffic patterns. 3. Instead of providing ?public benefit?, the project acts against it. The hotels are intended to serve ?Longwood Medical Area? visitors, which can be served in the less burdened locations around Longwood. In reality, they just add those visitors to already existing crowds of students and baseball fans, neither of which are complimentary. Thus, the hotels are not designed to provide ?public benefit? to neighborhood as they claim, but instead will draw new crowds to an already overcrowded area. 4. The suggested buildings are going to severely enhance the already existing transportation problem in the neighborhood. An increase in the hotel guests leads to an increase of cabs, UBERs and LYFTs, into an area that is
					already struggling 100 days a year from baseball -related severe traffic jams, not to mention other sporting events, like Boston Marathon and concerts. They reduce parking spaces, and apparently are going to use parts of the street as loading areas. Also, the construction of 560 Commonwealth skyscraper is going to block an important pedestrian walk and part of the driveway for the period of construction, while foundation works of that scale may harm Kenmore tunnel hub for the MBTA green lines (B/C/D). 5. Finally, the suggested development may severely decrease the benefits of the residents of 566 Commonwealth Ave. The development be less than 12? away from 22 units? major window, will totally shadow the building?s pool area, and very like also lead to foundation damage of the building.

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4/30/2018	Alexandra	Gross	Kenmore Tower	Oppose	Dear BPDA, Thank you for giving us, the community members, a chance to provide feedback and pose questions. We appreciate your time and thoughtful consideration in advance. By way of background: Since 2006, I have lived at 566 Commonwealth Ave (aka Kenmore Tower). In this time, I got married, had two children, and made ourselves a beautiful home. My husband and I and both work locally (he?s a scientist, I?m work in publishing). Our children (6 & 1) attend schools in Boston. Over the years, we have been thrilled by the public benefits that the additions to Kenmore Square have given the community (a beautiful bus station, bustling restaurants and Hotel Commonwealth, new BU East Campus building, BU School of Business, Yawkey MBTA). More often than not, we welcome innovation and change. However, this ?Crossroads at Kenmore Square? project in no way a betterment this neighborhood. 1.) Making a dangerous intersection more dangerous. BEACON Street: Putting any type of building where people will be dropped off consistently at the intersection of Beacon and Commonwealth Ave is suicidal. This is a four-land road and brings heavy traffic daily (regardless of Fenway events). EVERY DAY, MULTIPLE TIMES A DAY, I see cabs/Ubers driving west and banging a U-turn to drop off in front of the Hotel Buckminster, usually swerving oncoming traffic to make it to the sidewalk in one piece. There is already little room for pedestrian traffic to cross safely because people fly at 45-50 MPH through traffic, through red lights. You?ll notice on the presentation of Crossroads at Kenmore Square from the architects, they even depict people jaywalking from across Beacon Street ? though in a different reality than we live in. COMMONWEALTH Ave: Kenmore Tower's garage exit is right on Comm Ave. On a good day, a bit tough to say the least, when exiting. The 560 Comm Ave hotel will need to use this as a drop off since Beacon Street would be suicidal. How will this be resolved? 2.) Construction will devastate existing infrastructure to MBTA and abutters and MUST be thoroughly assessed before passing the PDA. Driving 150 foot pilings into that specific area could be devastating to antiquated infrastructure of two MBTA lines going right underneath the site let alone to the foundation of the Kenmore Tower. God help us when
					foot pilings into that specific area could be devastating to antiquated infrastructure of two MBTA lines going right underneath the site let alone to the foundation of the Kenmore Tower. God help us when the subway collapses. Once a PDA is passed, as neighbors we will have NO recourse and no rights as abutters. 3.) The ?public benefit? of a proposed path to Brookline Ave is non-existent. This is a path that has no tie in to any existing patterns. You must review traffic and the guidelines for public benefit before passing any PDA. Rumor has it that "this project" is in the bag but I have great hope in our city officials that you will consider the comments and concerns of neighbors. Again, thank you for your time and consideration. Sincerely Lexie Gross

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5/1/2018	Phillip	Ross		Oppose	This project is outsized and unnecessary for this neighborhood. What would be beneficial to the area is more housing to bring in residents interested in making the area into a true neighborhood, not an additional 700 units of transient housing. Additionally, the developers effort to frame this project as good for the residents of Kenmore square is disingenuous. They should be upfront about their priorities, which is they are running a business and want to maximize their profits, plain and simple. If they wanted to develop the neighborhood in a way that balances the needs of the city and the welfare of the current residents, mixed-income housing with space for retail and restaurants on the ground level would be a superior alternative. In addition to these concerns, the construction would create a major obstacle for residents seeking to navigate Kenmore square. Even after construction the hotels necessary delivery and pick up of goods in large trucks will also hold up traffic and further congest an intersection that is already dangerously busy and a major choke point. Assurances that delivery trucks will not block traffic cannot be relied upon as currently trucks making deliveries to the existing Buckminster hotel property often stop in the street.
5/1/2018	Cory	DiBenedetto		Oppose	This now my second comment. After attending both community meetings, I can no longer hold my tongue. The mere fact that this is even in a review-able process, leads me to believe that the process of proposal for the PDA is being vastly misused in this case. How can it be allowed that these 2 entities, specifically the Citizens Bank property, even apply for a PDA without Kenmore Tower in the project team. It is far beyond the realm of what is decent. It makes me wonder if words like owned air rights, ethics, or even moral compass have any meaning to the powers that be in these past 2 community meeting. It seems to me that these "community" meetings were only called to inform the community that the city doesn't actually care about them at all. What they seemingly care more about is their individual selves. The Project Manager cares about planting his flag in the City of Boston as the guy that recreated Kenmore Square. The developers were at least what we expected developers to be, presenting a profit maximizing project where the benefit to the community is an afterthought if there at all, and only present as a necessity to the PDA. I have not come across one person outside of the development team that claims this would be a benefit to the City of Boston. There is a good reason for that, because it is a bad idea. It won't benefit the community, it will inconvenience it, even worse endanger it. Though for arguments sake lets say it is a benefit to the city; allowing the joint PDA without Kenmore Tower (566 Commonwealth Ave) can be described as nothing other than City Government sponsored theft. This PDA proposal needs to be rejected, and more over any future PDA involving 560 Commonwealth must include 566 Commonwealth. Frankly that should never happen either. Kenmore Square, for the sake of Boston needs to remain at its current height restrictions. Great effort has gone to maintaining the architectural integrity of the square and streets of Beacon and Commonwealth, and this project is an unnecessary and egregious interruption of that ongoing effort. So yes, at this point the process of proposal for

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					the PDA is being vastly misused by the developers. However, if this process is allowed to continue further, it will then be the City which is misusing the PDA. I beg you, do what is right.
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					effort. So yes, at this point the process of proposal for the PDA is being vastly misused by the developers. However, if this process is allowed to continue further, it will then be the City which is misusing the PDA. I beg you, do what is right.

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5/1/2018	Cory	DiBenedetto		Oppose	This now my second comment. After attending both community meetings, I can no longer hold my tongue. The mere fact that this is even in a review-able process, leads me to believe that the process of proposal for the PDA is being vastly misused in this case. How can it be that these 2 entities, specifically the Citizens Bank property, even be allowed to apply for a PDA without Kenmore Tower in the project team. It is far beyond the realm of what is decent. It makes me wonder if words like owned air-rights, ethics, or even moral compass have any meaning to the powers that be in these past 2 community meeting. It seems to me that these "community" meetings were only called to inform the community what is going to be done and that the city doesn't actually care about them at all. What they seemingly care more about is their individual selves. The Project Manager cares about planting his flag in the City of Boston as the guy that recreated Kenmore Square. The developers were at least what we expected developers to be, presenting a profit maximizing project where the benefit to the community is an afterthought if there at all, and only present as a necessity to the PDA. I have not come across one person outside of the development team that claims this would be a benefit to the City of Boston. There is a good reason for that, because it is a bad idea. It won't benefit the community, it will inconvenience it, even worse endanger it. Though for arguments sake, lets say it is a benefit to the city; allowing the joint PDA without Kenmore Tower (566 Commonwealth Ave) can be described as nothing other than City Government approved theft. City Government approved theft. This PDA proposal needs to be rejected, and more over any future PDA involving 560 Commonwealth must include 566 Commonwealth. Frankly that should never happen either. Kenmore Square, for the sake of Boston needs to remain at its current height restrictions. Great effort has gone to maintaining the architectural integrity of the square and streets of Beacon and Commonwealth, and this project is an unnecessary and egregious interruption of that ongoing effort. So yes, at this point the process of proposal for the PDA is being vastly misused by the developers. However, if this process is allowed to continue further, it will then be the City which is misusing the PDA. I

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
5/1/2018	Diane	Blum	Kenmore Tower	Support	I am a shareholder (co-op owner) in Kenmore Tower. My daughter occupies the apartment. We purchased the unit last year. I think that IF THIS PROJECT IS CAREFULLY PLANNED AND EXECUTED it will improve the vitality and walkability of the Kenmore Square neighborhood. It will help extend the vibrant city neighborhood feeling further along Commonwealth Avenue and Brookline Ave. With the goal of IMPROVING the neighborhood, these are my concerns: GROUND LEVEL USES SHOULD BE WELCOMING RETAIL - restaurants, bars, stores, fitness center, etc. that stay open late. A welcoming hotel lobby with amenities for the public is good too. CAREFUL PLANNING FOR THE EASE OF PEDESTRIANS. There must be easy access to clear, safe, and inviting pedestrian pathways and PEDESTRIAN FRIENDLY TRAFFIC PATTERNS. The current crossings in Kenmore Square, particularly Brookline Ave must be improved. GROUND LEVEL AESTHETICS - should be pleasing and of a scale that is people friendly, not large and imposing. Including landscaping but uncluttered for the sake of easy visibility and safety. MINIMIZE CONSTRUCTION IMPACTS of noise, debris, air pollution, traffic and PEDESTRIAN disruption I understand that other co-op owners are opposed to this development which impacts the views from their units. This will decrease the value of their units. The view from my unit will not be impacted, although it appears there will be more shade on the balcony. But I think OVERALL the potential INCREASED VIBRANCY of the neighborhood has the potential to increase the value of Kenmore Towers.
5/1/2018	Marc	Waterfall		Support	Support.
5/1/2018	Jacob	Oppenheim		Support	High hotel prices and the shortage of rooms that causes them are a huge problem for the hiotevh startup where I work and for me to have family and friends visit.
5/1/2018	stephen	sullivan		Oppose	I write in connection with the above Letter of Intent dated May 30th, 2017 and Project Notification Form dated March 12th, 2018. I have examined the documents and presentation and know the sites well. I wish to object strongly to the development in this location. Safety is of the utmost concern. The additional traffic generated by the hotels with zero parking on the Commonwealth Ave site and limited parking on the Beacon St site is incomprehensible. The nearby Hotel Commonwealth, with 245 Rooms with an attached garage consistently endures double and triple parking along with blocking of Commonwealth Ave and Kenmore St coupled with delivery vehicles queueing up to the delivery area. The proposed hotel on Commonwealth Ave alone has more than 50% more rooms than the nearby Hotel Commonwealth coupled with retail, banking, and meeting facilities with absolutely no parking. The Commonwealth Ave site currently provides 4 metered parking spaces on the Beacon St side with no parking or loading on Commonwealth Ave side of building. Safety is paramount and this project from construction to occupancy is fraught with peril. It is a disaster of epic proportions if approved
5/1/2018	Christian	Alexander		Oppose	This construction as planned is much too big for it's location. It will be a blight upon Kenmore Square and the entire Back Bay.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
5/1/2018	Tim	Lawrence		Support	I'm writing to express my support for the 560 Commonwealth Ave/645 Beacon (Kenmore Square hotels) project. As we all know, Boston suffers from a lack of hotel rooms and this project supplies a hearty 677 rooms that will provide welcome relief to the hotel market. Additionally, the urban design is quite good here with towers that work very well in the urban fabric of Kenmore Square. They manage to be distinct, yet contextual. I urge the BPDA to approve this project!
5/1/2018	Makarand	Mody	Boston University	Oppose	I teach at the School of Hospitality Administration at Boston University. So I am, in general, supportive of the hotel industry in the city. However, there are several problems with this proposed development which I feel obligated to mention. And many of these issues are what I research in my field, and have evidence to support my points. 1) Firstly, the hotels being proposed are extremely big. None of the hotels in this area are so monstrous. These kind of hotel sizes are ok in the downtown area of a city, not in a residential neighborhood. The buildings in this area are not so tall, and these hotels will look completely out of place, and ruin the building landscape of Kenmore. Hotels need to blend into the landscape, and should not be eyesores like these proposed hotels will be. The charm to the area will be completely lost. 2) The traffic and congestion that will result from the increased activity, in addition to the nuisance of having large number of additional visitors/pedestrians will make this area unliveable. Kenmore Square is already a place that gets congested on weekends, and during Red Sox games. 3) There will be a lot of additional noise that will result from this increased activity. 4) The additional litter/garbage will make Kenmore a mess. Kenmore Square already gets quite dirty, with (drunk and homeless) people throwing stuff on the streets, particularly during game days and during the weekends. Its only going to get worse with the exponential rise in tourists in the area. 5) Boston already has a shortage of housing supply. By adding more rooms to the hotel inventory, instead of using the available space for housing, the city seems to be only exacerbating the problem. When will the needs of residents be considered over commercial interests? If these hotel projects are going to be approved anyway, they should be of a much smaller size. Lesser floors and rooms. There is a concept of carrying capacity in sustainable development, and much of this proposed development seems to go against the knowledge we have in this domain.
5/1/2018	Cyrus	Tehrani		Support	I fully support this project as proposed. This project will help revitalize Kenmore Square and will add much needed supply of hotel rooms. Added supply of hotel rooms will reduce demand for short term rental platforms like Airbnb, which will ease the pressure that short term rentals put on our housing stock. If our City Council wants to regulate Airbnb, then we must be adding hotel rooms at the same time. Also, I love how the design is so pedestrian friendly-improving the walkability and accessibility of Kenmore Square. Please approve the project as proposed.