DRAFT PROJECT IMPACT REPORT

12-28 Lansdowne Street

PHOTO CREDIT: NEOSCAPE

SUBMITTED TO

Boston Planning and Development Agency

SUBMITTED BY

175 Ipswich Street, LLC
c/o Fenway Sports Group Real Estate

June, 2019

PREPARED BY

flink CONSULTING

vhb

IN ASSOCIATION WITH

DAIQ Architects
Jones Lang LaSalle
Foley Hoag LLP
Tremont Preservation
WSP
Neoscape
McNamara Salvia
Howe Engineers
Haley & Aldrich
Golder Associates, LSP
Axiom Partners, Inc.
Gilbane

This Page Left Intentionally Blank

FENWAY | SPORTS | GROUP

4 Jersey Street, Boston, MA 02215 USA
TEL +1.617.226.6000 FAX +1.617.226.6789

June 14, 2019

Mr. Brian Golden, Director
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Attn: Tim Czerwienski, Project Manager

Re: Draft Project Impact Report – Article 80 Large Project Review
12 – 28 Lansdowne Street

Dear Director Golden:

175 Ipswich Street, LLC (the "Proponent"), an affiliate of Fenway Sports Group Real Estate ("FSG Real Estate"), is pleased to submit the enclosed Draft Project Impact Report (DPIR) to continue the large Project Review process in accordance with Article 80B of the Boston Zoning Code for the 12-28 Lansdowne Street project ("Project"). We filed an EPNF for the Project on February 22, 2019 and the BPDA issued its Scoping Determination on May 15, 2019. Throughout the extensive review process over the past several months, our team has received broad, strong support for the concept of creating a performing arts center (the "Fenway Theater") and also making enhancements to serve fans in the Fenway Park Bleachers (the "Fenway Park Improvements"). We appreciate the thoughtful comments and suggestions that we have received, and they have spurred us to make significant modifications that we believe make the entire project better with respect to design and integration into the local Fenway neighborhood.

Since the filing of the EPNF, we have had constructive meetings organized by the BPDA with the Impact Advisory Group (IAG) and general public, as well as numerous meetings with the BPDA, the Boston Transportation Department, Inspectional Services Department, Boston Civic Design Commission, Boston Landmarks Commission, and other City agencies. We have continued to meet with individuals and organizations and, earlier this month, we hosted another neighborhood community meeting at which we presented project updates and solicited feedback. Through these months of extensive meetings and through the written comments submitted by various agencies and members of the public, we have improved the Project and offer more detailed commitments in the DPIR with respect to urban design and public realm, sustainability, community benefits, and transportation infrastructure improvements and mitigation.

We have prepared this DPIR to address the Scoping Determination and comments raised through this process. As presented in detail in the DPIR materials, significant refinements to the design and program have been made, most notably:

- Design refinements to the Fenway Theater to improve its appearance, functionality and contextual integration into the Lansdowne Street and Ipswich Street environments.

- Design modifications to the Fenway Park Improvements to preserve both a greater number of existing Bleacher seats and more existing Fenway Park structure while providing the desired amenities to fans throughout the Bleachers.
- Public realm/streetscape elements to include a large and welcoming plaza at the Fenway Theater's entrance, widened sidewalks, and enhanced pedestrian, bicycle and transit access.
- Improved sustainability and renewable energy measures.
- Commitment to a broad menu of community benefits for the residents, businesses and institutions in the Fenway/Kenmore neighborhoods, including a major partnership with the Boston Arts Academy.

With these refinements to our original Project proposal, we believe that together with the BPDA, City agencies and local community, we can create an iconic, first-class performing arts venue that brings great experiences and memories to people throughout New England, boosts the local and regional economy, and provides tangible benefits to the people who live and work in the neighborhood.

We look forward to continuing to work collaboratively with the BPDA, other City agencies, the Impact Advisory Group, and interested members of the community., We will publish notice of submission of the DPIR, as required by Section 80A-2(3), coincident with the filing of this DPIR. Requests for copies of the EPNF should be directed to Kyle Greaves, AICP at (617) 607-2988 or via email at kgreaves@vhb.com.

Very truly,

Jonathan Gilula
175 Ipswich Street LLC

12 – 28 Lansdowne Street

Boston, Massachusetts

SUBMITTED TO **Boston Redevelopment Authority**
d/b/a Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

PROPONENT 175 Ipswich Street, LLC
c/o Fenway Sports Group Real Estate
4 Jersey Street
Boston, MA 02115

PREPARED BY **Flink Consulting, LLC.**
1000 Great Plain Ave. Suite 1
Needham, MA 02492

VHB
99 High Street, 10th Floor
Boston, MA 02110

In association with:
DAIQ Architects
Jones Lang LaSalle
Foley Hoag LLP
Tremont Preservation
WSP
McNamara Salvia
Howe Engineers

Haley & Aldrich
Golder Associates, LSP
Axiom Partners, Inc.
Neoscape
Gilbane

June 14, 2019

This Page Left Intentionally Blank

Table of Contents

Chapter 1: Project Description

1.1 Project Background and Review History 1-1
1.1.1 Status of City Review 1-2
1.2 Project Description 1-3
1.2.1 Proposed Development Program 1-3
1.2.2 Service Lot Relocation 1-7
1.2.3 Summary of Project Refinements Since the EPNF 1-7
1.3 Project Schedule 1-9
1.4 Summary of Community and Public Benefits 1-9
1.4.1 Community/Public Benefits 1-9
1.4.2 Project Benefits 1-11
1.5 Community Outreach and Agency Coordination 1-13
1.6 Regulatory Context 1-16
1.6.1 Anticipted Permits and Approvals 1-16
1.6.2 City of Boston Zoning Code 1-17
1.6.3 Article 80B – Large Project Review 1-18
1.6.4 Boston Civic Design Commission 1-18
1.6.5 BPDA Smart Utilities Policy 1-18
1.6.6 BWSC Site Plan Review 1-19
1.6.7 Groundwater Conservation Overlay District 1-19
1.6.8 Massachusetts Environmental Policy Act (MEPA) 1-19
1.7 Development Team 1-20
1.8 Legal Information 1-22
1.8.1 Legal Judgments or Actions Pending Concerning the Proposed Project 1-22
1.8.2 History of Tax Arrears on Property Owned in Boston by the Proponent 1-22
1.8.3 Evidence of Site Control 1-23
1.8.4 Public Easements 1-23

Chapter 2: Urban Design

2.1 Summary of Project Refinements 2-1
2.2 Summary of Key Findings and Benefits 2-1
2.2 Neighborhood Context 2-1

2.3 Design Concepts and Development 2-2
2.3.1 Character and Exterior Materials 2-2
2.3.2 Project Alternatives 2-4
2.4 Public Realm Improvements 2-5
2.4.1 Streetscape Improvements 2-5
2.4.2 Pedestrian Access/Circulation 2-6

Chapter 3: Sustainability/Green Building Design and Climate Change Resiliency

3.1 Summary of Project Refinements 3-1
3.2 Summary of Key Findings and Benefits 3-1
3.3 Regulatory Context 3-2
3.3.1 Massachusetts Stretch Energy Code 3-2
3.3.2 Article 37 of Boston Zoning Code 3-3
3.3.3 BPDA Climate Change Preparadness and Resiliency Policy 3-3
3.4 Sustainability/Green Building Design Approach 3-3
3.4.1 Compliance with Article 37 3-4
3.4.2 Utility Outreach/Coordination 3-6

Chapter 4: Transportation

4.1 Summary of Key Findings 4-1
4.2 Transportation Analysis Update 4-3
4.2.1 Additional Details on Venue Activity 4-3
4.2.2 Pedestrian Access and Safety 4-4
4.2.3 Public Transportation 4-6
4.2.4 Traffic Impacts and Management 4-9
4.3 Proposed Improvements/Mitigation 4-16
4.3.1 Public Realm Improvements 4-16
4.3.2 Event Management Plan 4-17
4.3.3 Transportation Demand Management 4-19
4.3.4 Summary of Transportation Improvements and Mitigation Measures 4-20
4.3.5 Transportation Access Plan Agreement (TAPA) 4-23

Chapter 5: Environmental Protection

5.1 Summary of Key Findings and Benefits 5-1
5.2 Construction Phasing and Schedule 5-1
5.2.1 PHASE 1 (April 1, 2020 to July 31, 2020) 5-2
5.2.2 PHASE 2 (October 1, 2019 to April 1, 2020) 5-2
5.2.3 PHASE 3 (August 1, 2020 to August 1, 2021) 5-2

5.3 Construction Management 5-3
5.3.1 Site Preparation and Staging 5-3
5.3.2 Stormwater Runoff/Erosion Control 5-4
5.3.3 Soil Management 5-5
5.3.4 Air Quality 5-5
5.3.5 Noise 5-5
5.3.6 Construction Traffic and Parking 5-6
5.3.7 Odor 5-6
5.3.8 Rodents 5-7
5.3.9 Construction Staging – Public Safety 5-7

Chapter 6: Response to EPNF Comments

6.1 BPDA Scoping Determination 6-5
6.2 City Agencies and Members of the Impact Advisory Group (IAG) 6-19
6.3 Community Organizations 6-62
6.4 Responses to Public Comments by Topic 6-97

APPENDICES

Appendix A: BPDA Scoping Determination*

Appendix B: BPDA Checklists

Appendix C: List of Abutters and Interested Parties

Appendix D: 2018 Neighborhood Affairs Summary

*Appendices provided on enclosed CD-ROM due to large file size. Hard copies are available upon request.

This Page Left Intentionally Blank

List of Tables

Table No.	Table Title	Page Number
1-1	Proposed Development Program Summary	1-4
1-2	Agency and Community Outreach Meetings	1-14
1-3	List of Anticipated Permits and Approvals	1-16
1-4	Project Team	1-20
4-1	Anticipated Peak Service Demands During Fenway Park Events	4-13
4-2	Draft Loading Dock Management Plan for 12-28 Lansdowne Street	4-15
4-3	Fenway Park BPD Officer Traffic Control: Game Day and Special Events	4-18
4-4	Summary of Proposed Transportation System Improvements and Mitigation Measures	4-21
6-1	List of EPNF Comment Letters Received	6-1
6-2	List of Support Letters Received on the EPNF	6-2

This Page Left Intentionally Blank

List of Figures

***Note: All report figures are provided at the end of each chapter.**

Figure No.	Title
1.1	Site Locus Map
1.2	Project Site Context
1.3	Existing Conditions Plan
1.4	Existing Conditions Survey Plan
1.5a	Existing Site Conditions Photos
1.5b	Existing Site Conditions Photos
1.5c	Existing Site Conditions Photos
1.5d	Existing Site Conditions Photos
1.6	Proposed Conditions Site Plan
2.1a	Neighborhood Context (existing)
2.1b	Neighborhood Context (proposed)
2.2a	Ground Floor Plan
2.2b	Mezzanine Floor Plan
2.2c	Loge Floor Plan
2.2d	Bleacher Overlook Plan
2.2e	Balcony Level Plan
2.3a	Project Sections
2.3b	Bleacher Overlook Section
2.4a	Lansdowne Street Elevations
2.4b	Ipswich Street Elevations
2.5a	Fenway Theater, Model View
2.5b	Fenway Theater, Model View
2.5c	Fenway Theater, Model View
2.6	Bleacher Overlook, Model View
2.7a	Existing View, High Home Plate
2.7b	Proposed View, High Home Plate
2.7c	Existing View, 1st Base Crossaisle
2.7d	Proposed View, 1st Base Crossaisle
2.7e	Existing View, 3rd Base Crossaisle
2.7f	Proposed View, 3rd Base Crossaisle
2.8	Fenway Theater, Rendered View
2.9	Streetscape Improvement Plan
2.10a	Streetscape Sections – Ipswich Street
2.10b	Streetscape Sections – Lansdowne Street
2.10c	Streetscape Sections – Intersection of Lansdowne and Ipswich Streets

2.11a Previous Study – Office, Broadcast Studios, Parking
2.11b Previous Study – Hotel, Function, Restaurant

3.1 LEED Checklist

4.1 Proposed Site Plan
4.2 Fenway Theater Queue Accommodations
4.3 Ipswich Street Loading Dock

5.1 Phase 1 (October 2019-April 2020)
5.2 Phase 2 (April 2020-July 2020)
5.3 Phase 3 (July 2020-August 2021)

1

Project Description

In accordance with Article 80B of the City of Boston Zoning Code (the "Code"), 175 Ipswich Street, LLC ("the Proponent"), an affiliate of Fenway Sports Group Real Estate (FSG Real Estate), respectfully submits this Draft Project Impact Report ("DPIR") to the Boston Redevelopment Authority (the "BRA"), d/b/a Boston Planning & Development Agency ("BPDA"). This DPIR is being filed to continue the Large Project Review process in accordance with Article 80B of the Boston Zoning Code and Enabling Act (the "Code") for the development of a performing arts center adjacent to Fenway Park (the "Fenway Theater"), construction of associated improvements to Fenway Park (the "Fenway Park Improvements"), and renovation of existing spaces to serve both the Fenway Theater and Fenway Park (the "Interior Renovations"), (collectively, the "Project"), in Boston's Fenway neighborhood.

This chapter provides an overview of the Projects' background and review history, describes existing site conditions and the Project, describes Project refinements since the Expanded Project Notification Form ("EPNF"), and summarizes Project-related public benefits. This chapter also presents updates on the regulatory context and agency and community outreach efforts, and identifies the development team

1.1 Project Background and Review History

The Project is to be located on certain property at 12-28 Lansdowne Street (also having the address 175 Ipswich Street) in the Fenway neighborhood of Boston, consisting of approximately 1.5 acres (67,400 square feet) bounded by Lansdowne Street to the north, Ipswich Street to the south and east, and Fenway Park to the west (the "Project Site"). Refer to Figure 1.1 for the site locus map and Figure 1.2 for site context.

The Project Site is currently comprised of an open-air service area, referred to as the "Triangle Lot", and an existing building that abuts the Bleacher Concourse of Fenway Park and houses dining/function spaces, back of house service areas, and parking for Fenway Park (the "Fenway Garage" building). Refer to Figure 1.3 for existing site conditions, Figure 1.4 for the site survey plan, and Figure 1.5a-d for photographs of the existing site.

The Triangle Lot has long been an open, paved lot accommodating service parking primarily for broadcast trucks, and a service yard for Fenway Park. The Fenway Garage building at 175 Ipswich Street has had a varied history. A year after baseball came to Fenway Park, the Fenway Garage opened on the site in 1913. The full-service garage could park up to 500 cars and had facilities to wash up to 24 cars at a time. The property was sold in 1960, and the garage was converted into a laundry plant. In 1961,

the Hospitals Laundry Association began operations as a central laundry facility for the area's hospitals. (In reference to this use, the structure is sometimes referred to as the "Laundry Building"). Two years into operation, more than 12 million pounds of laundry per year was being processed at the site. In 1988, the Red Sox acquired the building and it was returned to use as warehouse space, and as a garage for Fenway Park during home games, and public or permitted parking at all other times. In 2003, a portion of the Fenway Garage building was converted into a commissary for ballpark concessions operations, new restrooms, and function spaces, as part of renovations to Fenway Park. This repurposing reduced the parking capacity of the building to its current level of 105 spaces. In conjunction with these improvements, media trucks which had been located in the Right Field Concourse were relocated to the Triangle Lot. This move opened up space inside Gate B for improved Bleacher/Right Field concessions and restrooms, and a large picnic area in the newly created "Big Concourse" (described below), enhancing fan comfort in one of Major League Baseball's smallest ballparks.

The Project proposes to demolish a portion of the existing Fenway Garage building, reconfigure existing ballpark functions located within the building, construct a new multi-purpose performing arts center, and create additional improvements to Fenway Park that will enhance the fan experience and improve accessibility in the Bleacher and Grandstand areas, as described below in subsequent sections.

Collectively, the Project offers a considerable opportunity to rejuvenate an underutilized urban site, host a wide variety of live entertainment and civic events on a year-round basis, create new opportunities for performing arts programming and educational initiatives, improve the adjacent public realm, and become an asset to the vibrant Fenway neighborhood and the City as a whole. Refer also to Section 1.4 for a description of the anticipated community and project-related benefits.

1.1.1 Status of City Review

On February 22, 2019, the Proponent filed an EPNF with the BPDA initiating Large Project Review under Article 80B of the Code. A meeting was held with the Project's Impact Advisory Group ("IAG") and members of the community, as well as BPDA staff on March 11, 2019 and a public meeting held on the Project on March 12, 2019, in accordance with Article 80B. The BPDA issued its Scoping Determination on May 15, 2019 (the "BPDA Scoping Determination"). Refer also to Section 1.5 for a summary of community outreach and agency coordination on this Project that has taken place to date.

Since the filing of the EPNF, the Proponent has worked diligently to listen and respond to the comments and input received from the Project's IAG, the community, and City agencies. In response to these comments, the Proponent has proposed a number of enhancements to the Project since the EPNF, including significant design advancements to the Fenway Theater and the Fenway Park Improvements, expansion of the public realm along Ipswich and Lansdowne Streets, improved sustainability and transportation-related commitments, and commitment to a broad menu of community

benefits for the residents, businesses, and institutions in the Fenway/Kenmore neighborhoods, including a major partnership with the Boston Arts Academy ("BAA"). The Proponent's efforts to address feedback created a uniquely compelling Project on this very prominent Project Site in the heart of the Fenway neighborhood. Refer to Section 1.2.3 for a complete summary of Project refinements since the EPNF.

1.2 Project Description

Figure 1.6 presents the proposed site plan for the Project. The Project consists of approximately 146,0000 square feet of new and renovated gross floor area situated on approximately 1.5 acres within the Fenway Triangle Neighborhood Development Area Subdistrict and the Lansdowne Street Entertainment District of the Fenway neighborhood. The Project will include the following key components:

- *Fenway Theater - Performing Arts Center*[1]: The eastern portion of the Project Site, at the intersection of Lansdowne and Ipswich Streets, will house a new, state of the art, multi-purpose performing arts center, occupying approximately 91,500 square feet on four (4) levels (floor, mezzanine, loge, and balcony) and accommodating approximately 5,400 patrons.
- *Fenway Park Improvements*: At the western portion of the Project Site, approximately 32,000 square feet of new fan amenity areas serving Fenway Park will be built as a two (2) story vertical expansion of the existing Fenway Garage building.
- *Interior Renovations*: Approximately 22,500 square feet of the existing two (2) story Fenway Garage building interior area occupied by Fenway Park ballpark operations will be renovated to provide enhanced service and support areas to serve both the ballpark and the Fenway Theater.

The following section describes the development program, key components, and anticipated schedule for the Project.

1.2.1 Proposed Development Program

Table 1-1 below presents a summary of the proposed development program for the Project. Specific Project components are described more fully below.

[1] Throughout this document, the performing arts center is referred to as the "Fenway Theater" for reader convenience. The ultimate name of the theater has not yet been determined.

Table 1-1 Proposed Development Program Summary

Project Element	Approx. Square Footage[1]	Approx. Capacity	Approx. Height[2]
Fenway Theater[3]			
Performing Arts Center	91,500 SF	Approx. 5,400 Persons (varies depending on event)	3 Stories 67 feet to the top of the structural roof
Fenway Park Improvements[4]			
Bleacher Concessions, Bar, Restrooms and Overlook Seats	17,000 SF	Net Reduction of Approx. +/-140 Seats	4 Stories 67 feet to the top of the structural roof
Bleacher Function Space[5]	15,000 SF	Approx. 500 Persons for Banquet Approx. 600 Persons for Stand-up Function	
Sub Total	**32,000 SF**	NA	NA
Shared Spaces (Theater and Ballpark)			
Renovation of Fenway Garage building for a New Commissary/Central Kitchen, Lobbies, Service and Staff Areas	22,500 SF		NA
Total Gross Floor Area (GFA)	**146,000 SF[6]**		
Floor Area Ratio	**2.68**		
Total Parking	NA	Reduction of 105 spaces[7]	N/A

NA = Not Applicable
SF = square feet of site or lot area

1. All square footages are approximate. Unless otherwise noted, all areas provided herein are in Gross Floor Area (GFA) as such term is defined in Article 2A of the Code; therefore, such areas specifically exclude floor area devoted to mechanical equipment, storage, and service and loading areas.
2. In accordance with the Code, building heights are measured from "Grade", as that term is defined in Article 2A of the Code.
3. Fenway Theater includes ground floor; mezzanine, loge, and balcony seating; lobby and lounge areas; theater offices; concessions and toilets.
4. Fenway Park Improvements involve new construction in existing Bleacher space, new construction above the Fenway Garage building, and renovation of additional space in the Fenway Garage building. Approximately 25,500 SF of the Fenway Garage building will remain unchanged including the recently renovated Royal Rooters Club, concessions stands, elevators, elevator lobbies and access hallways, and restrooms.
5. It is assumed that Fenway Park patrons using this space in advance of a game will have ticketed seats elsewhere in the park. No change in Fenway Park's licensed capacity of 39,928 persons is being sought.
6. Includes approximately 123,500 SF of new GFA, and 22,500 SF of renovated GFA.
7. The Project will result in a loss of all 105 parking spaces in the Fenway Garage building.

Fenway Theater

The primary component of the Project, as currently conceptualized, involves construction of the Fenway Theater, a new, state-of-the-art, multi-purpose performing arts center with an approximately 5,400-person capacity at the intersection of Lansdowne and Ipswich Streets. The Fenway Theater is intended to fill a void in the landscape of performing arts venues in the greater Boston area by providing a facility whose capacity sits between venues that accommodate less than 2,500 patrons and the larger arena/stadium venues. In contemplating this Project, a market analysis was completed to better understand the need for and desired capacity for an indoor live entertainment venue. The range of anticipated uses and attendance at the Fenway Theater is summarized in Section 4.2.1. The venue will be operated by a newly formed joint venture which will also operate the nearby House of Blues ((“HOB”), d.b.a the “Fenway Music Company”). This relationship will ensure that scheduling of events planned for the two venues will be closely coordinated.

The Fenway Theater will host a wide variety of live entertainment events on a year-round basis, enlivening the Lansdowne Street Entertainment district on both Fenway Park event days and non-event days, and providing a steady stream of patrons for the neighborhood's many restaurants and retail establishments.

The Fenway Theater will also create new opportunities for performing arts programming and educational initiatives, establishing a world-class performing arts center located just steps away from the Boston Arts Academy, Berklee College of Music and Boston Conservatory at Berklee, as well as many other schools and arts programs located in the greater Boston area. It is expected that thousands of students and performers will have the opportunity to perform in this new venue, pursue employment and internships, engage in professional development and educational programs, and enjoy live performances as both performers and audience members.

Other than backstage support areas, which will be housed within renovated areas of the Fenway Garage building, the Fenway Theater will be entirely new construction. The Fenway Theater will also house a central plant mechanical system to serve the entire Project. Refer to Figure 1.6 for a proposed conditions plan.

Since the EPNF, the Proponent is proposing a revised design to the façade of the Fenway Theater building. The extent of the existing Fenway Garage façade to remain along Ipswich and Lansdowne Streets has been increased to create a more cohesive architectural transition between the Fenway Garage building to remain and the Fenway Theater. Please refer to the discussion of additional on-going refinements under consideration in Sections 1.2.3, and in Sections 2.3.1 of Chapter 2, *Urban Design*.

Fenway Park Improvements

The Fenway Park Improvements will include a new two (2) story, approximately 32,000 square foot vertical addition constructed above the existing roof of the Fenway Garage building, directly adjacent to and accessed from the existing Right Field Grandstand and Bleacher seats within Fenway Park. The lower level of the addition will contain

expanded food, beverage and restroom areas, improved and fully accessible circulation and exit facilities, and new seating areas for fans that will enhance the fan experience in the Bleacher and Grandstand seats (the "Bleacher Overlook"). The upper level of the vertical addition will contain a multi-purpose reception/function room with views into Fenway Park that can accommodate approximately 500 persons seated at a banquet, or 600 in a standing group. This space is expected to be utilized for group events before or after Fenway Park events, or for private functions on non-event days.

Since the EPNF, the Proponent is proposing a revised design to the Bleacher Overlook area. The current scope of these improvements includes the removal of the uppermost three (3) rows (previously six rows in the EPNF), of Right Field Bleacher seats, consisting of 279 seats (previously 450 seats in the EPNF). These seats will be replaced with counter seating and dedicated standing positions serving a total of 144 fans. The result is a net reduction of approximately 140 seats within Fenway Park. There will be no change in Fenway Park's legal capacity as a result of this Project. Refer to Figures 2.2a-e, Figures 2.3a-b and 2.7 a-f of Chapter 2, *Urban Design*, for proposed conditions design documents. The Fenway Park Improvements component of the Project received approval from the Boston Landmarks Commission (BLC) on May 28, 2019, subject to the proviso of limited further design review (please refer to the discussion of on-going refinements under consideration in Section 1.2.3). Following the submission of the DPIR, the Proponent anticipates meeting with the BLC on June 25, 2019 to present an update on the Project design.

Interior Renovations

The existing Fenway Garage building occupies the majority of the Project Site, with a footprint of approximately 50,000 square feet. Approximately 20,000 square feet of this footprint will be removed in order to create sufficient area to accommodate the Fenway Theater. The remaining interior areas of the Fenway Garage building along Ipswich Street that are currently occupied by Fenway Park ballpark operations will be renovated to house expanded shared service and support areas to serve both Fenway Park and the Fenway Theater. The remaining interior areas along Lansdowne Street will be renovated to include concessionaire and Fenway Theater office areas, backstage support areas, and a new public lobby to serve the Fenway Park function space on the top level of the Fenway Park Improvements. A new central kitchen and food service commissary will replace existing parking areas on Level 2.

Existing space comprised of the Royal Rooters Club, elevator lobbies and access hallways, concession areas, and restroom areas adjacent to the Big Concourse and built as part of earlier Fenway Park improvement projects will remain essentially unchanged from existing conditions. Refer to Figure 1.6 for a proposed conditions plan, and Figures 2.3a-e for Project floor plans.

1.2.2 Service Lot Relocation

The existing service, loading and receiving activities which currently occur within the Triangle Lot will be relocated to newly constructed, dedicated off-street, interior loading dock bays within the Fenway Garage building accessed from Ipswich Street. The concessionaire employee check-in and secure entrance will also be relocated to a dedicated entry off of Ipswich Street. Mail processing and grounds/concession materials storage will be relocated within the ballpark or moved off-site.

Broadcast production trucks, which currently occupy the Triangle Lot on event days, are proposed to be relocated to the existing surface parking lot located to the southwest of the Project Site at the intersection of Ipswich Street and Van Ness Street at 189 Ipswich Street (the "189 Ipswich Street Lot"), owned by a Fenway Sports Group affiliate. The 189 Ipswich Street lot currently accommodates parking for approximately 140 vehicles. Improvements to the 189 Ipswich Street lot will enable the relocation of critical infrastructure and existing Fenway Park operations currently located on the Project Site. Current plans include providing broadcast cabling to this location via a below grade crossing on Van Ness Street.

1.2.3 Summary of Project Refinements Since the EPNF

Considerable community and agency outreach and design review has occurred on this Project since its inception (as described in Section 1.5). Informed by community and agency comments and input, the following section summarizes refinements to the Project since the EPNF filing.

- **Urban Design/Architecture**: In response to comments received on the EPNF and in connection with design review with the Boston Civic Design Commission ("BCDC"), and the Boston Landmarks Commission ("BLC"), the conceptual design of the Project has advanced. Specific refinements include:
  - **Fenway Theater Façade:** The extent of the existing Fenway Garage façade to remain along Ipswich and Lansdowne Streets has been increased since the EPNF in order to accommodate the existing arched "end cap" bays currently located at the eastern corner of the Fenway Garage building. The eastern end cap bays will be reconstructed as portions of the new Fenway Theater façade, creating a more cohesive architectural transition between the Fenway Garage building to remain and the Fenway Theater. The existing Fenway Garage building façade to remain will occupy a substantial portion of the Project's perimeter, providing almost 50 percent (previously 40 percent in the EPNF), of the Lansdowne Street and Ipswich Street frontage.

    Pilaster elements have been added to the standing seam metal cladding at the sidewalls of the Fenway Theater to add visual interest, reduce the scale of the façade, and provide an enhanced architectural framework for the proposed Fenway Theater signage. Refer to Section 2.3.1 in Chapter 2, Urban Design, for

additional details on exterior character and materials. Refer also to Figures 2.4a-b for updated Project elevations.

- **Fenway Theater Entrance**: The entrance of the Fenway Theater has been further set back from the intersection of Lansdowne and Ipswich Streets to provide a more generous public space and plaza. In conjunction with this improvement, an expanded awning provides additional protection for those waiting to enter the Theater.
- **Fenway Park Improvements**: The Proponent is proposing a revised design to the Bleacher Overlook area to achieve the intended Project goals while reducing the number of bleacher seats lost. The Proponent's current proposal includes the removal of the uppermost three (3) rows (previously six rows in the EPNF), of Right Field Bleacher seats, consisting of 279 seats (previously 450 seats in the EPNF). These seats will be replaced with counter seating and dedicated standing positions serving a total of 144 fans. The result is a net reduction of approximately 140 seats within Fenway Park (previously 300 seats in the EPNF).

› **Public Realm/Streetscape – Sidewalk Dimensions:** The dimensions and articulation of the pedestrian zones have been advanced. Along Lansdowne Street, the Proponent is now proposing to increase the width of the pedestrian zone near the Theater entrance to approximately 24 feet (previously approximately 17 feet) to maximize the effective width of the sidewalk to accommodate Fenway Theater patrons and pedestrian through traffic. Where feasible, existing street trees to the west of the Theater entrance will be preserved and new lighting will be installed.

Along Ipswich Street, the Proponent proposes to increase the width of the pedestrian zone near the Fenway Theater entrance to approximately 20 feet to accommodate Fenway Theater patrons and pedestrian through traffic. To enhance pedestrian comfort, a furnishing zone of approximately six (6) feet will provide new street trees and furnishings in the vicinity of the improved bus stop and new shelter.

Refer to Section 2.4.1 of Chapter 2, *Urban Design*, for additional information on Street Scape Improvements Please also refer to Figure 2.9 for a public realm improvements plan, and Figures 2.10a-c for streetscape section plans.

› **Sustainability/LEED®**: The Proponent will seek to achieve a LEED Gold certifiable design under the USGBC's LEED® v4 rating system, and will explore all reasonably feasible opportunities to optimize sustainability beyond the level currently assumed. Refer to Figure 3.1 of Chapter 3, *Sustainability/Green Building Design and Climate Change Resiliency,* for an updated LEED Checklist.

› **Clean and Renewable Energy:** In 2008, the Red Sox became the first team in Major League Baseball to install solar thermal panels at their ballpark. In keeping with this commitment to sustainability, the Proponent is committing to installing a rooftop solar photovoltaic ("PV") system as part of this Project.

› **Development Program**: Since the EPNF, the proposed development program has increased by approximately 10,000 SF. The increase in square footage is a result of design advancements that have better defined space associated with the three

Project components. There have been no changes to the capacity of the Performing Arts Center (approximately 5,400 persons) or the Bleacher Function Space (approximately 500-600 persons), the legal capacity of Fenway Park, or the proposed massing envelope since the EPNF.

1.3 Project Schedule

The Project has recently completed the design development milestone for all core and shell elements and the interior renovations of the areas of the Fenway Garage Building to remain. The Proponent intends to commence construction in the fall of 2019, immediately following the completion of the Red Sox baseball season. Full Project completion is targeted for Summer of 2021. One of the objectives of the schedule is to complete active construction activity prior to the opening of the new BAA located across Ipswich Street from the Project Site.

Upon completion of the 2019 baseball season, construction activities will include the relocation of the electrical service; the construction of the new loading dock, trash, and recycling facilities; demolition of portions of the existing Fenway Garage Building; and the renovation of areas to remain, including the new commissary. It is intended that these elements will be substantially prior to the start of the 2020 baseball season.

Site work, foundations, and structural work for the vertical expansion of the Fenway Park Improvements and the Fenway Theater will also commence during the 2019/20 off season. Fenway Park Improvements are targeted for occupancy during the 2020 baseball season. Construction of the balance of the Project, including the completion of the Fenway Theater, will continue through summer of 2021.

1.4 Summary of Community and Public Benefits

The Project will provide an iconic, state-of-the-art performing arts center serving the City and the region and will invest in additional improvements to the City's beloved Fenway Park. This Section summarizes the anticipated community and public benefits of the Project for the surrounding neighborhoods and the City of Boston. This Section also highlights the significant Project related transportation, economic and sustainability benefits.

1.4.1 Community/Public Benefits

Partnerships

Boston Arts Academy – Building on the Red Sox organization's partnership with the BAA over the years, in May 2019, the Red Sox organization (the team and Foundation) and the Fenway Music Company (the new joint venture that will operate the Fenway Theater) announced a major long-term partnership with the BAA, including:

- An unrestricted donation of $500,000 over a five-year period and assistance with BAA's capital campaign;
- The opportunity to present BAA events at the Fenway Theater, including the school's Honors Gala and Graduation, and other events from time to time;
- Internships and paid jobs available to BAA students;
- Access to the Theater on open dates for students and classes for teaching purposes;
- Mentorships with Red Sox and Fenway Music Company business professionals for BAA students, along with guest speaking and teaching appearances by Red Sox and Fenway Music Company professionals; and,
- Discounted tickets from time to time, as circumstances permit, for BAA students, faculty and fundraising purposes.

Through this robust partnership, the new Fenway Theater will provide significant support for the BAA's students and teachers.

Other Local Arts Institutions – While the Proponent's primary educational partnership focus is with the BAA, the Fenway Theater will also collaborate with other local arts institutions, including the Berklee School of Music, Boston Conservatory at Berklee, New England Conservatory, and various other members of the Fenway Alliance, so that those institutions can explore ways to use the Theater for performances and events, have access to internships, and provide students with the opportunity to see Theater performances.

Community Access

Discounted Tickets – As circumstances permit, the Theater will provide discounted tickets to local residents, subject to availability, and in some cases may provide complimentary tickets to local non-profit organizations.

Community Use of the Theater – The Theater will provide local non-profit organizations with the opportunity to use the venue on a discounted basis for special events, performances and fundraisers, subject to availability.

Public Art

Annual Visual Arts Event – The Red Sox organization and Fenway Music Company will work with local arts organizations to establish a visual arts event on an annual basis with displays of work by local artists in Fenway Park and/or the Fenway Theater for one or several days, similar to or in conjunction with local "Open Studios" events.

Additional Art Displays – The Theater will also explore providing limited opportunities to display works by local artists, subject to Fenway Music Company's discretion, within the Theater.

Supporting Workers

New, High Quality Jobs – The Project will create approximately 80 full-time positions, and approximately 450 part-time positions on-site. The Theater will provide its full-time and part-time employees with appropriate compensation and benefits. The Project is also anticipated to create over 200 construction jobs on site in a variety of trades during the peak of construction.

Opportunities for Local Residents – Subject to applicable legal requirements, the Theater will offer hiring preference for part-time and full-time job opportunities to qualified applicants who live in the local area. The Theater will coordinate with Fenway CDC, Operation P.E.A.C.E. and other local non-profit organizations to provide information on job opportunities.

Community Contributions

The Red Sox organization has a long-established record of providing significant financial, in-kind and promotional support to a wide range of local non-profit organizations in the Fenway/Kenmore neighborhoods, and will continue to do so. In addition, the partnership with the BAA and the Project's substantial transportation and streetscape improvements represent very significant investments in the local neighborhood. Beyond those investments, the Proponent envisions providing additional financial support to the City and to local non-profit organizations over time.

1.4.2 Project Benefits

Additional Project-related benefits are highlighted in the following paragraphs.

Urban Design/Public Realm and Accessibility

- The design and quality of the Fenway Theater will be a positive addition to the arts and cultural assets in the Fenway neighborhood. The building massing and articulation of the façades have been designed to respect and complement the street wall alignments and architectural and historic character of Fenway Park, the Fenway Garage building, and the surrounding neighborhood.
- The Project is anticipated to dramatically improve the pedestrian experience along Ipswich and Lansdowne Streets, replacing a dark, open, paved service lot surrounded by chain link fence with the new Fenway Theater that will further activate the street and engage with passersby.
- The Project is anticipated to promote public safety through implementing a site design that provides a safe and universally accessible facility from all directions.
- The Fenway Park Improvements will improve the fan experience and accessibility for fans seated in the Bleachers by providing improved circulation and exit facilities, and improved concessions, new seating areas for fans and restrooms in the Right Field Grandstand and Bleacher seats of Fenway Park.

Transportation

- The Project proposes an enhanced streetscape, including wide, accessible sidewalks, improved bus stops with shelters, improved street lighting, street bollards to protect pedestrians from vehicles, and facility and street level wayfinding advice consistent with the Boston Transportation Department's ("BTD's") Complete Streets guidelines.
- The Project is anticipated to provide enhancements at the intersection of Lansdowne and Ipswich Streets to improve the pedestrian crossings and calm vehicle traffic.
- The Project is anticipated to improve freight handling by expanding off-street loading facilities on-site and actively managing deliveries to both Fenway Park and the Fenway Theater.
- The Project is anticipated to incorporate bicycle accommodations in compliance with BTD's guidelines to encourage cycling and walking as strong transportation modes.
- The Project will not provide for any on-site parking and will implement a transportation demand management ("TDM") plan to encourage employees and patrons to use alternative modes of transportation.

Refer to Chapter 4, *Transportation*, Section 4.3 for a complete list of proposed transportation improvements and mitigation measures

Economic Benefits

Expanded Local Business and Retail Activity

- The Project is estimated to generate tens of millions of dollars annually in increased business for local restaurants and retail establishments, particularly in the Fenway and Kenmore neighborhoods.
- The Project continues Red Sox ownership's on-going investments in the City's beloved Fenway Park to ensure its long-term viability.

Enhanced Tax Revenues – The Project is expected to generate more than one million dollars annually in new real estate tax revenues for the City of Boston and significant state sales tax revenue to the Commonwealth.

Sustainability/Environmental Benefits

Stormwater Management

- The Project will improve the quality of and reduce the quantity of site stormwater runoff compared to existing conditions, and will include groundwater recharge in accordance with provisions applicable to the Groundwater Conservation Overlay District ("GCOD") to the maximum extent practicable.

› The Project will comply with the MassDEP Stormwater Management Standards, in accordance with the Massachusetts Wetlands Protection Act Regulations (310 CMR 10.00) and Water Quality Certification Regulations (314 CMR 9.00).

LEED Approach – The Project targets a high level of sustainability by designing the Project Site and buildings using the LEED v4 rating system to demonstrate compliance with Article 37 of the Code, Green Buildings. The Proponent will seek to achieve a LEED Gold certifiable design and will explore all reasonably feasible opportunities to optimize sustainability beyond the level currently assumed.

Energy Conservation / Greenhouse Gas Emissions Reduction

› The Project aims to achieve a reduction in stationary source CO2 emissions below an ASHRAE 90.1-2013 baseline, currently estimated at seventeen (17) percent, by reducing overall energy consumption through the incorporation of Energy Efficiency Measures ("EEMs") and energy-efficient design strategies, such as:

- High-performance glazing and efficient building materials (walls and windows);
- Condenser water plant that exceeds base energy code efficiency with variable speed technology;
- High-efficiency chillers with variable speed compressors;
- Low lighting power density;
- Ventilation air heat recovery; and
- Commissioning to help ensure major energy-using equipment is installed correctly.

Renewable Energy – The Proponent is committing to installing a rooftop solar PV system as part of this Project, and will continue to evaluate the feasibility of additional clean and renewable energy sources as the design progresses. The Proponent will provide a Green Building Report at the appropriate time that will provide additional details on the preliminary solar PV system. Refer also to Section 3.4.1 of Chapter 3, *Sustainability/Green Building Design and Climate Change Resiliency,* of the EPNF for the results of the clean and renewable energy analysis.

Climate Resilience – By designing for resilience, the Project seeks to integrate climate change adaptations that reduce vulnerability given future changes in climate scenarios and natural events, such as severe weather. This is discussed more extensively in the revised BPDA Climate Change and Resiliency Checklist in Appendix B.

1.5 Community Outreach and Agency Coordination

The Proponent and its affiliated organizations value their relationships within the Fenway and Kenmore communities. Their active participation in those communities includes attending and hosting local meetings, sponsoring organizations and community events, and providing support and resources to various projects that benefit the community. The Red Sox organization communicates with its neighbors about its

activities through weekly emails, frequent one-on-one meetings, availability to respond to feedback on a 24/7/365 basis, and it hosts regularly scheduled open public neighborhood meetings.

Throughout the planning of this Project and the Article 80 process, the Proponent has attended numerous meetings and outreached to city and state agencies, locally elected officials, representatives of numerous community groups and organizations, area developers, and neighbors. Table 1-2 highlights Project-related community and neighborhood outreach activities completed by the FSG Real Estate/Boston Red Sox organization since August 2018, when the Project was first introduced to the City.

Table 1-2 Agency and Community Outreach Meetings

Date	Meeting
June 4, 2019	Public Neighborhood Meeting at Fenway Park
June 4, 2019	Meeting with BTD
May 28, 2019	Boston Landmarks Commission Hearing
May 23, 2019	Meeting with representatives of Save Fenway Park
May 21, 2019	BCDC Design Subcommittee Meeting
May 17, 2019	PIC Coordination Meeting
May 16, 2019	BPDA/BCDC Coordination Meeting
May 7, 2019	Meeting with Boston Preservation Alliance
April 30, 2019	Meeting with Scape Development
April 29, 2019	Meeting with Mark Development
April 17, 2019	Meeting with Medical Academic and Community Organization ("MASCO")
April 17, 2019	Meeting with Emerald Necklace Conservance
April 16, 2019	BCDC Design Subcommittee Meeting
April 4, 2019	Boston Arts Academy Breakfast Outreach
April 4, 2019	Coordination meeting with the BPDA
April 3, 2019	Meeting with Fenway Center Development (John Rosenthal)
April 2, 2019	Outreach to Boston Public Schools
April 1, 2019	BPDA/BCDC Coordination Meeting
March 28, 2019	Meeting with MBTA
March 28, 2019	Outreach to Rep. Chynah Tyler
March 27, 2019	Coordination meeting with ISD and Fire Department
March 27, 2019	Meeting with Fenway Studios
March 19, 2019	BCDC Design Subcommittee Meeting
March 13, 2019	Outreach to BPDA
March 12, 2019	BPDA Public Meeting at Fenway Park
March 12, 2019	Coordination meeting with BWSC
March 11, 2019	IAG Meeting at Fenway Park
March 7, 2019	Meeting with Fenway Community Development Corporation (the "Fenway CDC")
March 6, 2019	Fenway Theater Scoping Session with BPDA & City Hall Staff

March 6, 2019	Meeting with Mayor' Office of New Urban Mechanics and BTD
March 6, 2019	Meeting with BTD Enforcement (Tim McKay)
March 5, 2019	Meeting with Boston Preservation Alliance
March 5, 2019	BCDC Design Subcommittee Meeting
February 28, 2019	Outreach to coordinate with BCDC
February 26, 2019	Meeting with Michael Nichols Audubon Circle Neighborhood Association ("ACNA")
February 26, 2019	Meeting with Fenway Civic Board
February 20, 2019	Outreach to with Tom Jones (neighbor)
February 12, 2019	Coordination meeting with BTD
February 11, 2019	Meeting with Lyons Group
February 7, 2019	Design Review coordination meeting with the BPDA
February 7, 2019	Neighborhood Advisory Committee Meeting
February 6, 2019	Outreach at Fenway Civic Annual Meeting
February 6, 2019	Meeting with Related Beal
February 4, 2019	Meeting with Samuels & Associated
January 31, 2019	Meeting with Operation PEACE
January 30, 2019	Meeting with Berklee at Berklee Campus
January 23, 2019	Coordination meeting with MBTA
January 22, 2019	Meeting with Fredericka Veikley (neighbor)
January 17, 2019	Meeting with Rep. Jon Santiago
January 16, 2019	Meeting with Laura Fogg of ACNA
January 15, 2019	Meeting with Mark Development
January 14, 2019	Meeting with Boston University (Kristin Grazioso)
January 11, 2019	Meeting with Fenway Alliance (Kelly Brilliant)
January 8, 2019	Meeting with Fenway CDC
January 7, 2019	Introductory meeting with ISD
January 4, 2019	Meeting with Fenway Victory Gardens
January 3, 2019	Meeting with Berkshire Bank (Martin O'Riordan)
January 3, 2019	Meeting with Pam Beale and Chris Strang
December 14, 2018	Zoning/Transportation coordination meeting with BPDA
December 13, 2018	Meeting with Fenway Community Center
November 28, 2018	Meeting with Boston Arts Academy
November 15, 2018	Pre-File Meeting at BPDA
October 1, 2018	Public Neighborhood Meeting at Fenway Park
September 19, 2018	Outreach calls made to 26 neighborhood groups, public officials & organizations
September 18, 2018	Meeting with BPDA to introduce the Project
September 13, 2018	Meeting with Councilor Josh Zakim
August 23, 2018	Meeting with Mayor's Office

These discussions have covered a diverse range of topics including urban design and public realm, community benefits, environmental impacts, and transportation. The Project team welcomes the input of the City and its neighbors and will continue to meet with the community and others as the Project moves through the Article 80B review process and construction.

1.6 Regulatory Context

This section identifies the anticipated permits and approvals required for the Project as well as the local planning and regulatory controls applicable to the Project.

1.6.1 Anticipated Permits and Approvals

Table 1-3 lists the anticipated permits and approvals from federal, state and local government agencies that are presently expected to be required for the Project, based on information currently available. It is possible that not all of these permits or approvals will be required, or that additional permits or approvals may be needed, depending upon the outcome of the community and regulatory review processes.

Table 1-3 List of Anticipated Permits and Approvals

Agency/Department	Permit/Approval/Action
City of Boston	
Boston Planning and Development Agency	• Article 80B, Large Project Review and Execution of Related Agreements and Disclosures • Design Review
Boston Civic Design Commission	• Design Review
Boston Zoning Board of Appeal	• Groundwater Conservation Overlay District (GCOD) Conditional Use Permit • Electronic Signage Condition Use Permit
Boston Zoning Commission	• Map Amendment (if required)
Boston Fire Department	• Fuel Storage/Tank Permit • Equipment and Access Permits • Plan Review • Approval of Fire Safety Equipment
Boston Interagency Green Building Committee	• Article 37 Green Building Compliance • Climate Change/Resiliency Checklist
Boston Inspectional Services Department	• Turndown Letter • Demolition Permit • Foundation Permit • Building Permit • Certificates of Occupancy
Boston Public Improvement Commission	• Specific Repair Plan • Canopy Approvals

	• Street and Sidewalk Occupancy Permits • Agreement for Temporary Earth Retention System, Tie-Back Systems and Temporary Support of Subsurface Construction (if required) • Curb Cut Permit (if required) • Approval for Underground Utility Connections
Boston Transportation Department	• Transportation Access Plan Agreement • Construction Management Plan
Boston Water and Sewer Commission	• Site Plan Approval • Temporary Construction Dewatering Permit (issued jointly with MWRA) • Water and Sewer Connection Permits • GCOD Approval Letter
Boston Parks Department	• Approval of Cutting of Public Shade Tree
Boston Landmarks Commission	• Accelerated Design Review – Fenway Park Improvements (*Approved on May 28, 2019 subject to provisio of limited further design review*)
Boston Public Works Department	• Street Opening Permit
Commonwealth of Massachusetts	
Massachusetts Water Resources Authority	• Temporary Construction Dewatering Permit (issued jointly with BWSC)
Massachusetts Board of Building Regulations and Standards	• Variance (if required)
Federal	
Federal Aviation Administration	• Determination of No Hazard to Air Navigation for Cranes
United States Environmental Protection Agency	• National Pollutant Discharge Elimination System (NPDES) Permit

1.6.2 City of Boston Zoning Code

As shown on Map 1Q of the City of Boston Zoning Maps, the Project Site is located within the Fenway Triangle Neighborhood Development Area ("NDA") of the Fenway Neighborhood District, which is governed by Article 66 of the Code. The Project Site is also located within the GCOD established by Article 32 of the Code, the Restricted Parking Overlay District established by Section 3-1A.c of the Code, and the Lansdowne Street Entertainment District Established by Section 11-7 of the Code. The Project Site is located within an area of the City in which Planned Development Area ("PDA") designations are permitted pursuant to Section 3-1A.a. of the Code.

The Proponent intends to design the Project to comply with the use and dimensional requirements of Article 66. Zoning relief in the form of Conditional Use Permits from the Boston Zoning Board of Appeal will be required to authorize electronic signage and to meet GCOD requirements. Depending upon the design evolution of the electronic signage, a Map Amendment from the Boston Zoning Commission may also be required.

1.6.3 Article 80B – Large Project Review

Because the Project exceeds 50,000 square feet of gross floor area, it is subject to Large Project Review by the BPDA pursuant to Article 80B of the Code. The Large Project Review process was commenced by the filing of a Letter of Intent with the BPDA on December 18, 2018, a copy of which was included in Appendix A of the EPNF.

The Proponent filed an EPNF on February 22, 2019, presenting details about the Project and providing a thorough impact analysis of transportation, environmental protection, infrastructure, and other components of the Project in order to inform City agencies and neighborhood residents about the Project, its potential impacts and mitigation proposed to address those potential impacts. On May 15, 2019, the BPDA issued a Scoping Determination requiring the filing of a DPIR, and requesting additional information for review. The Proponent has prepared this DPIR to provide that additional information, and to respond to comments received on the EPNF.

1.6.4 Boston Civic Design Commission

The Project will comply with all requirements related to review of the Project by the BCDC. Under Article 28 of the Code, the BCDC is authorized to review the schematic designs of large-scale development projects (gross floor area over 100,000 SF) and projects of special significance as determined by the BCDC. The purpose of the BCDC review is to assist and advise City officials with the design review of projects that affect the public realm, and to provide a forum for the general public and the professional design community to participate in the shaping of the City's physical environment. The BCDC review is advisory to the BPDA and the Mayor of Boston. The procedure for BCDC review is more particularly set out in Section 28-13 through 28-16 of the Code. As of the date of this filing, the Project has had four (4) meetings with the BCDC on March 5, 2019, March 19, 2019, April 16, 2019, and May 21, 2019.

1.6.5 BPDA Smart Utilities Policy

Adopted in June 2018, the BPDA's Smart Utilities Policy seeks to develop a more equitable, sustainable, affordable, resilient, and integrated planning approach among energy, transportation, water and communication utilities in the City. Per the policy, Smart Utility Technologies ("SUTs") required for Article 80 projects will depend on: (1) the floor area of the project and/or (2) the project's required mitigation of traffic, street lighting, and surface water runoff.

The Proponent proposes 146,000 SF of floor area, which exceeds a development review threshold of 100,000 SF of floor area. Therefore, the BPDA, in consultation with the Boston Water and Sewer Commission ("BWSC"), shall recommend the use of green infrastructure to retain, on site, a runoff volume equal to 1.25 inches of rainfall times the total impervious area, prior to discharge.

Additionally, the Project proposes right-of-way improvements including street light installation. Therefore, the BPDA, in consultation with the Public Improvements

Commission ("PIC"), shall recommend that all street lights include additional electrical connection and fiber optic service, consistent with any applicable Department of Public Works ("DPW") standards or guidelines.

Projects at or above 1.5 million SF of floor area are subject to more stringent requirements, such as conducting a Feasibility Assessment for a District Energy Microgrid and incorporating a Telecommunications Utilidor. These more stringent requirements do not apply to the Project.

1.6.6 BWSC Site Plan Review

All improvements and connections to BWSC infrastructure will be reviewed by BWSC as part of the Site Plan Review process. This process includes a comprehensive design review of the proposed service connections, assessment of system demands and capacity, and establishment of service accounts for water, sewer, and stormwater systems. Mitigation measures to be provided by the Proponent will also be agreed upon with BWSC once the proposed design for the Project reaches an appropriate level of detail. The Project will also evaluate the use of best management practices ("BMPs") during the BWSC Site Plan Review process. As of the date of this filing, the Proponent has had one meeting with the BWSC on March 12, 2019 to introduce the Project, and to discuss the preliminary approach to stormwater and groundwater management.

1.6.7 Groundwater Conservation Overlay District

Under Article 32 of the Code, a conditional use permit is required for projects located within the GCOD that occupy more than 50 SF. The Proponent intends to comply with the design standards set forth in Article 32-6 of the Code. The Proponent will provide appropriate plans to the BWSC demonstrating that the Project will promote infiltration of rainwater into the ground and will not have a negative effect on groundwater. The Proponent will then seek a conditional use permit from the Boston Zoning Board of Appeal.

1.6.8 Massachusetts Environmental Policy Act ("MEPA

As currently proposed, the Project is not subject to review pursuant to MEPA implementing regulations (301 CMR 11.03).

1.7 Development Team

The following table lists the key members of the development team for the Project (the "Project Team"):

Table 1-4 Project Team

Proponent	175 Ipswich Street, LLC c/o Fenway Sports Group Real Estate 4 Jersey Street Boston, MA 02215 Jonathan Gilula David Friedman Claire Durant
Owner's Project Manager	Jones Lang LaSalle One Post Office Square Boston, MA 02109 617-523-8000 Michael Lamphier Cornelia Szustka
Legal Counsel	Foley Hoag LLP Seaport West 155 Seaport Boulevard Boston, MA 02110-2600 617-832-1000 Jeffrey Mullan Kathleen Brill
Project Architect	DAIQ Architects 1310 Broadway Somerville, MA 02144 617-623-3000 Chuck Izzo Tom Martinez David Sliwinski
Permitting Consultant	Flink Consulting LLC 1000 Great Plain Avenue, Suite 2 Needham, MA 02492 617-448-1548 Ruth Bonsignore VHB 99 High Street, 10th Floor Boston, MA 02110 617-728-7777 Elizabeth Grob Kyle Greaves Quan Tat (Noise) Heidi Richards (Air Quality/GHG)

Landscape Architects	VHB 99 High Street, 10th Floor Boston, MA 02110 617-728-7777 Erik Bednarek Jean Garbier
Historic Resources	Tremont Preservation 374 Congress Street, Suite 301 Boston, MA 02210 617-482-0910 Leslie Donovan
Transportation	Flink Consulting LLC 1000 Great Plain Avenue, Suite 2 Needham, MA 02492 617-448-1548 Ruth Bonsignore VHB 99 High Street, 10th Floor Boston, MA 02110 617-728-7777 David Black Adriana Santiago
Construction Manager	Gilbane Building Company 10 Channel Center Street, Suite 100 Boston, MA 02110 617-737-0040 Kevin Cook
Structural Engineer	McNamara Salvia Structural Engineers 101 Federal Street, Suite 100 Boston, MA 02110 617-737-0040 Adam McCarthy Kevin Westerhoff
Civil Engineer	VHB 99 High Street, 10th Floor Boston, MA 02110 617-728-7777 Mark Junghans Brian Fairbanks
MEP Engineers	WSP USA 88 Black Falcon Avenue, Suite 210 Boston, MA 02210 617-426-0110 Michael Brown Claire McKenna Audrey Ng Massimo D'Aloisio

	Blair Chamberlain Ernie Needham Joshua Monahan
Life Safety	Howe Engineers 101 Longwater Circle, Suite 203 Norwell, MA 02061 781-878-3500 Andrew Newman Ben Muscente
Geotechnical Services	Haley & Aldrich 465 Medford Street, #2200 Charlestown, MA 02129 617-886-7400 Mark Balfe
Hazardous Materials	*Below Grade Hazardous Materials* Golder Associates, LSP 200 Friberg Parkway, Suite 3019 Westborough, MA 01581 508-329-7961 Frank Lilley, LSP *Building Materials* Axiom Partners, Inc. One Pleasure Island Road, Suite 2C Wakefield, MA 01880 781-213-9198 Peter A. Del Sette, Jr.

1.8 Legal Information

1.8.1 Legal Judgments or Actions Pending Concerning the Proposed Project

The Proponent is not aware of any legal judgments or pending legal actions concerning the Project.

1.8.2 History of Tax Arrears on Property Owned in Boston by the Proponent

The Proponent does not own any property which is in arrears on the payment of taxes due and owing to the City of Boston.

1.8.3 Evidence of Site Control

The Project is located on two parcels. The Fenway Theater portion of the Project is to be located on a parcel with an address of 12-28 Lansdowne Street (also having the address of 175 Ipswich Street), currently owned by John W. Henry and Thomas C. Werner, Trustees of 175 Ipswich Street Realty Trust. A portion of the Fenway Park Improvements component of the Project is to be located on the 12-28 Lansdowne Street parcel and the remainder on a parcel with an address of 24 Jersey Street (known to the public as Fenway Park), which is owned by John W. Henry and Thomas C. Werner, Trustees of the Olde Town Team Realty Trust. Use of and access between the parcels is provided for by agreement among the parcel owners.

1.8.4 Public Easements

The property at 24 Jersey Street (Fenway Park) is subject to the following public easements:

- An easement for street purposes taken by the City of Boston by a taking dated September 11, 1945 and recorded with the Suffolk County Registry of Deeds (Suffolk Deeds) in Book 6175, Page 553 (affects Van Ness Street);
- A five (5) foot wide building line established under an order of the Board of Street Commissioners, approved by the Mayor of Boston on November 7, 1906, on the southerly side of Lansdowne Street, as affected by orders of the Street Commissioners dated June 27, 1946 and recorded with Suffolk Deeds in Book 6239, Page 309; and
- A five (5) foot wide building line on the northwesterly side of Jersey Street established by the Board of Street Commissioners dated July 15, 1898.

The property at 12-28 Lansdowne Street is subject to the following public easements:

- A five (5) foot building line along the entire frontage on Lansdowne Street as referred to in a deed dated October 11, 1926 and recorded with Suffolk Deeds in Book 4844, Page 471 and as shown on a plan of land recorded with Suffolk Deeds in Book 17225, Page 232, Book 4141, Page 42, Book 6239, Page 309, and Book 4878, Page 252, as may be in force and applicable.[2]

Depending upon the design evolution of the Project, features such as foundations and canopies may ultimately extend over the property lines and onto the adjacent public ways constituting Ipswich Street and Lansdowne Street. In addition to the rights of the City of Boston in those public ways, those portions of the Project Site are subject to the following public rights. All work will be conducted respecting the following rights:

[2] See the plan at Book 17225, Page 232, which appears to be definitive.

- Layout of Ipswich Street by Boston Water Power Company and others dated March 4, 1899 and recorded in Book 2590, Page 273 to the extent applicable.
- City of Boston Public Improvement Commission order that specific repairs be made in Lansdowne Street between Brookline Avenue and Ipswich Street dated December 19, 2002 and recorded in Book 31008, Page 304.
- Specific Repairs in Ipswich Street by City of Boston Public Improvement Commission dated February 26, 2004 and recorded in Book 34446, Page 230.
- City of Boston Public Improvement Commission order that specific repairs be made in Lansdowne Street for increasing the sidewalk width and installation of parking lane and for the installation of trees, tree grates and tree guards dated November 4, 2004 and recorded in Book 35961, Page 165.
- City of Boston Public Improvement Commission order that specific repairs be made in Ipswich Street consisting of increasing the sidewalk width at the NW and SW corners with Lansdowne Street dated November 4, 2004 and recorded in Book 3596I, Page 166.
- Specific Repairs within the following streets: Lansdowne Street, Van Ness Street and Ipswich Street granted to Olde Town Team Realty LLC by City of Boston Public Improvement Commission dated July 11, 2013 and recorded in Book 51990, Page 347.
- License, Maintenance and Indemnification Agreement for Ornamental Bollards Lansdowne Street, Ipswich Street and Van Ness Street by and between the City of Boston by and through its Public Improvements Commission and Olde Town Team Realty LLC dated July II, 2013 and recorded in Book 51991, Page 1.

Source: USGS Topo

Figure 1.1

Site Locus Map

12-28 Lansdowne Street
Boston, Massachusetts

Source: ArcGIS Online Bing Aerial

Figure 1.2

Project Site Context

12-28 Lansdowne Street
Boston, Massachusetts

Source: ArcGIS Online Bing Aerial

Figure 1.3

Existing Conditions Plan

12-28 Lansdowne Street
Boston, Massachusetts

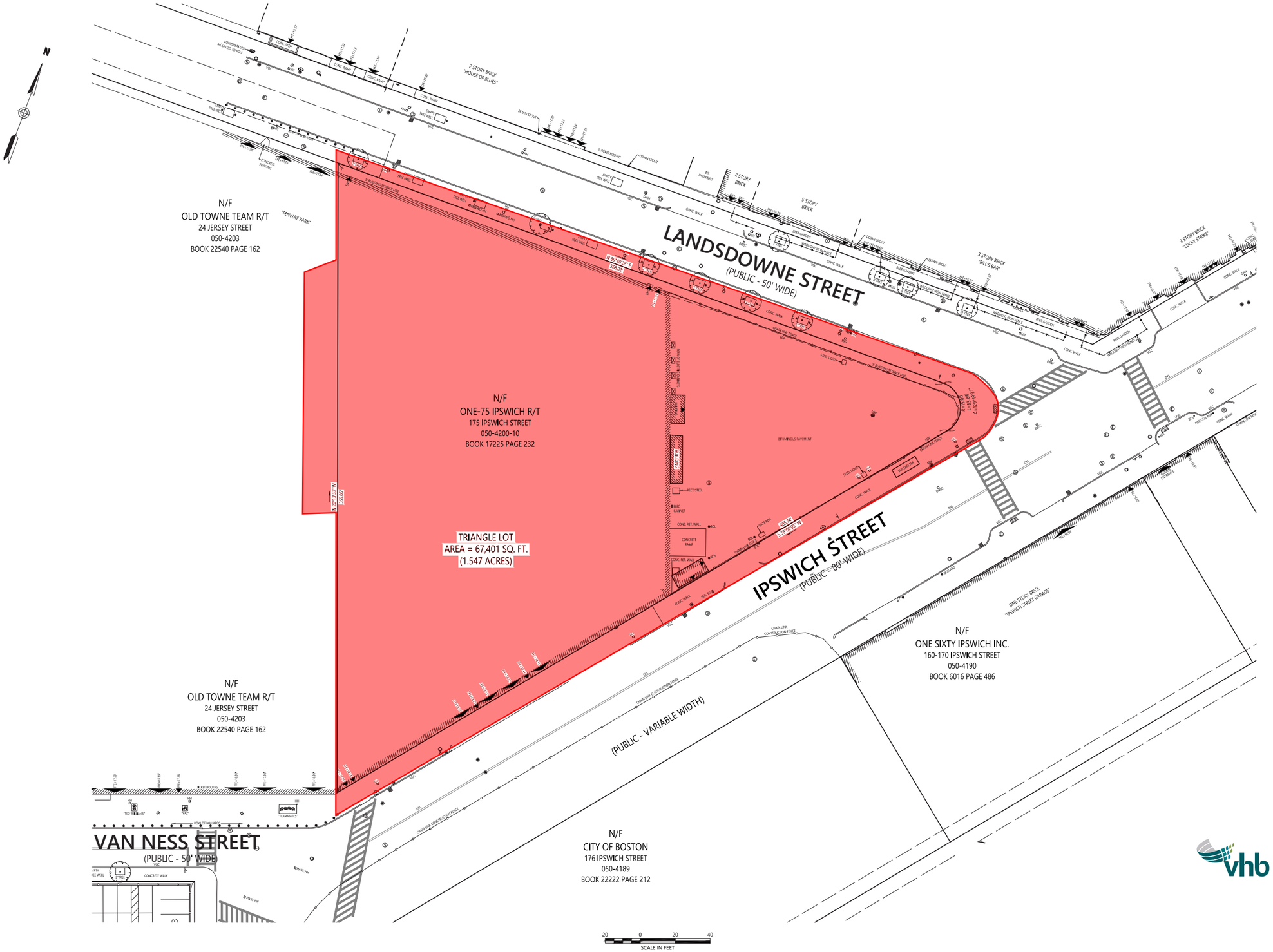


Figure 1.4
Existing Conditions Survey Plan

View of the Project Site Looking West from Lansdowne and Ipswich Streets

Figure 1.5a
Existing Site Conditions Photos

View of the Project Site and Fenway Garage Building Looking South from Lansdowne Street

Figure 1.5b
Existing Site Conditions Photos

View of the Fenway Garage Facade and Fenway Park Looking West from Lansdowne Street

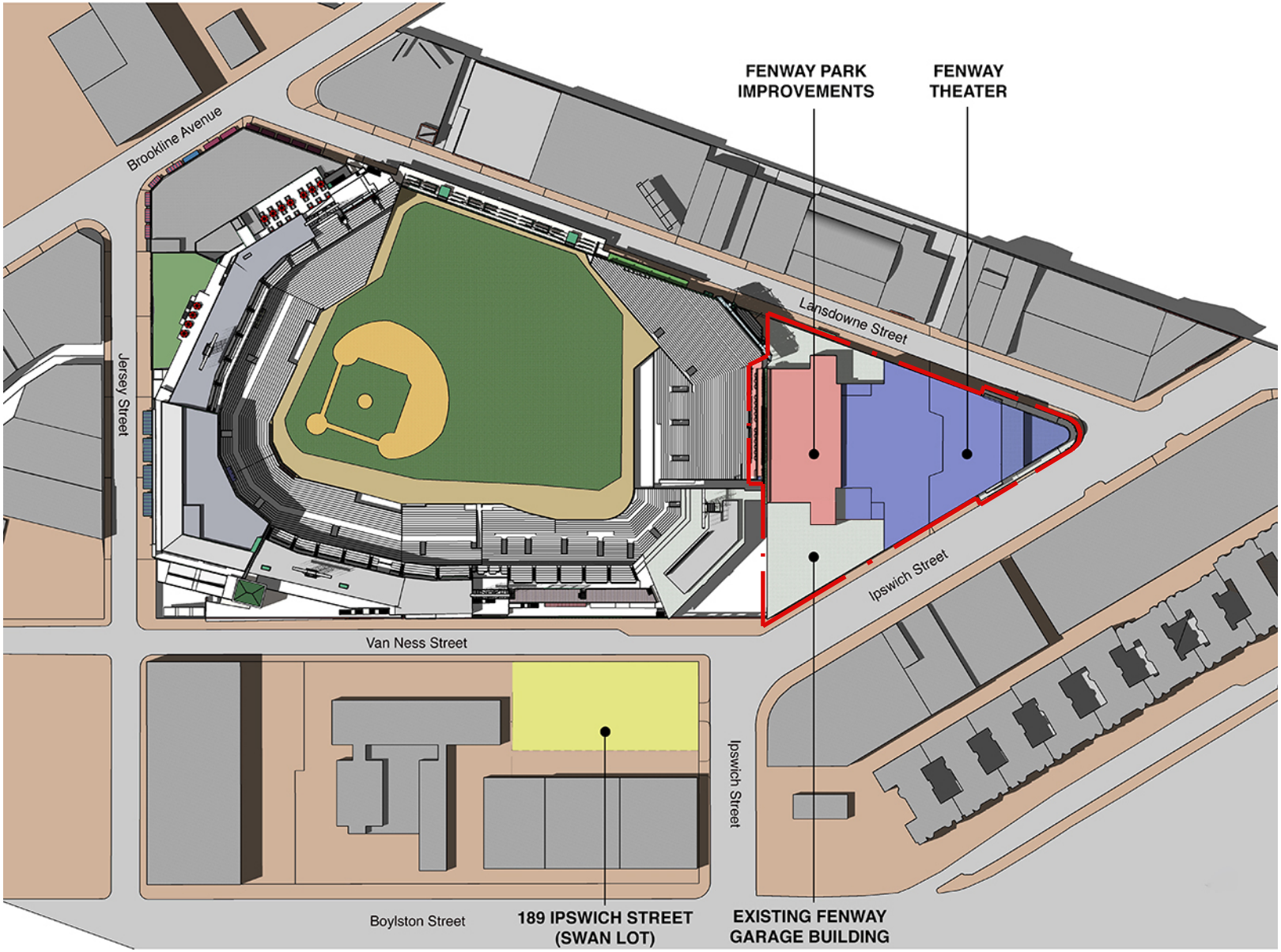
Figure 1.5c
Existing Site Conditions Photos

View of the Fenway Garage Facade and Project Site looking North East from Ipswich Street

vhb

Figure 1.5d
Existing Site Conditions Photos

12-28 Lansdowne Street
Boston, Massachusetts



0 100 200 400 Feet

Figure 1.6
Proposed Conditions Site Plan

12 – 28 Lansdowne Street
Boston, Massachusetts

This Page Left Intentionally Blank

2

Urban Design

This chapter describes the design approach of the Project, including its public realm improvements. The Project design will create a gateway for visitors traveling to the exciting Lansdowne Street Entertainment District, further enhancing the vibrant mix of residential, cultural, retail, sports, entertainment, and educational uses in the Fenway neighborhood.

2.1 Summary of Project Refinements

As discussed in Section 1.2.3 of Chapter 1, *Project Description*, in response to comments received on the EPNF and in connection with design review with the BCDC, and the BLC, the conceptual design of the Project has advanced. The Proponent has proposed refinements to the Fenway Theater design to:

- Increase the extent of Fenway Garage façade to remain to almost 50 percent (previously 40 percent in the EPNF) of the Lansdowne Street and Ipswich Street frontages;
- Create a more cohesive architectural transition between the Fenway Garage building to remain and the Fenway Theater building.
- Expand the plaza area and awning coverage in front of the Fenway Theater for patrons to gather comfortably and safely;
- Add visual interest to the façade by reducing the scale, and providing an enhanced architectural framework for the proposed signage. Refer to Section 2.3.1 for additional details on exterior character and materials.

Subsequent to the BLC approval, and in response to comments received on the EPNF, the Proponent is also proposing a revised design to the Bleacher Overlook area to achieve the intended Project goals while reducing the number of bleacher seats lost. The Proponent's current proposal includes the removal of the uppermost three (3) rows (previously six rows in the EPNF), of Right Field Bleacher seats, consisting of 279 seats (previously 450 seats in the EPNF). These seats will be replaced with counter seating and dedicated standing positions serving a total of 144 fans. The result is a net reduction of approximately 140 seats within Fenway Park (previously 300 seats in the EPNF).

2.2 Summary of Key Findings and Benefits

- The design and quality of the Fenway Theater will be a positive addition to the arts and cultural assets in the Fenway neighborhood. The building massing and articulation of the facades have been designed to respect and complement the

street wall alignments and architectural and historic character of Fenway Park, the Fenway Garage building, and the surrounding neighborhood.

- The Project is anticipated to dramatically improve the pedestrian experience along Ipswich and Lansdowne Streets, replacing an open, paved surface lot surrounded by chain link fence with the new Fenway Theater building that will activate the street and engage with passersby.
- The Project proposes an enhanced streetscape, including wide, accessible sidewalks, improved bus stops with shelters, improved street lighting, street bollards to protect pedestrians from vehicles, and facility and street level wayfinding advice consistent with the BTD's Complete Streets guidelines.
- The Project is anticipated to provide enhancements at the intersection of Lansdowne and Ipswich Streets to improve the pedestrian crossings and calm vehicle traffic.
- The Project is anticipated to promote public safety through implementing a site design that provides a safe and universally accessible facility from all directions.
- The Fenway Park Improvements will enhance the fan experience and accessibility by providing better circulation and egress facilities, and improved concessions and additional casual seating areas for fans in the Right Field Grandstand and Bleacher seats of Fenway Park.
- The Project will contribute to the vibrancy of the neighborhood and its businesses on a year-round basis.

2.3 Design Concepts and Development

2.3.1 Character and Exterior Materials

While the Fenway Theater and the Fenway Park Improvements will have distinct facades and expressions tailored to their particular roles, there is a relationship between them and the existing Fenway Park, including shared materials that will convey a sense of harmony which will unify the entire Project into a cohesive whole.

The existing Fenway Garage building façade to remain will occupy a substantial portion of the Project's perimeter, providing almost 50 percent of the Lansdowne Street and Ipswich Street frontages (previously 40 percent in the EPNF). The western-most five bays of the existing Fenway Garage façade will remain in place. In order to facilitate construction of the Fenway Theater, the two remaining, eastern-most bays of the existing façade on both Ipswich and Lansdowne Streets will be dismantled with existing materials to be salvaged for future use. The eastern "end cap" bays will be reconstructed as portions of the new Fenway Theater façade. A comprehensive exterior façade restoration, consistent with previous work executed as part of earlier Fenway Park improvement projects, will be expanded to include all remaining areas along Ipswich and Lansdowne Streets and the Bleacher Concourse. Elements of this work include installation of windows and restoration of masonry and concrete. Glazed areas at Lansdowne Street will be active and transparent, and include Fenway

Park concession areas, office areas, backstage support and lounge areas, and a new public lobby to serve the new Fenway Park function space. Ipswich Street frontage will include the existing Fenway Park club areas, employee entrances and utility areas. The existing tall openings in the Ipswich Street Side of the Fenway Garage building will be maintained and used to provide access to newly constructed trash, recycling and loading dock bays. One additional loading bay opening will be added at the easternmost portion of the façade along Ipswich Street. These openings will be protected by painted metal roll-down doors.

Refer to Figures 2.1a-b for updated neighborhood context plans, Figures 2.2a-e for updated floor plans, Figures 2.3a-b for updated Project sections, Figure 2.4a-b for updated Project elevations and Figures 2.5 to 2.8 for aerial and pedestrian level perspective views of the Project components.

Fenway Theater

The Fenway Theater exterior expression will be designed to reflect its connection to Fenway Park and its neighborhood context, while incorporating signature elements inspired by iconic theaters and music halls. The building will continue the masonry base expression of Fenway Park, the Fenway Garage, and The Smith (Jeano) Building to the west on Lansdowne Street, and share with them a rhythm of brick pilasters and framed openings. Lintels will be a combination of flat and shallow arched precast concrete, along with projecting sills and capstones. Glazed areas will be concentrated at the intersection of Ipswich and Lansdowne Streets, providing visual access to lobbies, lounges, and ticketing areas. Other ground level openings are contemplated to provide information on upcoming events, as well as graphic arts displays. In keeping with the theatrical and entertainment uses, the building exterior expression will include an entry marquee and animated lighting and signage. A sidewalk canopy will extend beyond the building face at the lobby and ticketing areas to provide weather protection to waiting patrons.

The upper portions of the Fenway Theater audience chamber will be clad with standing seam metal panels. The change of materials at the upper levels will reduce the height of the masonry expression and apparent mass to a height more consistent with that of Fenway Park. A series of metal pilasters will be introduced at building column lines to reduce the scale of the façade.

The Fenway Theater has been thoughtfully designed with canopies, signage and lighting elements appropriate for the building's use and scale that complement the identity of this unique district, which is known for its music venues and nightlife. Along Lansdowne Street and at the main entrance of the Fenway Theater, the proposed façade treatment includes a combination of static signage, LED video displays, interactive decorative lighting, and a marquee befitting of an iconic performing arts center, but consistent with existing digital signage as permitted in this district. The proposed signage and lighting elements are intended to invigorate an underutilized parcel, mark the entrance to the Fenway Theater, and create an iconic gateway for visitors traveling to the Fenway Neighborhood and the vibrant

Lansdowne Street Entertainment District. Along Ipswich Street, the proposed treatment includes decorative lighting elements with static signage.

Refer to Figures 2.2a-e for updated Project plans, Figures 2.3a-b for updated Project sections, Figures 2.4a-b for updated Project elevations, and Figures 2.5 to 2.8 for aerial and pedestrian level perspective views of the Project and a depiction of conceptual signage.

Fenway Park Improvements

The Fenway Park Improvements component of the Project will be designed as a lightweight steel framed structure clad with green vertical metal panels with flat battened seams. The construction methodology and materials palette will be consistent with earlier vertical additions to the ballpark that differentiate areas of new construction from those of the original historic structure, and will appear seamless to Fenway Park patrons and pedestrians. Openings will generally be open air where possible, or otherwise infilled with simple rectangular frames.

The existing Fenway Park right field video board and sponsor signage will be detached from the current bleacher supports. New signage will be attached to the uppermost fascia of the Fenway Garage building addition.

Refer to Figures 2.2a-e for updated Project plans, Figures 2.3a-b for updated Project sections, Figures 2.4a-b for updated Project elevations, and Figures 2.6 to 2.7a-f for relevant interior ballpark views of this area.

2.3.2 Project Alternatives

Over recent years, the Proponent has explored the potential of numerous development alternatives at the Project Site. Previously proposed evaluated uses have included, but are not limited to office, broadcast studios, parking, hotel, function space, retail and restaurant uses, as well as expanded Fenway Park fan amenity and support spaces. Solutions explored generally included renovations and additions to the existing Fenway Garage building, and new construction at the existing service yard on the Triangle Lot. Building heights and densities have varied among the studies, but typically the development program could be constructed as-of-right under existing zoning. Refer to Figures 2.10a-b for examples of previous alternative studies.

The office/broadcast use alternative (Figure 2.10a) proposes approximately 380,000 SF of new development on eight (8) floors, resulting in a maximum building height of approximately 100 feet and a FAR of 5.7. This alternative would exceed the maximum allowable as-of-right zoning building height (95 ft) and FAR (5.0), and would require a Planned Development Area. The hotel/restaurant use alternative (Figure 10.b) proposes approximately 210,000 SF of new development on six (6) floors, resulting in a maximum building height of approximately 85 feet and a FAR of 3.15. This alternative could be constructed as-of-right under existing zoning. The greater height and gross building square footage of both development alternatives

would potentially result in greater shadow impacts and daylight obstruction, as compared to the Project.

The office/broadcast and hotel/restaurant alternatives are more intensive developments that would result in a greater number of vehicle trips to the Project Site, increasing the transportation impacts as compared to the Project. To construct a marketable office project, the office/broadcast alternative proposes approximately 350 vehicle parking spaces on-site, an increase of 350 spaces over the hotel/restaurant alternative and the Project, which propose no vehicle parking.

As described in Section 1.2.3 of Chapter 1, *Project Description*, the proposed scale, and design of the Project has been informed by significant community and agency input since its inception. The Project has been designed to respect and complement the street wall alignments and architectural and historic character of Fenway Park, the Fenway Garage building, and the surrounding neighborhood.

2.4 Public Realm Improvements

The Project is uniquely sited at the intersection of Lansdowne and Ipswich Streets and offers excellent opportunities to improve the public realm and anchor a new gateway to the vibrant Lansdowne Street Entertainment District.

2.4.1 Streetscape Improvements

Significant streetscape improvements were previously implemented along Lansdowne Street, Van Ness Street, and at the intersection of Ipswich Street/Van Ness Street as part of earlier Fenway Park improvements. These improvements include widened and improved sidewalks, and provided lighting and trash receptacles, public art installations, and outdoor dining space. Additional streetscape enhancements along Ipswich Street are under design as part of the renovation of the BAA. Planned improvements by the BAA also propose to narrow the intersection of Van Ness Street and Ipswich Street and improve walkways and crossings. Such improvements will further calm traffic in the vicinity of the Project and enhance the environment for pedestrians accessing the Theater from the Boylston Street corridor.

The Project will carry the design philosophy and scale of these efforts through the Project frontage and at the Lansdowne Street/Ipswich Street intersection to provide a space that is welcoming, safe, and aesthetically appealing.

Specific streetscape improvements planned as part of the Project include:

- Continuation of the streetscape improvements planned by the BAA along the north side of Ipswich Street to Lansdowne Street, and along the southeast side of Ipswich street from the BAA to the intersection of Lansdowne Street;
- Narrowing of the intersection of Lansdowne and Ipswich Streets to provide wider sidewalks and safer pedestrian crossing locations;

- Widened, unobstructed pedestrian zones near the Theater entrances along Lansdowne and Ipswich Streets to maximize the effective width of the sidewalk to accommodate Fenway Theater patrons and pedestrian through traffic.
- Expanded plaza area and awning coverage in front of the Fenway Theater for patrons to gather comfortably and safely;
- Use of pavement treatments, wayfinding signage, and bollards to demarcate the Lansdowne/Ipswich Street intersection as a gateway and emphasize the presence of pedestrians; and
- Improved MBTA bus stops and new shelters along Ipswich Street.

In response to comments received on the EPNF and in connection with design review with the BCDC, the dimensions and articulation of the pedestrian zones have been advanced. Along Lansdowne Street, the Proponent is now proposing to increase the pedestrian zone near the Theater entrance to approximately 24 feet (previously approximately 17 feet) to maximize the effective width of the sidewalk to accommodate Fenway Theater patrons and pedestrian through traffic. Where feasible, existing street trees to the west of the Theater entrance will be preserved and new lighting will be installed.

Along Ipswich Street, the Proponent proposes a widened pedestrian zone near the Theater entrance to approximately 20 feet to accommodate Fenway Theater patrons and pedestrian through traffic. To enhance pedestrian comfort, a furnishing zone of approximately six (6) feet will provide new street trees and furnishings in the vicinity of the improved bus stop and new shelter.

Refer to Figure 2.9 for a public realm improvement plan, and Figures 2.10a-c for streetscape sections.

2.4.2 Pedestrian Access/Circulation

The main entrance to the Theater will be prominently placed at the point where Lansdowne Street and Ipswich Street intersect. Access for the planned function space is be located on Lansdowne Street just east of Gate C at Fenway Park and access to the VIP area is from Ipswich Street. Egress after a performance will occur from the main entrance and side exits onto both Lansdowne and Ipswich Streets. Easy access and egress for pedestrians of all abilities is integral to the Fenway Theater design development. Accessible pedestrian routes and entrances compliant with Americans with Disabilities Act (ADA) will be provided along Lansdowne and Ipswich Streets. Refer to Appendix B, *BPDA Checklists*, Figure B.1, Diagram of Accessible Routes for additional details.

The Project will also include improvements to sidewalks, enhancements to crossing locations, and pedestrian amenities in the vicinity of the Project Site. These include:

- A new wide, accessible, barrier-free pedestrian zone along the entire Project frontage;
- An expanded plaza area and awning in front of the Fenway Theater for patrons to gather comfortably and safely;

- Improved lighting;
- Facility and street level wayfinding advice;
- Street bollards to protect pedestrians from motor vehicles;
- Enhancements at the intersection of Lansdowne and Ipswich Streets to improve pedestrian crossings and calm traffic; and,
- A new, short-term, drop-off area proposed to be provided along Ipswich Street proximate to the loading and service area, as illustrated in Figure 2.9.

This Page Left Intentionally Blank

Figure 2.1a
Neighborhood Context (existing)

12-28 Lansdowne Street
Boston, Massachusetts

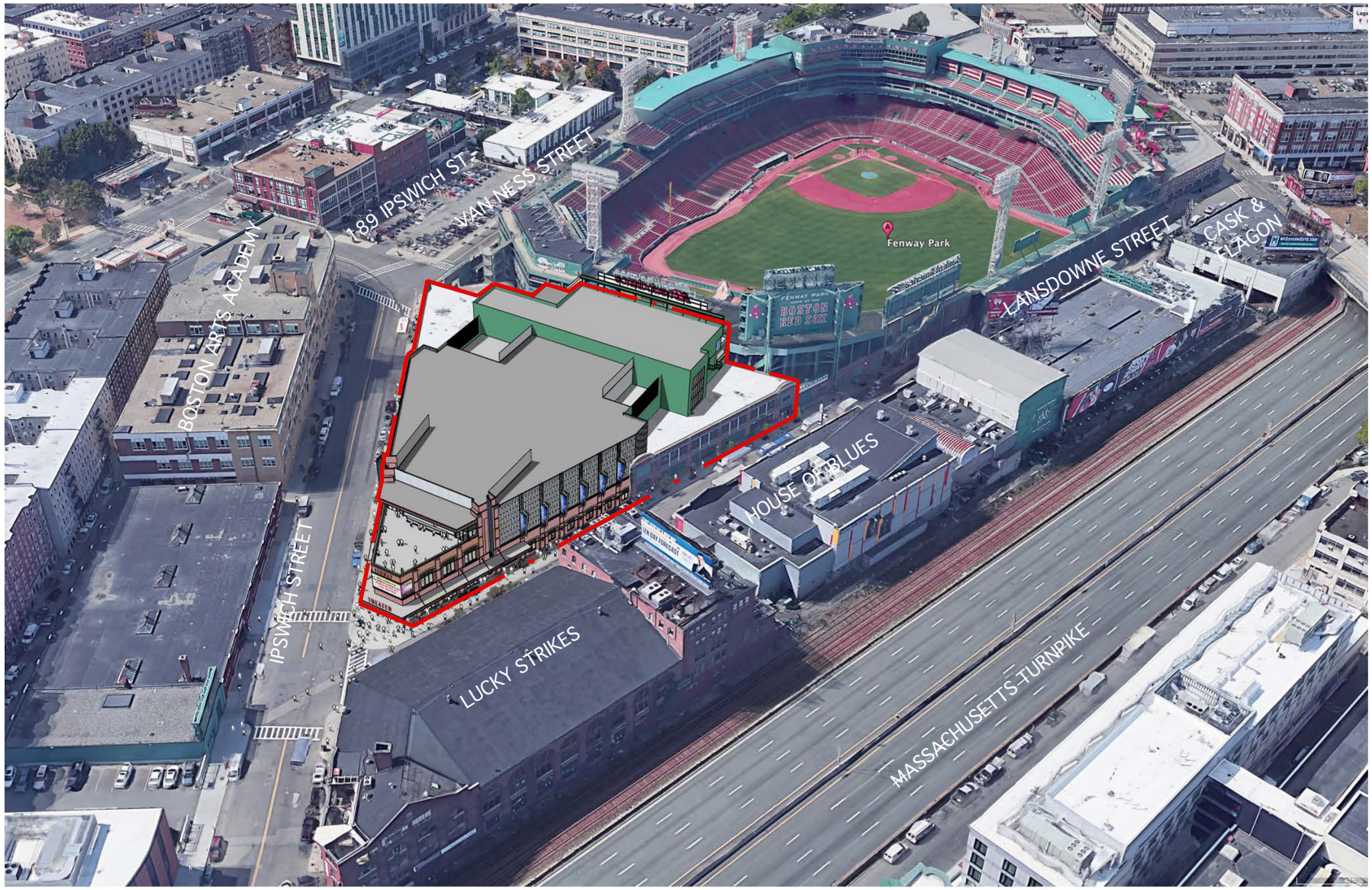


Figure 2.1b
Neighborhood Context (proposed)

12-28 Lansdowne Street
Boston, Massachusetts

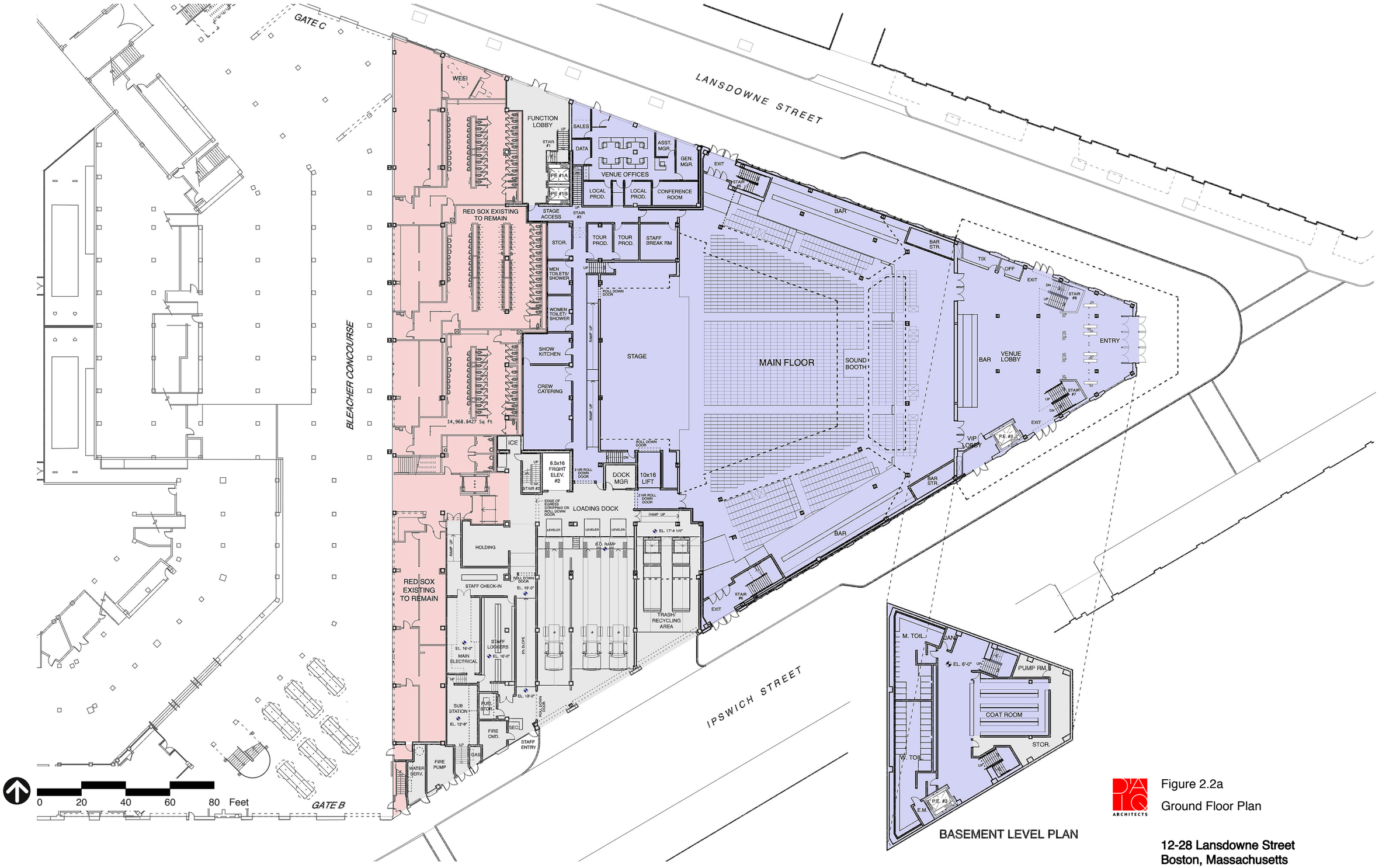


Figure 2.2a

Ground Floor Plan

12-28 Lansdowne Street
Boston, Massachusetts

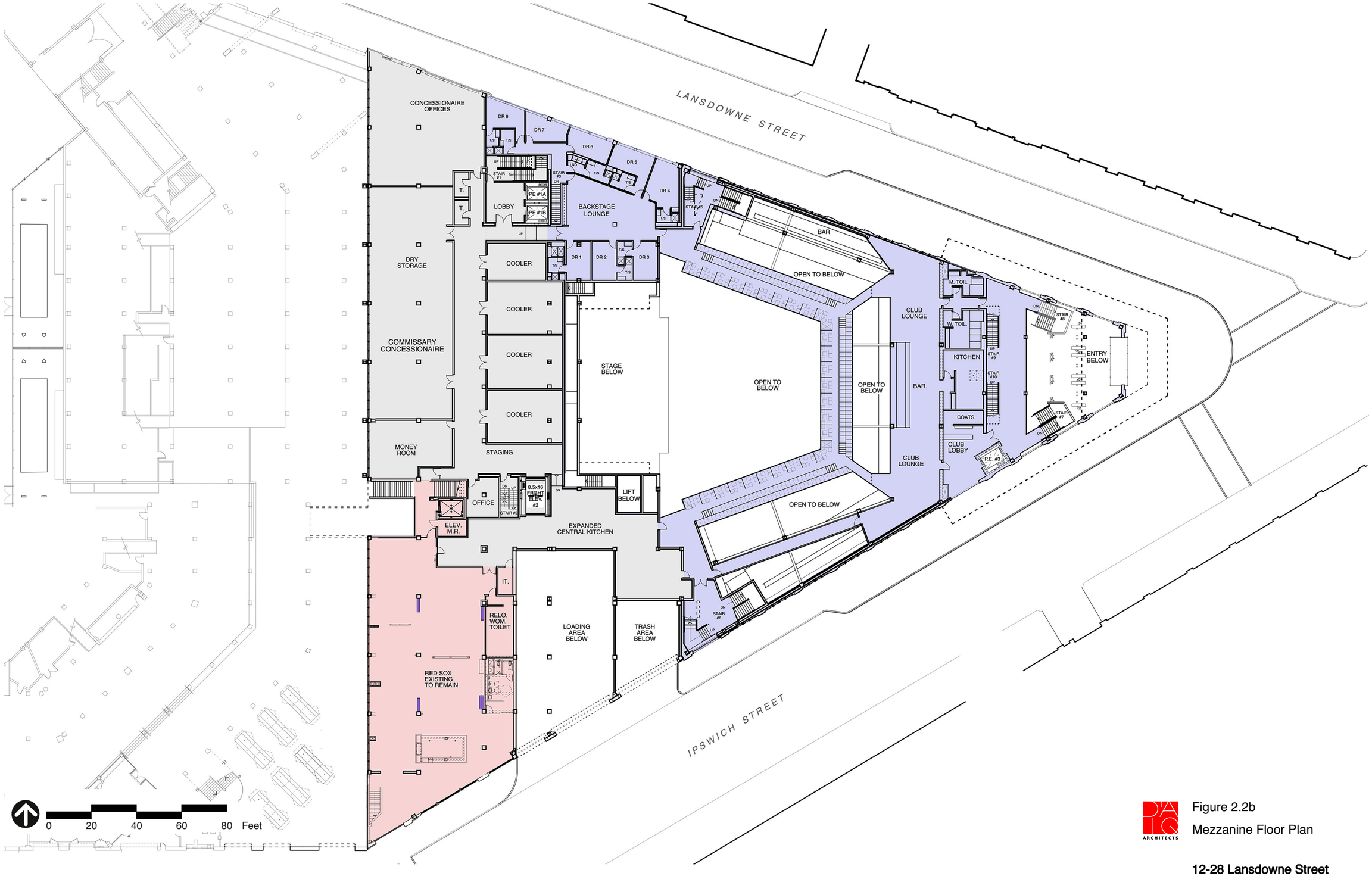


Figure 2.2b

Mezzanine Floor Plan

12-28 Lansdowne Street
Boston, Massachusetts

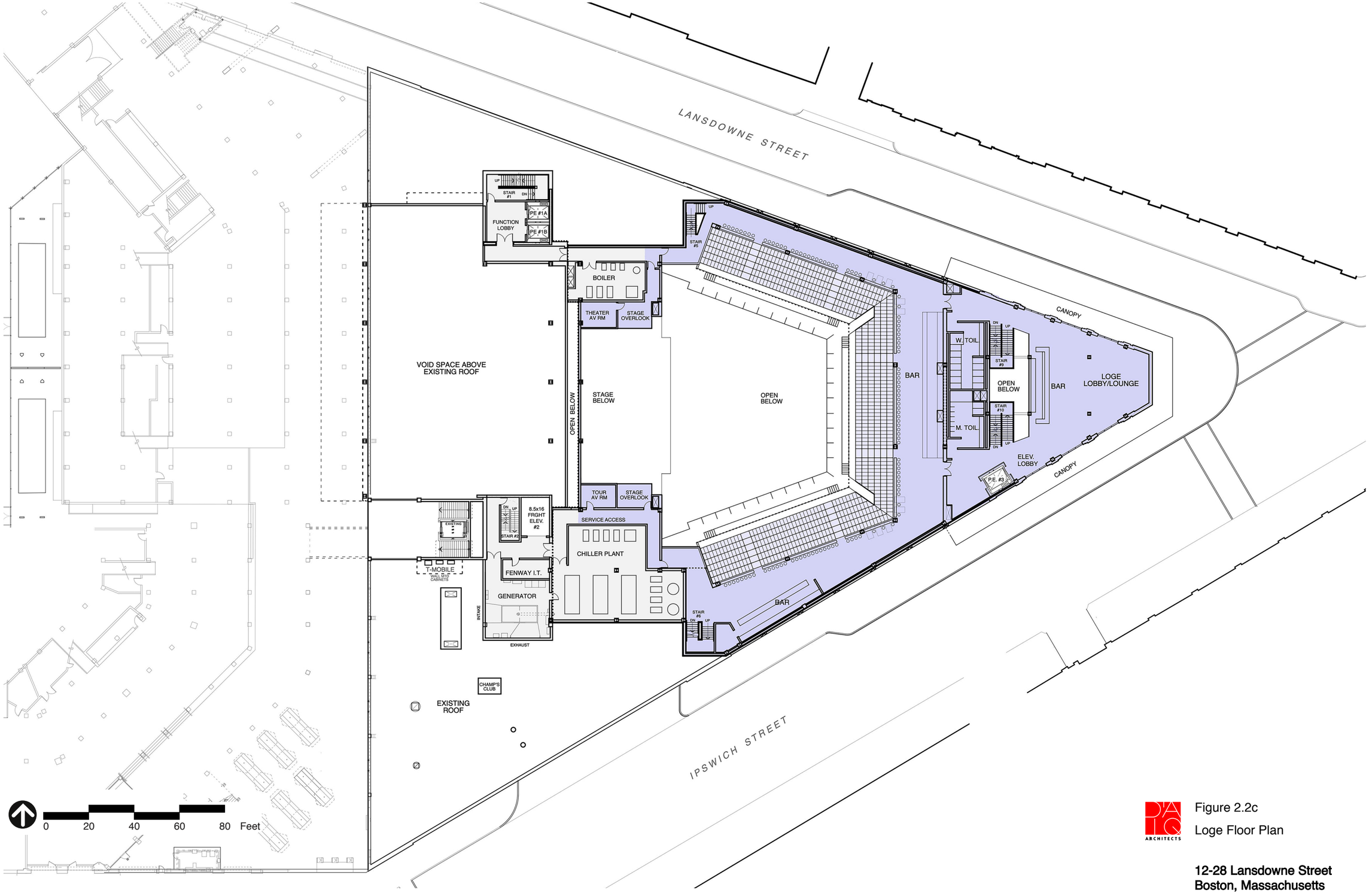


Figure 2.2c

Loge Floor Plan

12-28 Lansdowne Street
Boston, Massachusetts

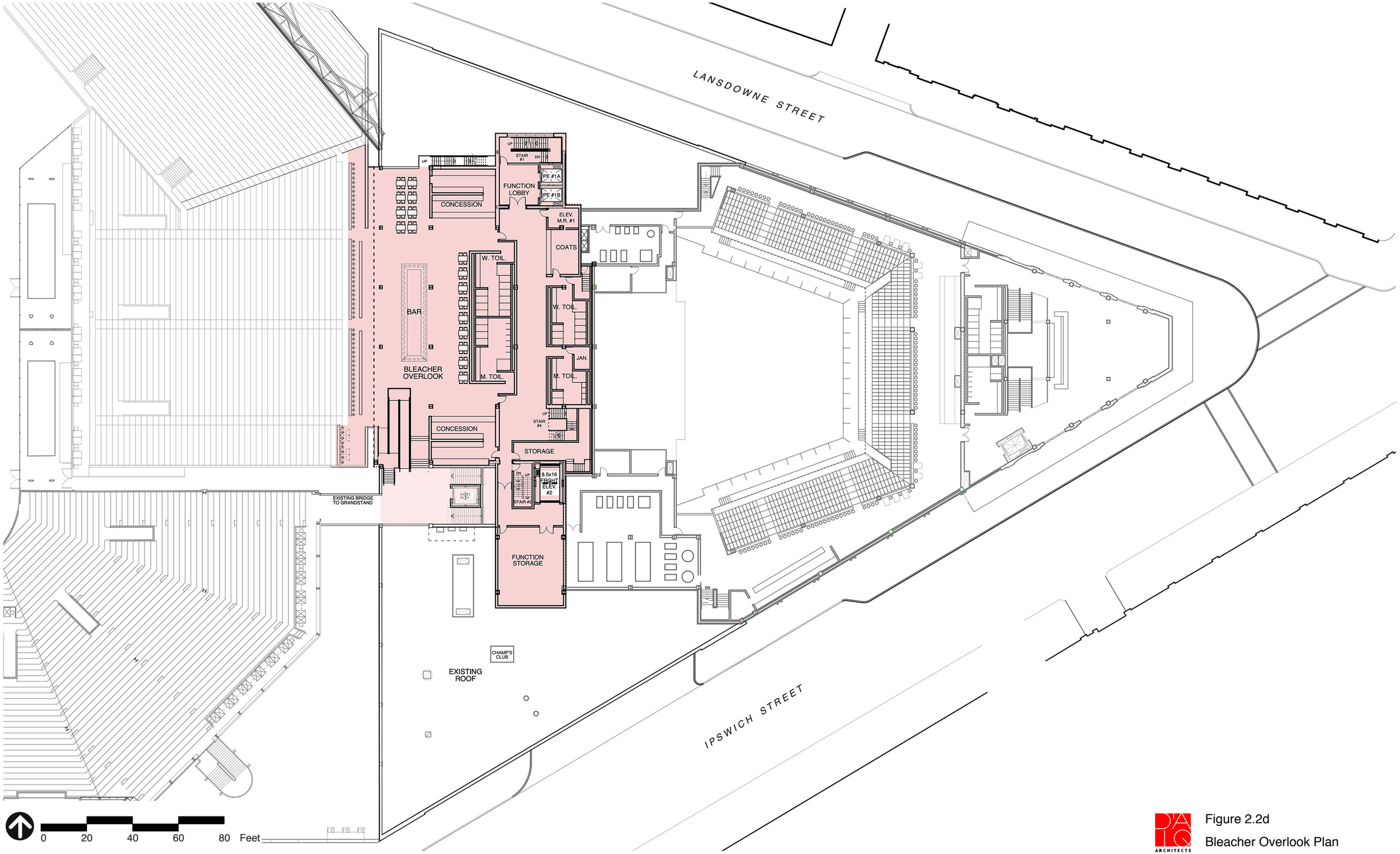


Figure 2.2d

Bleacher Overlook Plan

12-28 Lansdowne Street
Boston, Massachusetts

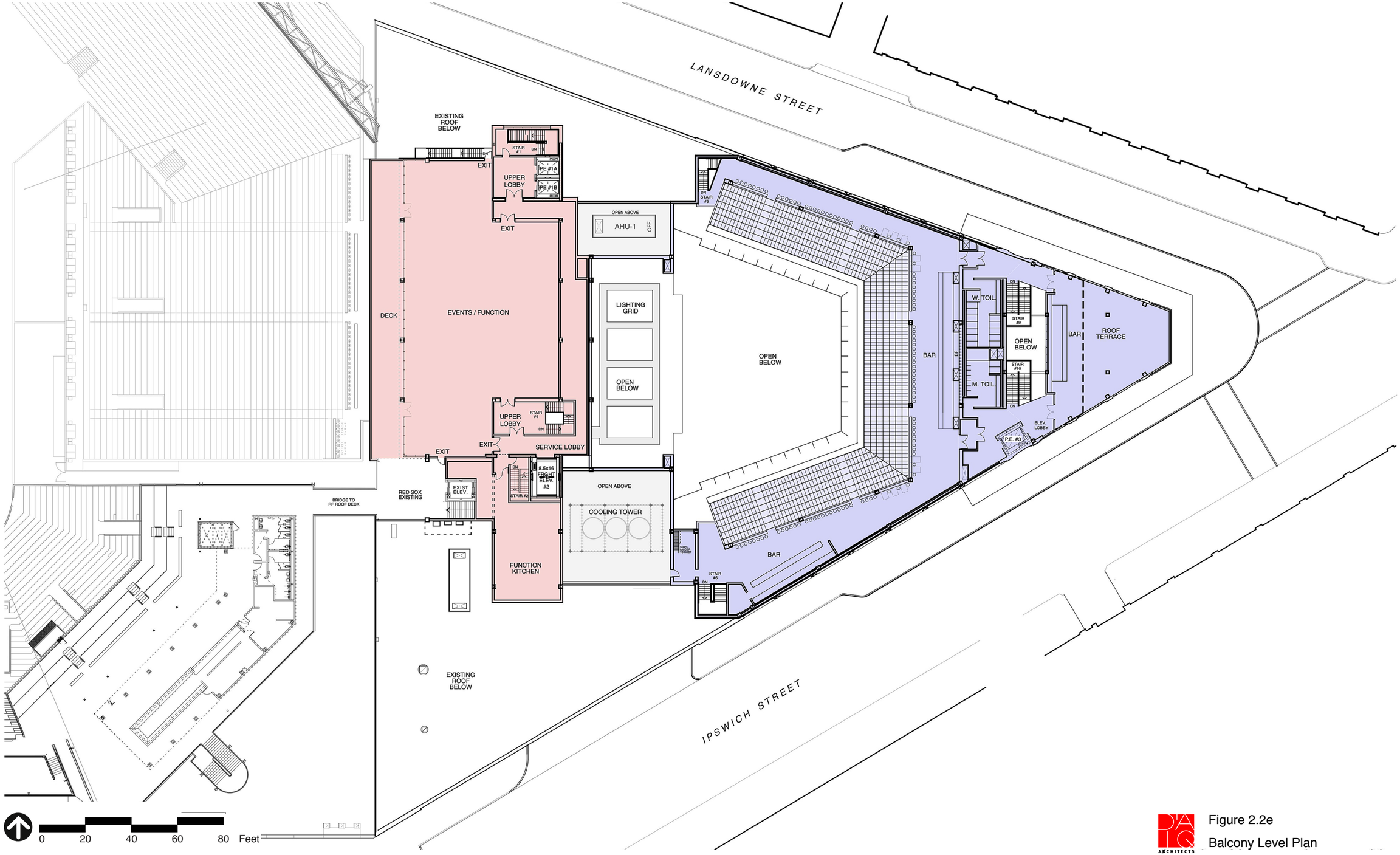
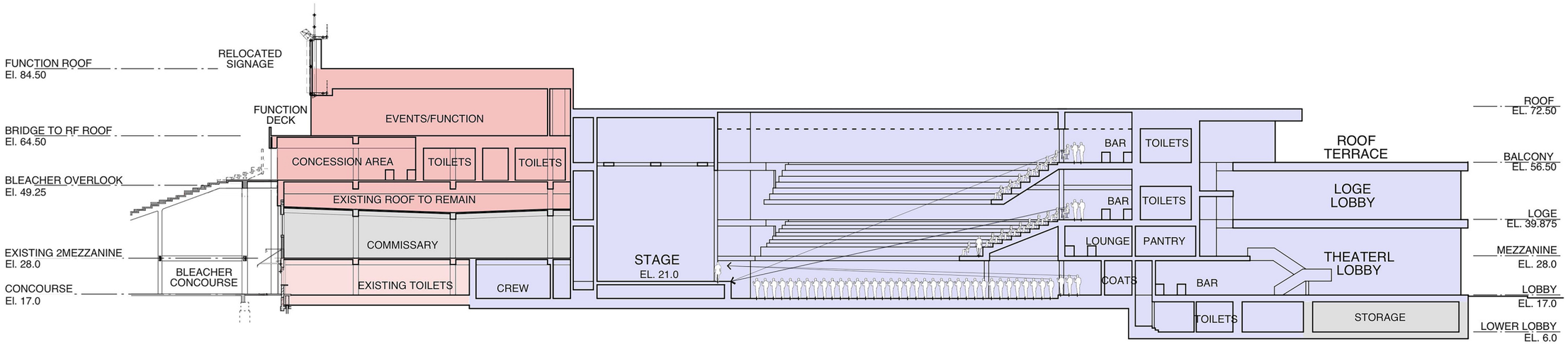


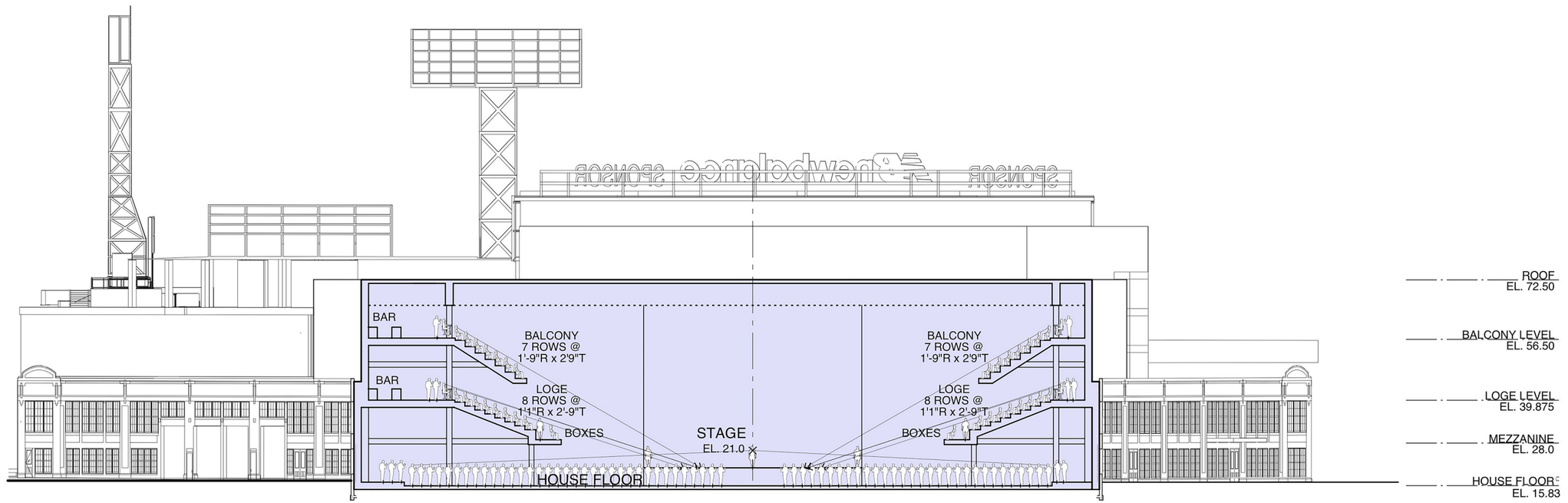
Figure 2.2e

Balcony Level Plan

12-28 Lansdowne Street
Boston, Massachusetts



Longitudinal Section



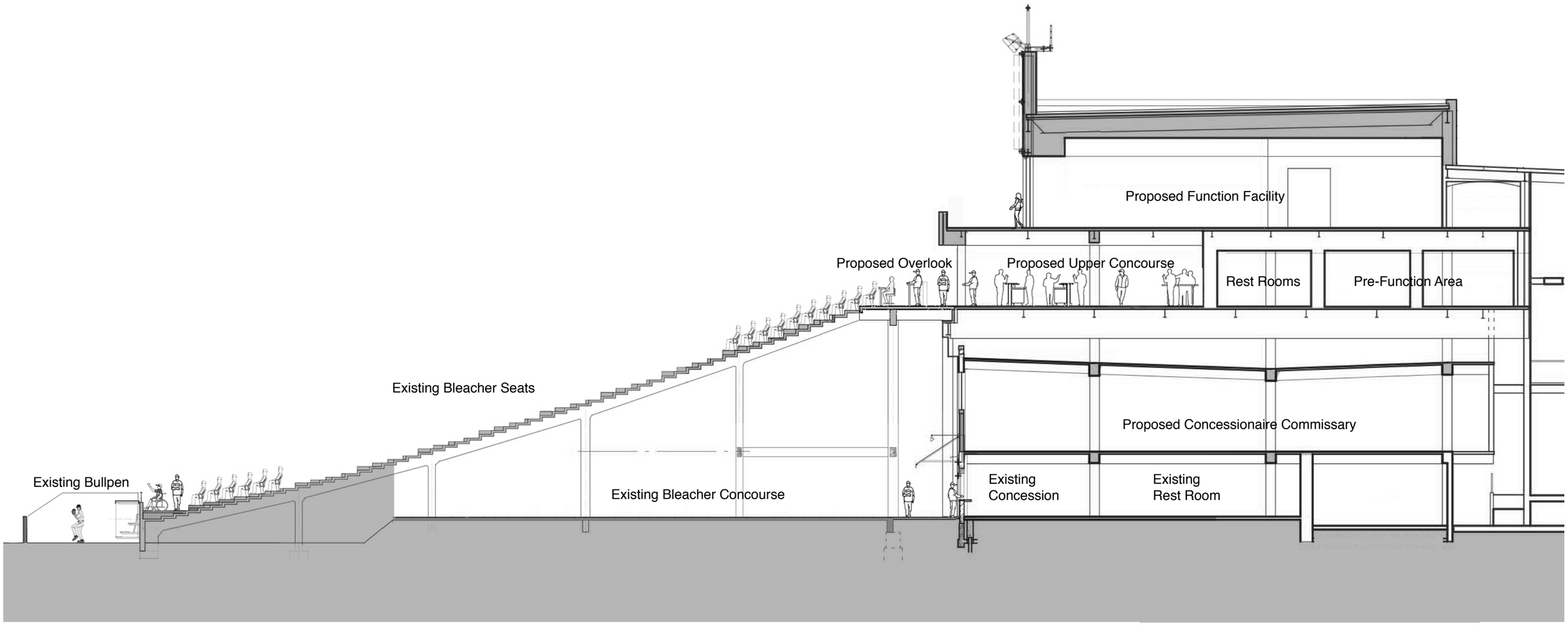
Transverse Section

0 16 32 48 64 Feet

Figure 2.3a

Project Sections

12-28 Lansdowne Street
Boston, Massachusetts

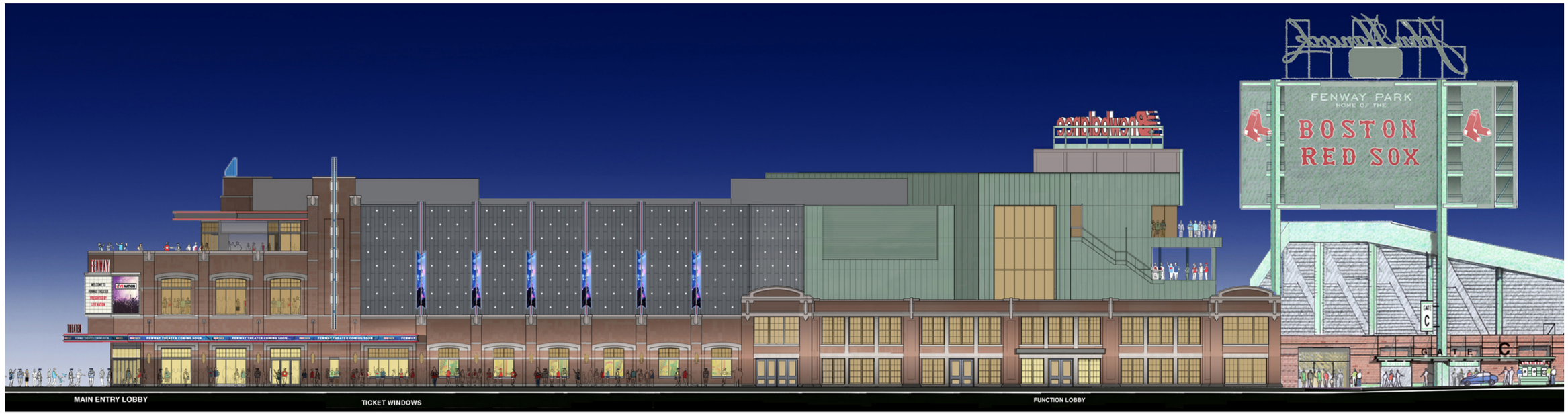


0 8 16 24 32 Feet

Figure 2.3b

Bleacher Overlook Section

12-28 Lansdowne Street
Boston, Massachusetts



Night View

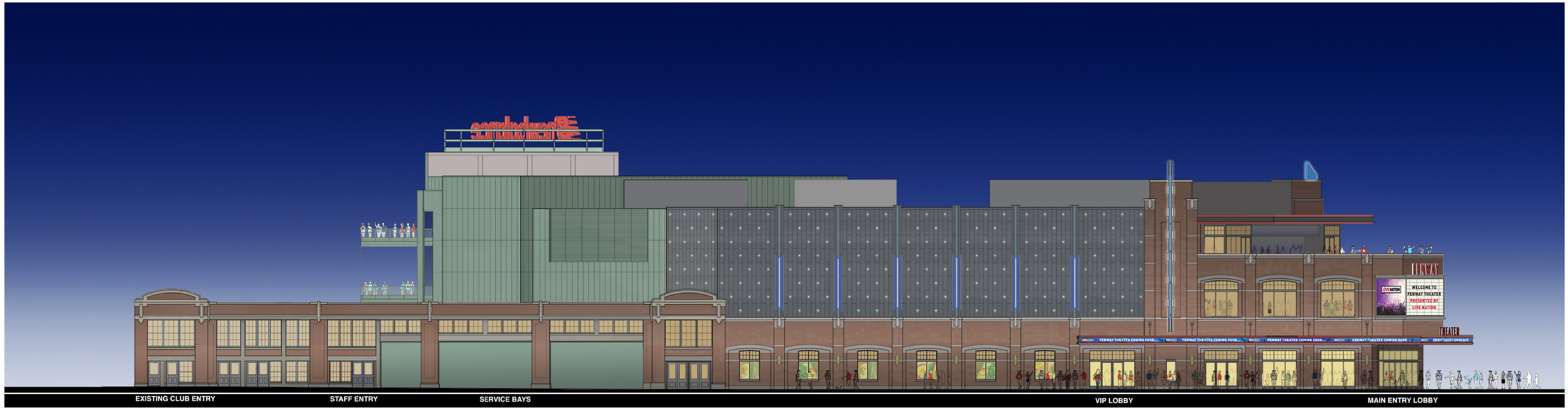
Day View

0 16 32 48 64 Feet

Figure 2.4a

Lansdowne Street Elevations

12-28 Lansdowne Street
Boston, Massachusetts



Night View

Day View

0 16 32 48 64 Feet

Figure 2.4b

Ipswich Street Elevations

12-28 Lansdowne Street
Boston, Massachusetts

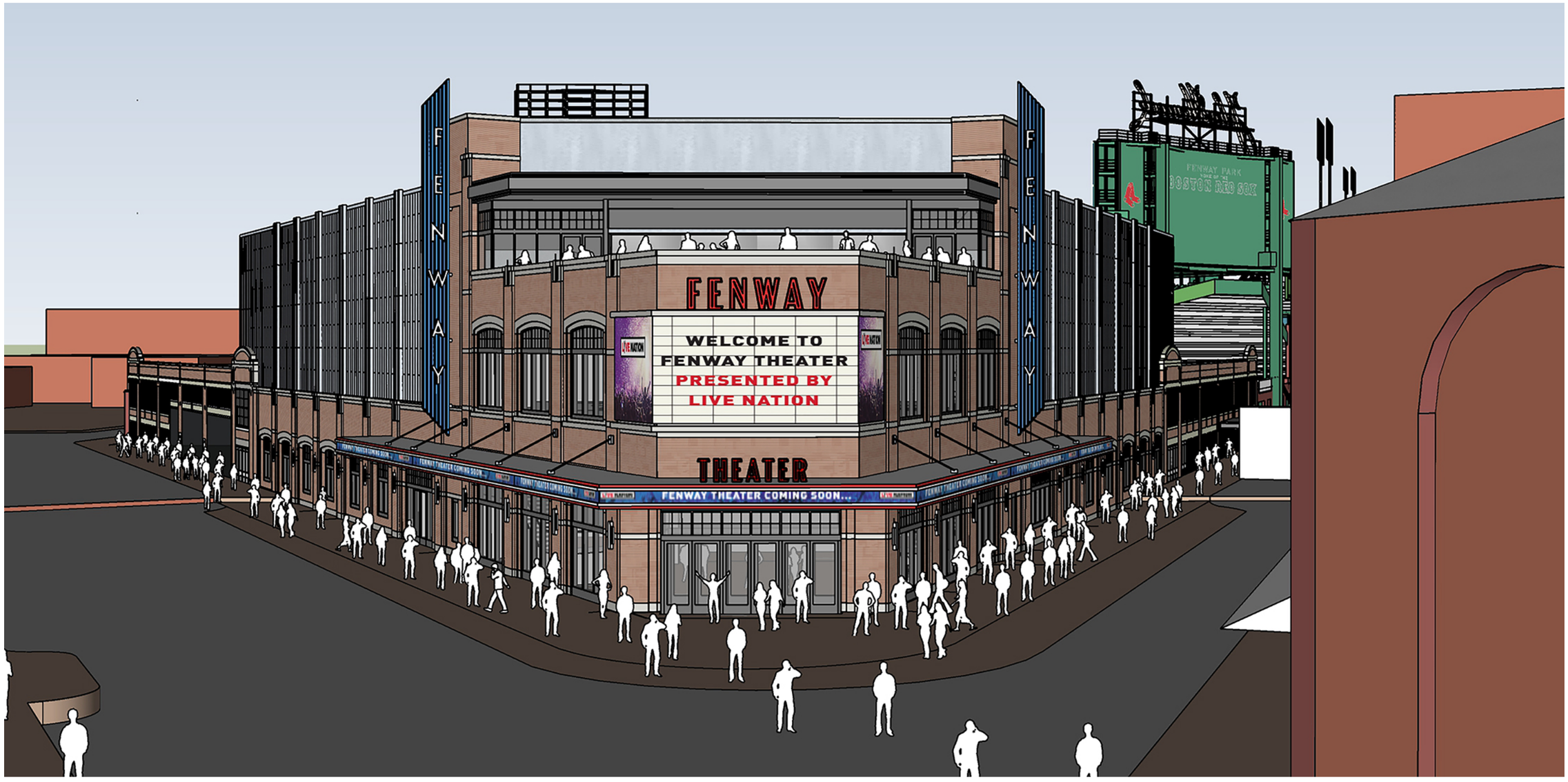


Figure 2.5a
Fenway Theater, Model View

12-28 Lansdowne Street
Boston, Massachusetts

Figure 2.5b
Fenway Theater, Model View

12-28 Lansdowne Street
Boston, Massachusetts

Figure 2.5c
Fenway Theater, Model View

12-28 Lansdowne Street
Boston, Massachusetts

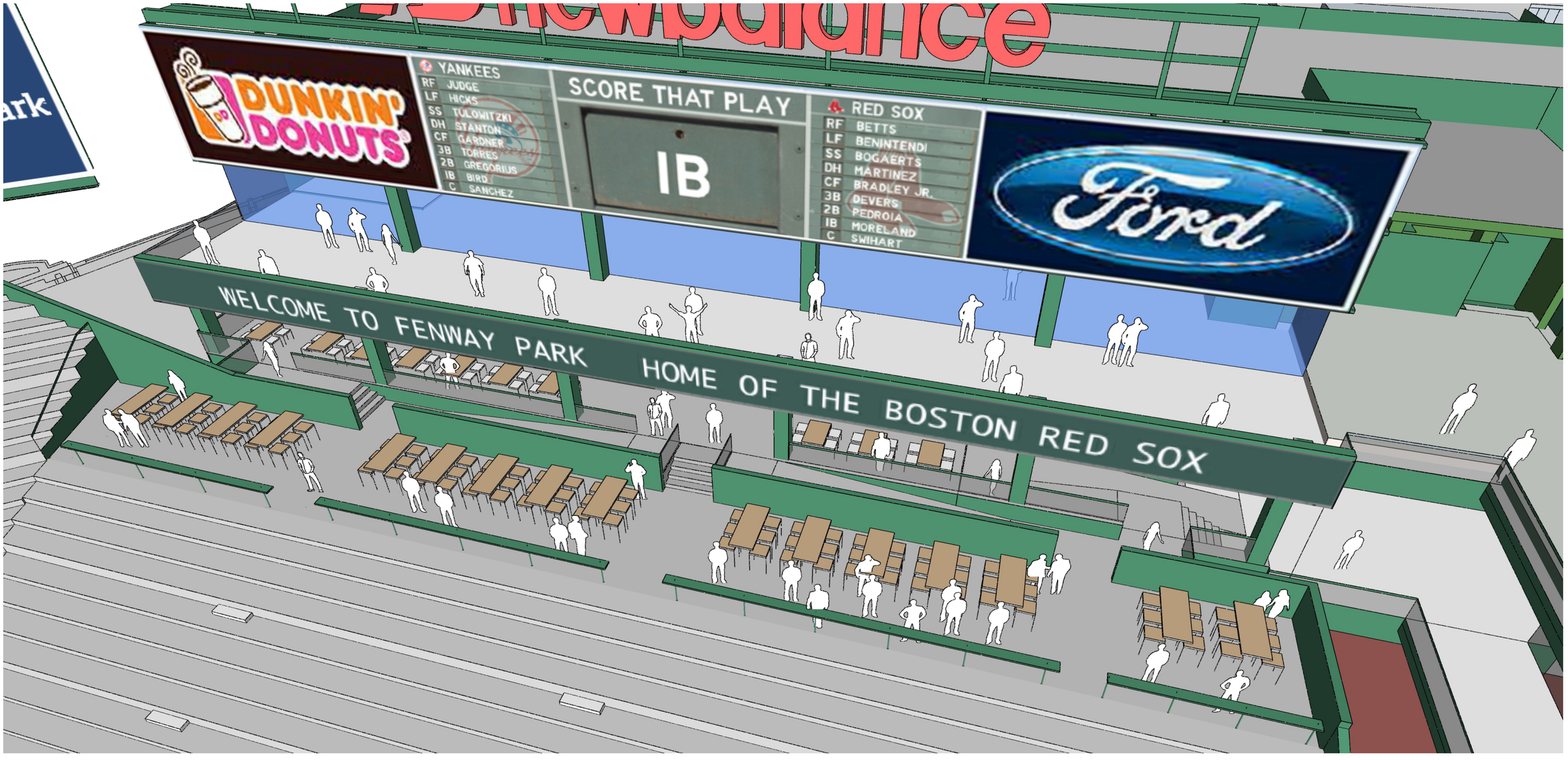


Figure 2.6
Bleacher Overlook, Model View

Figure 2.7a
Existing View, High Home Plate

12-28 Lansdowne Street
Boston, Massachusetts

Figure 2.7b
Proposed View, High Home Plate

12-28 Lansdowne Street
Boston, Massachusetts

Figure 2.7c
Existing View, 1st Base Crossaisle

Figure 2.7d
Proposed View, 1st Base Crossaisle

12-28 Lansdowne Street
Boston, Massachusetts

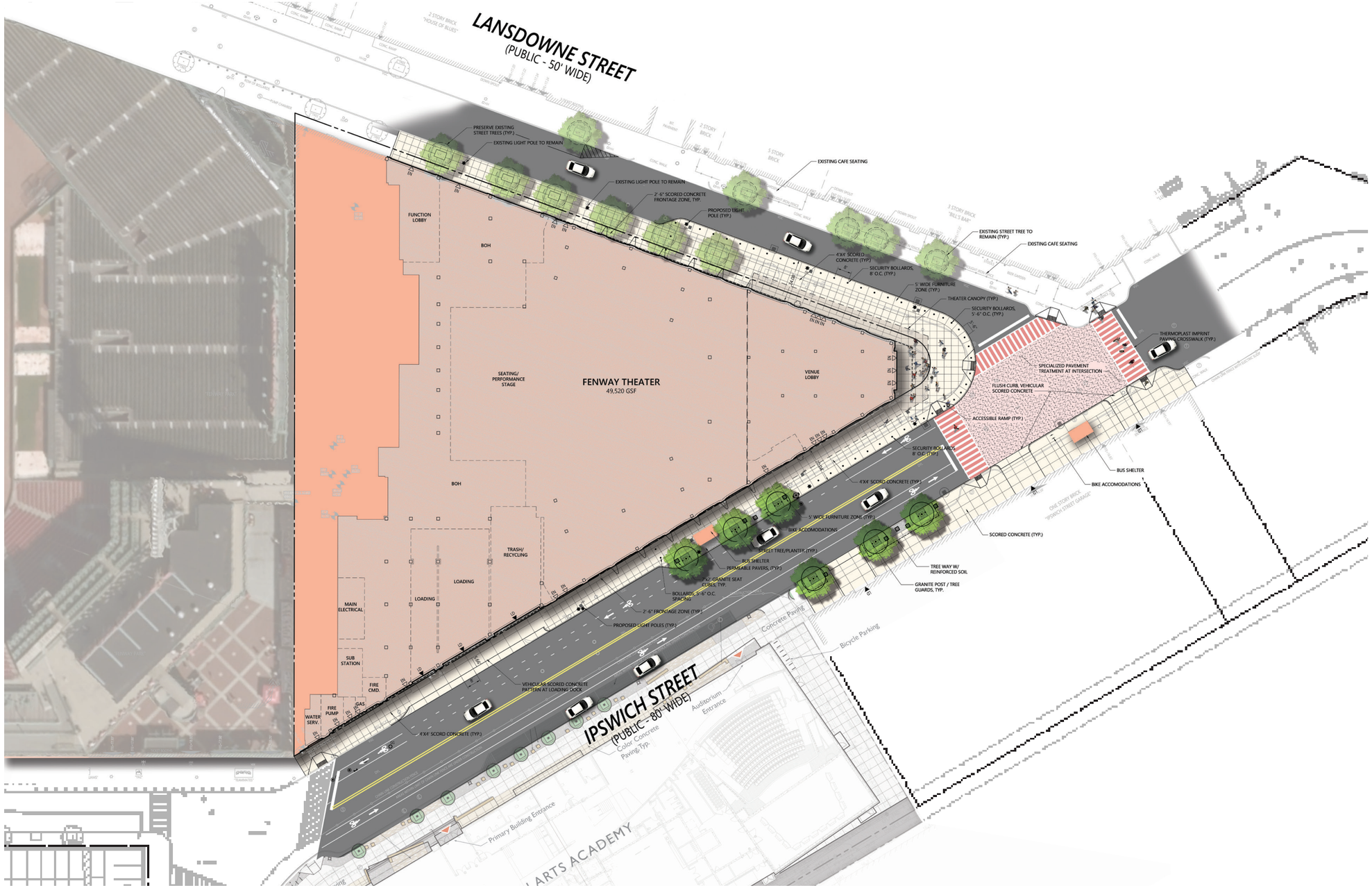
Figure 2.7e
Existing View, 3rd Base Crossaisle

12-28 Lansdowne Street
Boston, Massachusetts

Figure 2.7f
Proposed View, 3rd Base Crossaisle

12-28 Lansdowne Street
Boston, Massachusetts

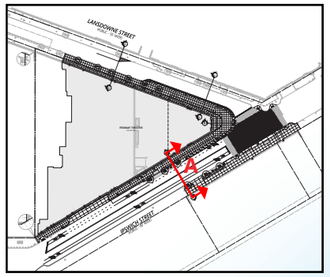
Figure 2.8
Fenway Theater, Rendered View



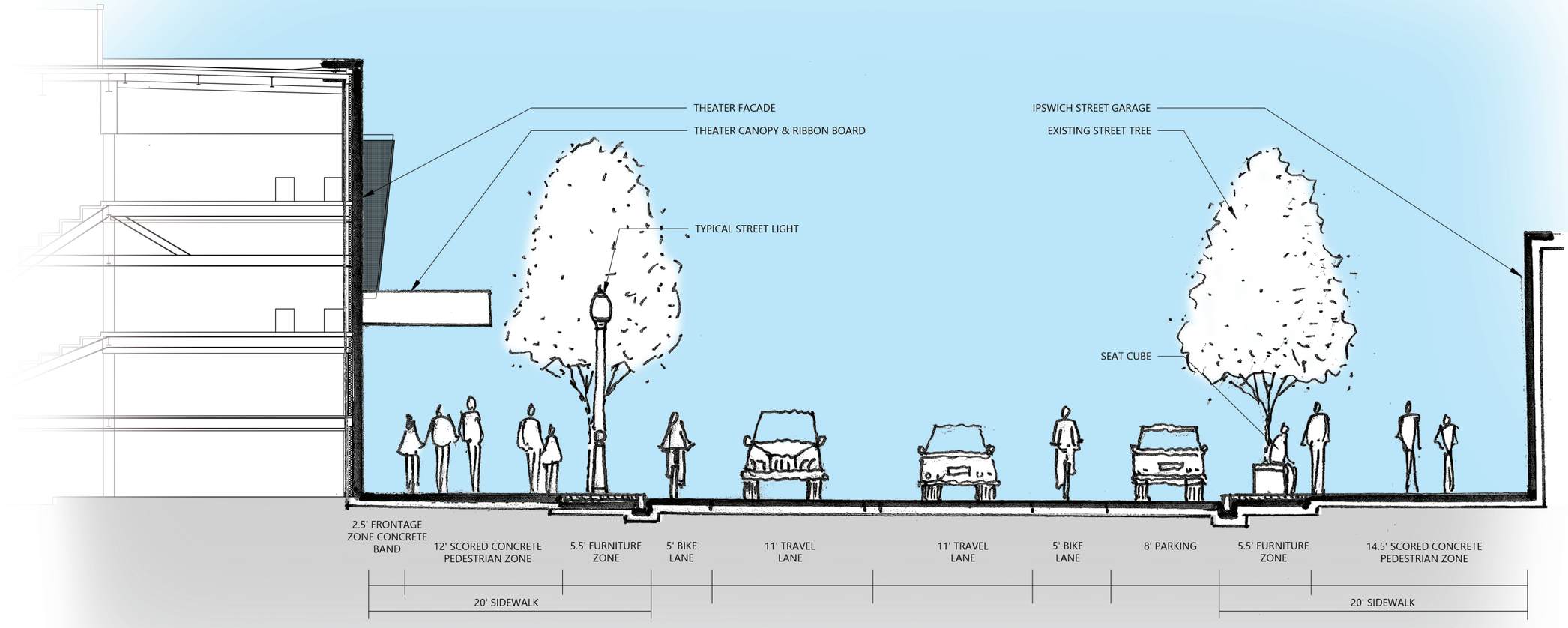
0 20 40 Feet

Figure 2.9
Streetscape Improvement Plan

12-28 Lansdowne Street
Boston, Massachusetts



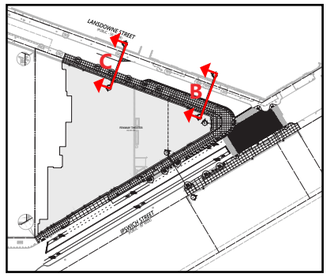
Section A - Ipswich Street



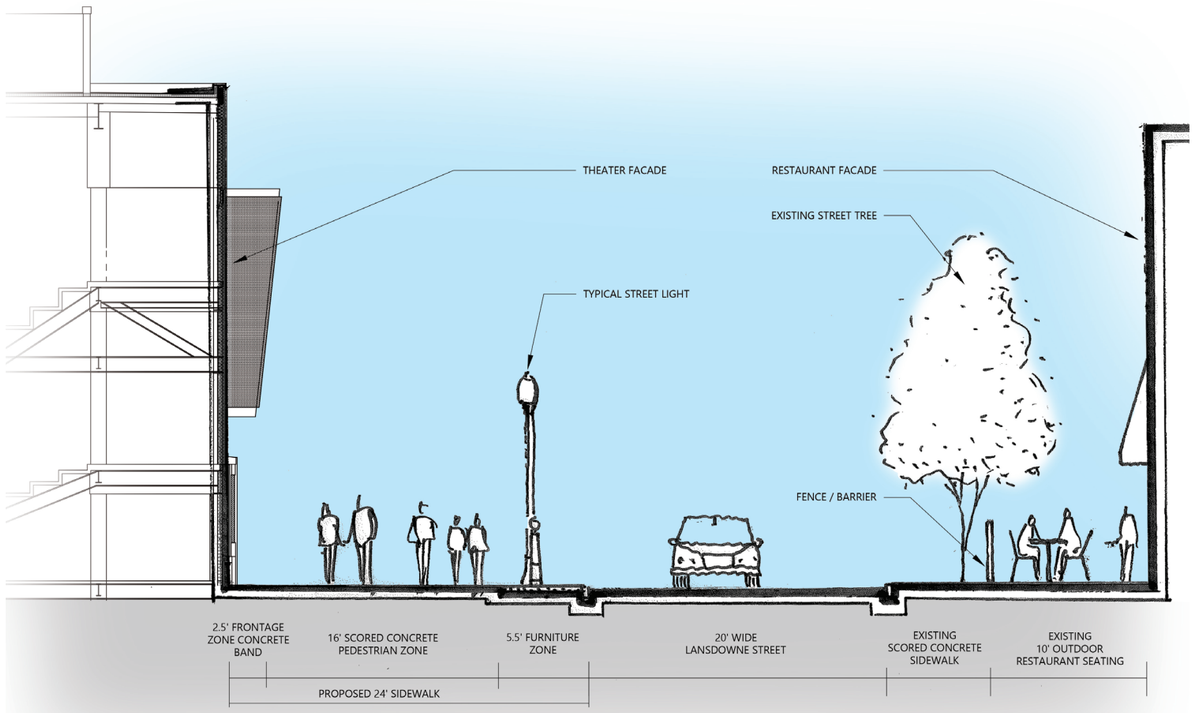
NOT TO SCALE

Figure 2.10a
Streetscape Sections - Ipswich Street

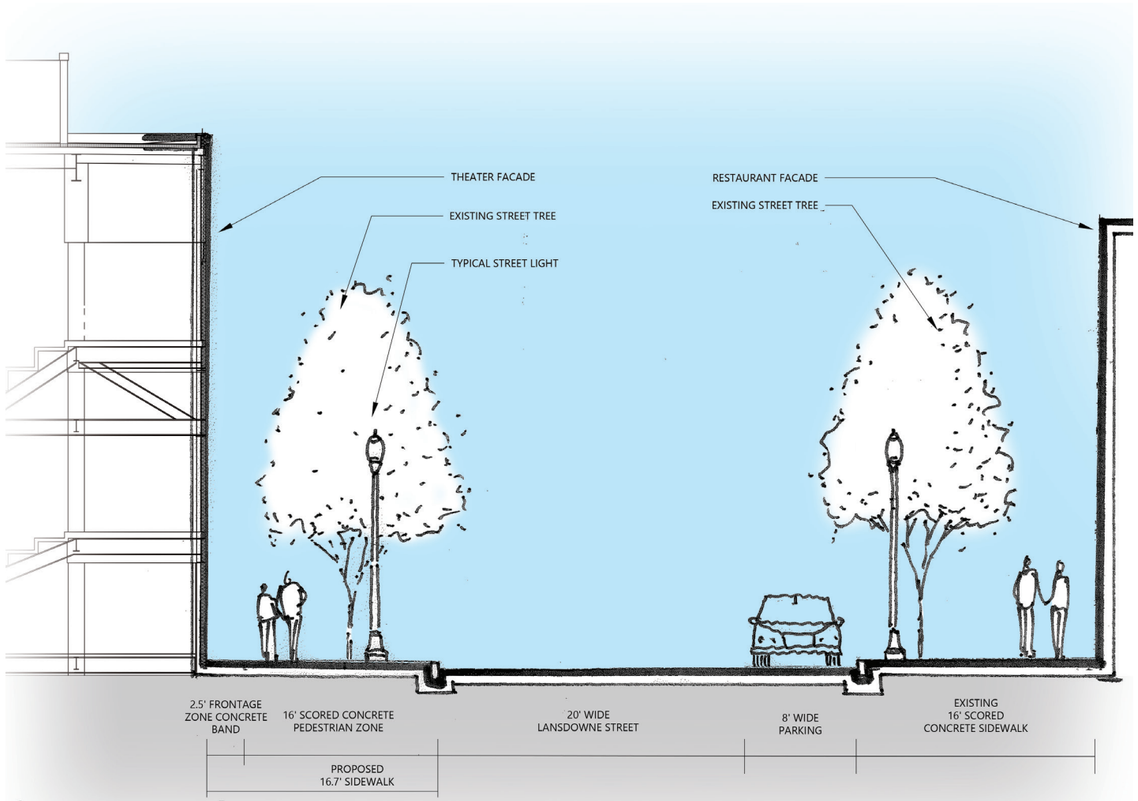
12-28 Lansdowne Street
Boston, Massachusetts



Section B - Lansdowne Street



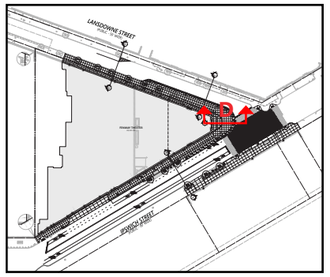
Section C - Lansdowne Street



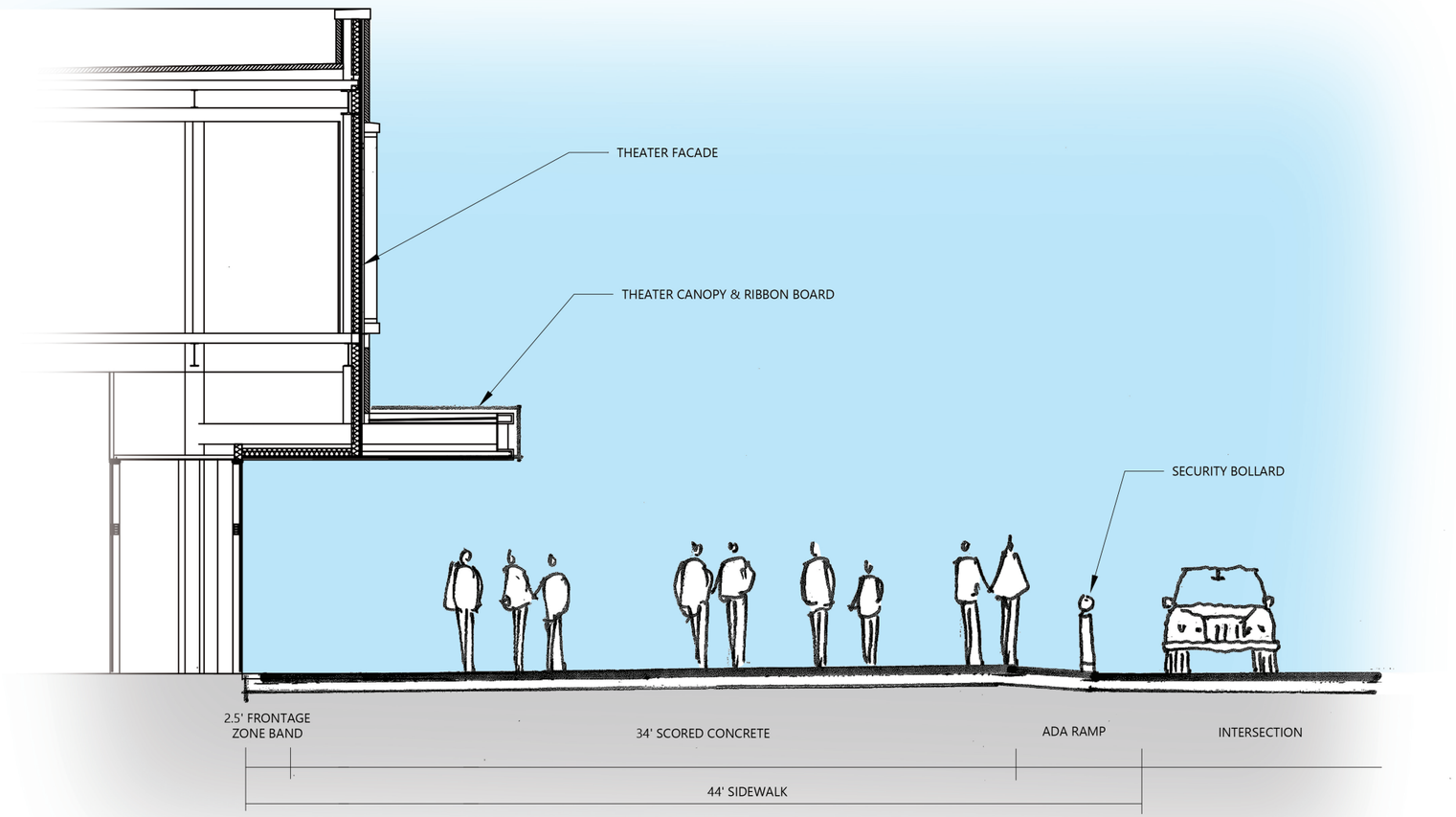
NOT TO SCALE

Figure 2.10b
Streetscape Sections - Lansdowne Street

12-28 Lansdowne Street
Boston, Massachusetts



Section D - Intersection of Lansdowne and Ipswich Streets



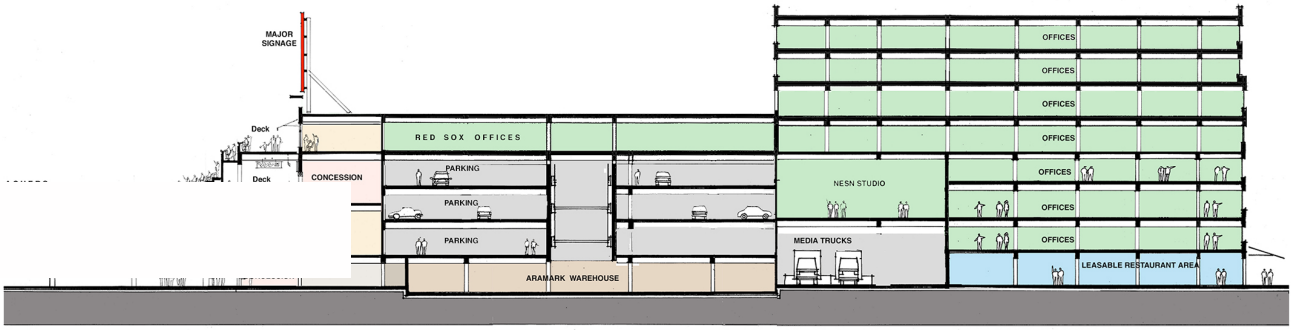
NOT TO SCALE

Figure 2.10c

Streetscape Sections - Intersection of Lansdowne and Ipswich Streets

12-28 Lansdowne Street
Boston, Massachusetts

IPSWICH STREET ELEVATION

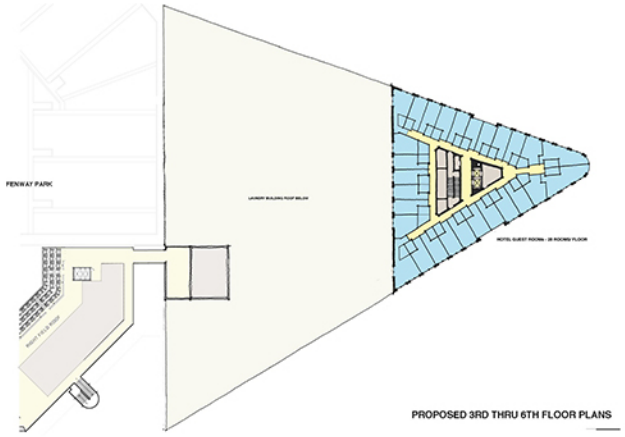


SECTION

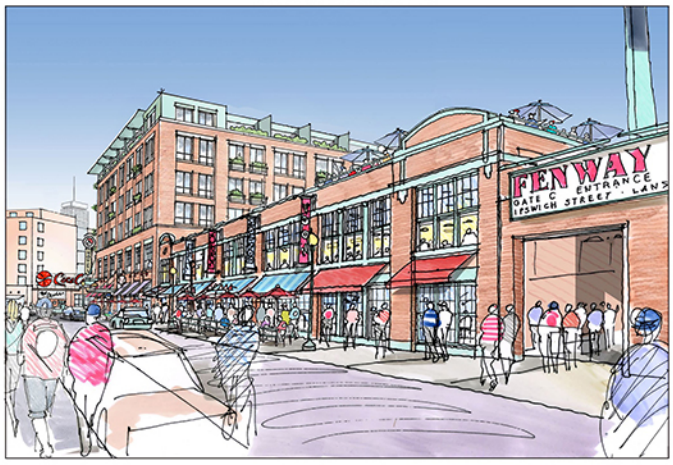
Figure 2.11a Previous Study Office, Broadcast Studios, Parking

12-28 Lansdowne Street
Boston, Massachusetts

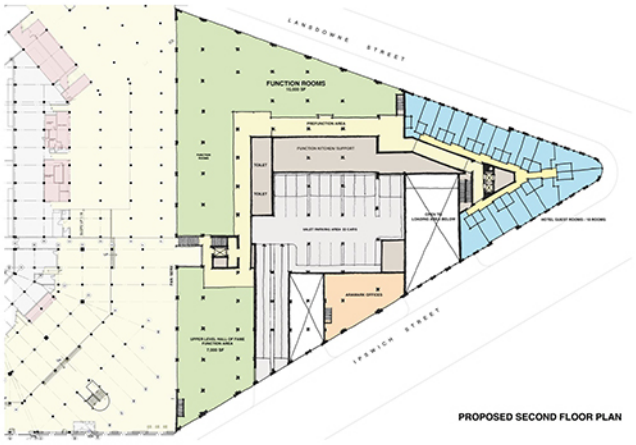
VIEW FROM IPSWICH ST TO LANSDOWNE ST



PROPOSED 3RD THRU 6TH FLOOR PLANS

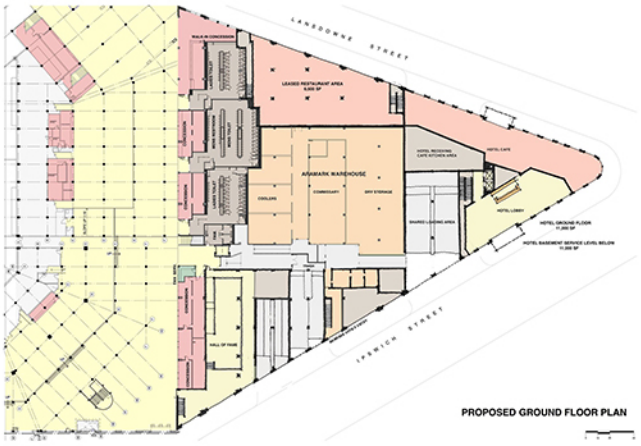


VIEW FROM LANSDOWNE ST TO IPSWICH ST



PROPOSED SECOND FLOOR PLAN

VIEW FROM IPSWICH ST



PROPOSED GROUND FLOOR PLAN

130 Guest Rooms, 15,000 sf Function Rooms, Ground Level Restaurant, Direct Connection to Fenway Park

Figure 2.11b Previous Study

Hotel, Function, Restaurant

12-28 Lansdowne Street
Boston, Massachusetts

3

Sustainability/Green Building Design and Climate Change Resiliency

This chapter provides an overview of the Project's proposed sustainable design elements at the design development stage, and demonstrates that the Project will meet the requirements of Article 37 of the Code relative to the City's Green Building policies and procedures.

This chapter also discusses the approach to preparing for climate change, in accordance with the BPDA Climate Resiliency – Review Policy Update (the "Resiliency Policy"). The required Climate Change Resiliency and Preparedness Checklist (the "Resiliency Checklist") has been updated for the Proposed Project and is provided in Appendix B.

3.1 Summary of Project Refinements

As discussed in Section 1.2.3 of Chapter 1, *Project Description*, the Proponent has proposed modifications to the Project since the EPNF that reflect the comments received by the IAG, the community, and City agencies. The Project as documented in the EPNF, and in this DPIR, consists of a highly energy efficient building that proposes highly efficient mechanical systems, and a high-performance envelope designed specifically for the building use and orientation. The envelope proposes minimal fenestration due to the proposed program, reducing heating and cooling demand from the environment. During the course of Article 80 review, the Proponent has advanced the design of the Project, and seeks to achieve a LEED Gold certifiable design under the USGBC LEED Green Building Rating System. The Proponent will explore all reasonably feasible opportunities to optimize sustainability beyond the level currently assumed.

3.2 Summary of Key Findings and Benefits

The Proponent will integrate sustainability across this Project by using land efficiently through the revitalization of an underutilized site in a dense urban setting; integrating state-of-the-art energy conservation measures into Project design; promoting the use of alternative modes of transportation; encouraging pedestrian activity, and improving water quality. The following is a summary of key planned sustainability and resiliency measures:

› The Project targets a high level of sustainability by designing the Project Site and buildings using the LEED v4 rating system to demonstrate compliance with Article 37 of the Code, Green Buildings. The Proponent will seek to achieve a LEED Gold certifiable design and will explore all reasonably feasible opportunities to optimize sustainability beyond the level currently assumed.

- The Project aims to achieve a reduction in stationary source CO_2 emissions below an ASHRAE 90.1-2013 baseline, currently estimated at seventeen (17) percent, by reducing overall energy consumption through the incorporation of Energy Efficiency Measures ("EEMs") and energy-efficient design strategies.
- In 2008, the Red Sox became the first team in Major League Baseball to install solar thermal panels with an installation at Fenway Park. In keeping with this commitment to sustainability, the Proponent is committed to installing a rooftop solar PV system as part of this Project. The Proponent will continue to evaluate the feasibility of additional clean and renewable energy sources as the design progresses. This feasibility analysis was discussed extensively in Section 3.4.1 of Chapter 3, *Sustainability/Green Building Design and Climate Change Resiliency,* of the EPNF.
- Potential impacts associated with climate change, such as predicted future sea level rise, increased frequency and intensity of precipitation events, and extreme heat events, have been considered during early stages of design.
- The Project Site is not vulnerable to flooding due to sea level rise and does not lie within any Sea Level Rise – Flood Hazard Area ("SLR-FHA") depicted on the BPDA's map. Due to its distance from the current floodplain associated with the Muddy River and the Fens, the Project Site is also not anticipated to be impacted by riverine flooding. However, a future increase in precipitation is being taken into account to appropriately size the Project Site's stormwater management infrastructure.

3.3 Regulatory Context

3.3.1 Massachusetts Stretch Energy Code

As part of the Green Communities Act of 2008, Massachusetts developed an optional building code, known as the "Stretch Energy Code," that gives cities and towns the ability to choose stronger energy performance in buildings than otherwise required under the state building code. Codified by the Board of Building Regulations and Standards as 780 CMR Appendix 115.AA of the 9th edition Massachusetts Building Code, the Stretch Energy Code is an appendix to the Massachusetts Building Code, based on further amendments to the International Energy Conservation Code ("IECC"). The Stretch Energy Code increases the energy efficiency code requirements for new construction and major residential renovations or additions in municipalities that adopt it. The Stretch Energy Code applies to new commercial buildings over 5,000 square feet and multi-family residential buildings over three (3) stories. The City adopted the Stretch Energy Code, which became mandatory on July 1, 2011.

Effective January 1, 2017, the IECC 2015/ASHRAE 90.1-2013 standard became the new/updated state-wide energy code as an amendment to the 9th edition of the State Building Code, and the Stretch Energy Code was amended to require 10 percent greater energy efficiency compared to ASHRAE 90.1-2013. The Project has incorporated these new requirements into its basis of design.

3.3.2 Article 37 of Boston Zoning Code

Through Article 37 – Green Buildings, the City encourages major building projects to be "planned, designed, constructed, and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in Boston." Any project that is subject to Article 80B, Large Project Review is also subject to the requirements of Article 37.

Article 37 requires all projects over 50,000 square feet to meet LEED certification standards by either certifying the proposed project or demonstrating that the project would meet the minimum requirements to achieve a LEED Certified level (i.e., all LEED pre-requisites and at least 40 points associated with credits listed on the LEED project checklist) without registering the project with the USGBC ("LEED certifiable"). With the LEEDv4 rating system effective as of October 31, 2016, the BPDA requires initial Article 80B Large Project Review submissions on or after November 1, 2016 to demonstrate LEED certifiability using LEEDv4.

3.3.3 BPDA Climate Change Preparedness and Resiliency Policy

In conformance with the Mayor's 2011 Climate Action Leadership Committee's recommendations, the BPDA requires projects subject to Boston Zoning Article 80 Small and Large Project Review to complete a Resiliency Checklist to assess potential adverse impacts that might arise under future climate conditions and to identify any project resiliency, preparedness, and/or mitigation measures early in the design stage. The Resiliency Checklist is reviewed by the Interagency Green Building Committee ("IGBC").

In accordance with Appendix 7 of the BPDA Development Review Guidelines, the required Climate Change Resiliency and Preparedness Checklist has been updated for the Project and is provided in Appendix B.

3.4 Sustainability/Green Building Design Approach

The Proponent will bring its deep knowledge and experience implementing sustainability and environmentally sustainable practices at Fenway Park to bear on the Project, establishing sustainability as a key theme for the operations of the Fenway Theater. That experience includes integrating a broad spectrum of sustainability and environmentally sustainable practices at Fenway Park since 2008, including but not limited to:

- **Solar Hot Water Heaters**: In 2008, Fenway Park became the first Major League Baseball stadium to install 28 solar thermal panels on the roof. The panels have helped to reduce natural gas used to heat water by approximately 37 percent, resulting in a reduction of approximately 18 tons of CO_2 emissions annually.
- **Food Waste Recycling**: Fenway Park has made significant progress in diverting recyclables from landfills through the establishment of a single-stream recycling program. In 2012, almost 400 tons of materials were diverted and recycled. During home games at Fenway Park, volunteers with the Green team collect recyclables from fans at their seats. In partnership with concessionaire partner Aramark, organic or biodegradable food waste produced during home games and events is sent to either

Brickends Farm in Hamilton, Massachusetts or Rocky Hill Farm in Saugus, Massachusetts where it becomes top-quality organic compost. What is not recycled or composted is brought to a waste-to-energy plant in Saugus, MA, which generates and delivers clean and renewable electricity to the local utility.

- **Fenway Farms:** In 2015, a 5,000 SF rooftop garden was constructed on the third base side of Fenway Park. Fenway Farms now produces approximately ,000 pounds of produce and herbs annually, which are used in food prepared at Fenway Park. The environmental benefits of Fenway Farms also include improved air quality, improved energy conservation, stormwater amelioration and reduced heat effect.

The broadly defined sustainability goals for the Project include enhancing the neighborhood, minimizing environmental impacts, and maximizing occupant health and comfort. These goals will continue to guide the Proponent's decision-making regarding design and operations of the Project.

In support of the City's energy conservation and GHG emissions reduction goals, the Proponent and design team are also working to develop an energy efficient building. The entire scope of the Project was captured in the building energy model, which is used to demonstrate LEED compliance as required by Article 37 of the Code. The Project will show compliance using the LEEDv4 BD+C New Construction rating system, and seeks to achieve a LEED Gold certifiable design, as shown in the LEED Scorecard found in in Figure 3.1 at the end of this chapter.

The Proponent and Project team will continue to evaluate and incorporate sustainable design and energy conservation as the design process continues.

3.4.1 Compliance with Article 37

The Project incorporates a holistic approach to sustainability, while mitigating the environmental impacts of energy, water and material use. The Proponent will seek to achieve a LEED Gold certifiable design and will explore all reasonably feasible opportunities to optimize sustainability beyond the level currently assumed. A summary of the preliminary approach to the credit categories is outlined below and shown in Figure 3.1, the preliminary LEED checklist.

Location and Transportation

The Project Team has currently identified 12 achievable points within the Location and Transportation credit category. The Project Site is located in the fast-growing, densely populated Fenway neighborhood offering a range of amenities and convenient intermodal public transportation options, as detailed in Chapter 4, *Transportation*. The diversity in public transportation options encourages building occupants and theater patrons to utilize these modes, as opposed to taking single occupant vehicles. The Project will also provide secure bicycle storage facilities for occupants, and is investigating the possibility of adding a shower facility for building staff. Facilitating public transportation access reduces the number of vehicles traveling to and from the building, reduces mobile source greenhouse gas emissions linked to this building, and can reduce commuting costs for employees.

Additionally, the Project will not provide any parking, and, in fact, results in an overall reduction in study area parking of approximately 105 parking spaces to further encourage occupants and visitors to choose sustainable transportation alternatives.

Sustainable Sites

The Project team has currently identified six (6) achievable points within the Sustainable Sites category. The Project is designed to minimize rainwater runoff and reduce the impact of highly absorptive surfaces contributing to the urban heat island effect. The Project team has also identified one (1) point that may be feasible but requires further investigation to determine achievability. The team will track and continue to evaluate the potential to pursue the "maybe" credit related to the Project's exterior lighting strategy.

Water Efficiency

The Project team has currently identified five (5) points that are attainable. The Project is designed to incorporate high-efficiency water fixtures to reduce indoor water consumption and incorporate advanced water meters to help the Project consistently track water usage data and optimize consumption.

Energy and Atmosphere

The Project Team has currently identified nineteen (19) points within the Energy and Atmosphere category that are attainable, and another three (3) points that may be feasible with some further investigation.

The nineteen (19) attainable credits in the Energy and Atmosphere category will be sought through reductions in overall energy consumption by cost, enhanced commissioning strategies, green power and carbon offsets, enhanced refrigerant management, and advanced metering of energy subsystems to help the building's management to understand and reduce consumption.

The potential "maybe" credits will be monitored by the Project team to determine if improvements to energy performance and renewable energy production strategies can be utilized for the Project.

Materials and Resources

The Project team has currently identified six (6) points that are attainable within the Materials and Resources category, and an additional two (2) points as potential target credits. The Project will reduce the overall footprint of the materials and resources by utilizing sustainable waste management strategies and maximizing the declarations of environmental products and chemical ingredients of the permanently installed products. The Project will also reuse a portion of the existing Fenway Garage building to further minimize the demand for raw materials and reduce demolition waste and will determine the appropriate number of LEED points that this correlates to moving forward.

Indoor Environmental Quality

The Project team has currently identified seven (7) points in this category that are likely to be attainable for the Project. Strategies such as enhanced indoor air quality control strategies, construction indoor air quality management plan, and low-emitting materials are incorporated to provide a healthy indoor environment for all occupants and visitors.

Innovation

All LEEDv4 projects must pursue at least one (1) Pilot Credit, one (1) Innovation Credit, and no more than two (2) exemplary performance credits. The Innovation in Design Credits may include: designing a walkable Project Site to encourage visitors to walk; increasing health and environmental benefits; purchasing lamps that contain minimal-to-zero mercury to reduce toxic materials onsite; and one (1) ID credit for having a LEED AP on the Project team.

Regional Priority

The four (4) points available in the Regional Priority credit category are contingent on the Project meeting certain thresholds for credits in previous categories as determined by the USGBC. The Project has identified the Regional Priority credit for Rainwater Management and Optimize Energy Performance which are listed as attainable. The four (4) points in this category are automatically awarded pending the award of the original credits to which they are linked.

Boston Green Building Credits

Appendix A of Article 37 lists "Boston Green Building Credits," which are credits that may be included in the calculation toward achieving a LEEDv4 certifiable project. These credits along with the prerequisites were developed by the City and are intended to address local issues unique to development within Boston. The credits include the following categories: Modern Grid; Historic Preservation; Groundwater Recharge; and Modern Mobility.

The Project team is investigating the feasibility of complying with the prerequisites and pursuing credits under the Boston Green Building Credit system. This system supplements LEED certification and allows projects to comply with unique credits developed by the City that can then be included in the calculation towards achieving a LEED Certification.

3.4.2 Utility Outreach/Coordination

Early in the Project's design, the Project team engaged with Eversource, the local utility, and held a design charrette to learn more about the Mass Save initiatives available to the Project, including the Solar Massachusetts Renewable Target (SMART) program. The SMART program provides incentives that encourage projects to incorporate solar PV to generate electricity on-site, which reduces pressure on the local utility grid. The Proponent is committing to installing a rooftop solar PV system as part of this Project and will continue to evaluate the feasibility of clean and renewable energy sources as the design progresses.

Additionally, Eversource is currently analyzing the results of the energy model presented in the EPNF to determine if additional incentives and rebates may be available to the Project.

LEED v4 for BD+C: New Construction and Major Renovation

Project Checklist

Fenway Music Hall - GOLD CERTIFICATION

Y	?	N			
		1	Credit	Integrative Process	1

12	0	4	**Location and Transportation**		16
			Credit	LEED for Neighborhood Development Location	16
1			Credit 1	Sensitive Land Protection	1
		2	Credit 2	High Priority Site	2
5			Credit 3	Surrounding Density and Diverse Uses	5
5			Credit 4	Access to Quality Transit	5
		1	Credit 5	Bicycle Facilities	1
1			Credit 6	Reduced Parking Footprint	1
		1	Credit 7	Green Vehicles	1

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

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

19	3	11	**Energy and Atmosphere**		33
Y			Prereq 1	Fundamental Commissioning and Verification	Required
Y			Prereq 2	Minimum Energy Performance	Required
Y			Prereq 3	Building-Level Energy Metering	Required
Y			Prereq 4	Fundamental Refrigerant Management	Required
6			Credit 1	Enhanced Commissioning	6
9	1	8	Credit 2	Optimize Energy Performance	18
1			Credit 3	Advanced Energy Metering	1
		2	Credit 4	Demand Response	2
	2	1	Credit 5	Renewable Energy Production	3
1			Credit 6	Enhanced Refrigerant Management	1
2			Credit 7	Green Power and Carbon Offsets	2

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

7	0	9	**Indoor Environmental Quality**		16
Y			Prereq 1	Minimum Indoor Air Quality Performance	Required
Y			Prereq 2	Environmental Tobacco Smoke Control	Required
2			Credit 1	Enhanced Indoor Air Quality Strategies	2
2		1	Credit 2	Low-Emitting Materials	3
1			Credit 3	Construction Indoor Air Quality Management Plan	1
		2	Credit 4	Indoor Air Quality Assessment	2
1			Credit 5	Thermal Comfort	1
		2	Credit 6	Interior Lighting	2
		3	Credit 7	Daylight	3
		1	Credit 8	Quality Views	1
1			Credit 9	Acoustic Performance	1

3	0	3	**Innovation**		6
2		3	Credit 1-5	Innovation	5
1			Credit 6	LEED Accredited Professional	1

2	0	2	**Regional Priority**		4
1			Credit 1	Optimize Energy Performance (8 point threshold)	1
		1	Credit 2	High Priority Site	1
1			Credit 3	Rainwater Management (2 point threshold)	1
		1	Credit 4	Building Lifecycle Impact Reduction (2 point threshold)	1

60	6	44	**TOTALS**	Possible Points:	110

Certified: 40 to 49 points, **Silver:** 50 to 59 points, **Gold:** 60 to 79 points, **Platinum:** 80 to 110

4

Transportation

The Expanded Project Notification (EPNF) filed for this Project on February 22, 2028 addressed the information required to meet the specifications of Sections 80B-3 and 80B-4 of Article 80 and was consistent with the Boston Transportation Department's (BTD) "Transportation Access Plan Guidelines." Notwithstanding, there were requests for additional information and clarifications related to the Project's transportation impacts that were referenced in the BPDA Scoping Determination, and in comments received on the EPNF. The narrative in this chapter responds to the themes represented in the agency and public comments, and further articulates the Proponent's commitment to infrastructure improvements and management actions to mitigate the expected impacts of the Project. It is organized in three sections:

- Summary of Key Findings (Section 4.1);
- Transportation Analysis Update (Section 4.2); and
- Proposed Transportation System Improvements/Mitigation (Section 4.3).

In addition to the transportation narrative provided in this chapter, responses to all specific comments received on the EPNF are provided in Chapter 6, *Response to Comments*. Copies of the BPDA Scoping Determination and all comment letters submitted on the EPNF are provided in Appendix A for reference.

4.1 Summary of Key Findings

The following are key transportation findings associated with the Project:

- The Project will activate a currently undeveloped property at the eastern end of Lansdowne Street and midway along Ipswich Street as it traverses the Lansdowne Street Entertainment District.
- The Fenway Theater will add to pedestrian demands in the neighborhood before and after events, as patrons walk between the venue and their homes or businesses, transit stations, shared ride and other drop-off points, and area parking facilities. The Project will make significant investment to improve the pedestrian and streetscape environment in the vicinity of the Project Site.
- The design of the pedestrian and streetscape improvements has evolved and has been enhanced during the Article 80 review process by input from the BPDA, BTD, and BCDC. Specifically, the Proponent will design, fund and construct the following improvements:

- Continuation of the streetscape improvements planned by the BAA along both sides of Ipswich Street to Lansdowne Street;
- Widened sidewalks on both Lansdowne Street (up to approximately 24 feet) and Ipswich Street (up to approximately 20 feet) to accommodate the anticipated Fenway Theater and local area demands;
- An enhanced plaza area in front of the Fenway Theater at the point of intersection of Lansdowne and Ipswich Streets;
- Narrowing of the intersection of Lansdowne and Ipswich Streets to provide wider sidewalks and safer pedestrian crossing locations;
- Use of pavement treatments, wayfinding signage, and bollards to demarcate the Project Site as a gateway, and emphasize the presence of pedestrians; and,
- Improvements to two MBTA bus stops and the provision of new bus shelters along Ipswich Street to serve the MBTA 55 bus route.

› The Fenway Theater will be operated by a newly formed joint venture called the Fenway Music Company, which will also operate the nearby House of Blues ("HOB"). This relationship will ensure that scheduling of events planned for the two venues will be closely coordinated.

› Following the Red Sox lead, the Fenway Music Company will work to encourage alternative modes of travel to events, including providing information and promotional material on its website, and sending directed customer emails to encourage patrons to take public transportation to the venue.

› Together with the Red Sox, the Fenway Music Company will closely coordinate their activities with the MBTA to ensure that the MBTA can adjust its operational plans, if required, to meet changes in local area demands.

› In addition to the bus stop enhancements described above, the Project will fund a study identifying ways to enhance the MBTA 55 bus route through the study area.

› No new parking is being provided as a part of the Project and daily MASCO parkers will be displaced to other locations, principally outside the neighborhood, essentially mitigating the impact in the neighborhood from employees driving to/from the Project Site.

› Fenway Theater patrons will add vehicle trips to area roadways; however, the majority of trips will occur after the evening peak period.

› Traffic management and enforcement, sponsored by the Proponent, during times when the Fenway Theater is active will mitigate localized impacts along Lansdowne and Ipswich Streets.

› Active areawide traffic management and enforcement will occur during times when both the Fenway Theater and Fenway Park are active to manage traffic, ensure pedestrian safety, and facilitate emergency vehicle access.

› The Fenway Theater will add demands for shared ride services in the neighborhood. The Proponent will work with the BTD, Boston Police Department

(BPD), and the Mayor's Office of New Urban Mechanics to develop a shared-ride management plan consistent with area-wide plans. Two locations are currently being piloted for Red Sox games at Fenway Park.

› The Project will provide three (3) general use loading docks (accommodating semi-tractor trucks) and two (2) loading docks for trash and recycling pick-up and smaller truck/van use. Three general use loading docks will adequately address the anticipated Fenway Theater demands and enhance current freight operations at Fenway Park. Fenway Theater and Fenway Park management will actively manage the loading to minimize conflicts with BAA pick-up and drop-off periods on Ipswich Street. Figure 4.1 shows a Proposed Site Plan with the location of the loading docks.

4.2 Transportation Analysis Update

This section is organized by the topics generally reflected in the Scoping Determination, agency and public comments, and requests for supplemental information, including:

› Additional Details on Venue Activities (Section 4.2.1)
› Pedestrian Access and Safety (Section 4.2.2)
› Public Transportation (Section 4.2.3)
  - Green Line Service (Section 4.2.3.1)
  - MBTA 55 Bus route (Section 4.2.3.2.)
› Traffic Impacts and Management (Section 4.2.4)
› Local Streets and Intersections (Section 4.2.4.1)
  - Intercept Parking (Section 4.2.4.2)
  - Shared Ride Services (Section 4.2.4.3)
  - Loading and Deliveries (Section 4.2.4.4)
  - Emergency Vehicle Access (Section 4.2.4.5)

4.2.1 Additional Details on Venue Activity

During public review of the EPNF, several questions arose over how often the Proponent expects there to be a Red Sox game, a concert at the HOB, and an event at the new Fenway Theater happening concurrently on the same evening. While it is not possible to specifically forecast the future events schedule at this time, drawing on recent experience suggests that this would occur on a very limited basis.

To understand recent experiences, the Red Sox and HOB schedules for 2018 were evaluated. The calendar year analysis showed:

› In 2018, the HOB hosted 195 shows throughout the year (of which about 60 percent occurred outside the regular baseball season).

- The Red Sox hosted 81 home regular season games, spread among weekdays and weekends and day and nighttime.
- Of the 195 events, there were 20 instances when an event at the HOB occurred concurrently with a regular season game Red Sox game, or about 10 percent of the time.

In 2018, the Red Sox season was extended through October for the American League Division and Championship series, and the World Series. During October, there were five (5) additional nights when there was an event occurring at the HOB concurrently with a playoff game at Fenway Park.

The likelihood of events occurring at all three venues during the same time can be expected to be less than the odds of events occurring at Fenway Park and the HOB, as exhibited in 2018, or less than 10 percent of the dates when the Fenway Theater is active.

The transportation analysis presented in the EPNF reflected Fenway Theater operations with and without a game at Fenway Park. As discussed, it is expected that the majority of Theater patrons would arrive after the peak fan arrivals to the ballpark. On the rare occasion that HOB would be active, it is expected that the additional transportation demands would be largely added to the public transportation and pedestrian systems due to the lack of available parking in the neighborhood.

As previously discussed, the Fenway Theater will be operated by the Fenway Music Company which will also operate the House of Blues. This relationship will ensure that scheduling of events planned for the two venues will be closely coordinated. Fenway Theater management will take active measures to manage conditions on such dates when there are competing events and communicate transportation advisories to the both the neighborhood and Fenway Theater patrons.

Together with the Red Sox, Fenway Theater management will also closely coordinate their activities with the MBTA to ensure that the MBTA can adjust its operational plans, if required, to meet changes in local area demands.

Finally, and as discussed further in the next section of the chapter, the Fenway Theater management, in coordination with the Boston Red Sox, will develop an operational plan for managing pedestrian queues so that its patrons can be safely accommodated without interfering with others moving through the neighborhood.

4.2.2 Pedestrian Access and Safety

Accommodating pedestrian flows is a critical component of planning for the new theater – both on the typical event day and the occasion when Fenway Park and/or the HOB is operating. Consideration of the pedestrian paths to the Fenway Theater, key locations of potential pedestrian/vehicular conflicts, and gathering space for Theater patrons in advance of doors opening were considered in the EPNF analysis and subsequent design development of the building, the public realm, and streetscape improvements.

There were several questions that arose since the EPNF filing requesting additional detail on the management of pedestrians arriving for an event which are elaborated on in this section.

An area estimation of queueing capacities along the sidewalks surrounding the Project Site has been calculated and is shown in Figure 4-2. Within the "entrance queueing area" there is a capacity of approximately 350 patrons and within the "waiting queueing areas" there is a capacity of approximately 1,250 patrons, or space for approximately 1,600 patrons. The EPNF provided a detailed analysis of patron arrival patterns and processing rates. The peak arrival activity is expected to occur between 7:00 PM and 8:00 PM after the doors to the theater have opened. It is anticipated that there is more than enough queueing capacity in the spaces highlighted for patrons to queue before and after doors open to the Theater. In the event that Fenway Theater staff determine the need for an "overflow queueing area", the Gate C entrance to Fenway Park is being evaluated as a space where patrons can wait to enter the Theater (when there are no Red Sox games). On days when Red Sox games are played at Fenway Park, Lansdowne Street is closed to vehicular traffic and affords ample space for pedestrians to arrive and gather for events.

Fenway Theater staff, working with the BTD and BPD, will develop queue management plans that outline how patrons will be queued along Lansdowne Street and Ipswich Street for Fenway Theater events to minimize impacts on pedestrian flows and traffic. Options include using airport-style ropes to delineate where patrons should stand, phased or personalized entry times, etc.

The Proponent will also design, fund, and construct pedestrian and streetscape improvements to include:

- Continuation of the streetscape improvements planned by the BAA along the south side of Ipswich Street to Lansdowne Street;
- Narrowing the intersection of Lansdowne and Ipswich Streets to provide wider sidewalks and safer pedestrian crossing locations; and
- Use of pavement treatments, wayfinding signage, and bollards to demarcate as a gateway and emphasize the presence of pedestrians.

Since the filing of the EPNF, the Project design has evolved to include additional public space for pedestrians at the entrance to the Theater by increasing the setback of the theater entrance from the intersection (to approximately 45 feet) and by providing a wider sidewalk along Lansdowne Street sidewalk (24 feet).

The Proponent will request and fund police details for events at the new Fenway Theater and continue to work with BPD on the deployment of these details to manage localized congestion.

The Red Sox organization will continue to request and fund BPD details during events at Fenway Park.. Recently, the BPD has made Fenway Park weekday day games and weekend games eligible for overtime pay (still funded by the Boston Red Sox), which allows the details to be made mandatory if there are not enough police

volunteers. This new policy has been helpful to ensure that the details get adequately staffed for all Fenway Park events.

Additionally, the Red Sox will continue using the ballpark media platform to promote the use of public transportation to/from the ballpark and encourage fans to be respectful of the neighborhood. The Proponent will explore with the Mayor's Office and the BTD whether there are opportunities to use ballpark media time to promote the City's Vision Zero pedestrian safety program.

4.2.3 Public Transportation

The Fenway Music Company will work to encourage alternative modes of travel to events, including providing information and promotional material on its website, sending directed customer emails to encourage patrons to take public transportation to the venue, and subsidizing transit passes for its employees.

The Project Site is served by several MBTA services within a half-mile of the Project Site, including the:

- MBTA Green Line (B, C, and D);
- MBTA Commuter Rail Framingham/Worcester Line; and
- MBTA Bus routes 8, 19, 47, 55, 57, 60, 65, and CT2.

The Project Site is located about a 10-minute walk from Kenmore Station (Green Line and bus connections) and Hynes Convention Center Station (Green Line), and about a six (6)-minute walk from Lansdowne Station (Commuter Rail). Also proximate to the ballpark is the Fenway Station that serves the Riverside (D) branch of the Green Line and is approximately a 12-minute walk from the Project Site.

The MBTA 55 bus route currently stops in front of the site at the intersection of Ipswich Street and Lansdowne Street. Pedestrian access to Lansdowne Station is via Lansdowne Street to David Ortiz Way. Access to the Green Line is:

- At Kenmore Square, via Lansdowne Street and Brookline Avenue;
- At Hynes Convention Center, via Ipswich Street to Massachusetts Avenue; and
- At Fenway Station, via Lansdowne Street and Brookline Avenue.

MBTA's Fenway station is located on the Riverside (D) branch. The Fenway-Lansdowne Multi-Use Path, a recommendation of the 2009 Fenway-Longwood-Kenmore Transportation and Pedestrian Action Plan, is currently under development by the City of Boston. When complete, the path will provide a safe, protected connection between Fenway Park/Fenway Theater and Fenway Station, via Lansdowne Station, and link the Fenway neighborhood to the broader network of paths within the Emerald Necklace. The path is scheduled to be completed before the Theater opens.

Commenters on the EPNF expressed interest in further access improvements to Fenway station along Park Drive. Both the Department of Conservation and the MBTA, who share jurisdiction at this location, are actively studying ways to improve

Fenway Station access, including an improved pedestrian crossing on Park Drive and the feasibility/viability of an elevator connection. Although Theater patrons and employees are not expected to impact this location to any great degree, the Red Sox and Fenway Theater management are supportive of the Audubon Circle Neighborhood Association's efforts to improve this connection as plans become better defined in the future.

4.2.3.1 Green Line Service

As discussed in the EPNF, the main transit mode taken to the Fenway area is the MBTA Green Line, which includes three distinct branches of the Green Line that converge at Kenmore Station. During the commuter peak hour, 76 Green Line trains are scheduled to arrive at Kenmore Station, 38 inbound and 38 outbound. Each of the Green Line trolleys can accommodate 101 passengers, or 202 in a typical two (2)-car set. When accounting for the Green Line's On-time performance of 88 percent[1] (88 percent of Green Line trains are on time), the service capacity on the Green Line during the commuter peak hour is estimated at approximately 6,755 passengers per hour per direction. The analysis of Fenway Theater trip generation suggests that the Project will add approximately 135 passengers during the commuter peak hour (approximately one (1) percent of capacity). Sourced from other area studies of the Hynes Convention Center MBTA stop, the number of passengers entering Kenmore from the west (outbound) is about 3,470, and exiting Kenmore to the east (inbound) is about 2,670 during the commuter peak hour, indicating reserve capacity in both directions.

After the commuter peak hour, when Fenway Theater arrivals are expected to be the heaviest, there are 60 Green Line trains scheduled per hour (both directions) until 8:00 PM when the schedule changes again to evening service. This means that after the peak hour, Kenmore Station can accommodate approximately 5,333 Green Line passengers per direction per hour. The Fenway Theater is expected to add approximately 820 transit trips to the period after the peak (about eight (8) percent of capacity). Many of these trips will be opposite to the peak directional demands in the evening and will be readily accommodated by available off-peak direction capacity.

The Project will benefit from the MBTA's planned capital program to modernize and enhance Green Line services through its *Green Line Transformation* program. During the Summer of 2018, the MBTA released a draft of "Focus40: The 2040 Investment Plan for the MBTA". The plan lays out systemwide goals and investments that will transform the MBTA into a reliable, robust, and resilient transit system. *Focus 40's* goal for the Green Line is to increase its capacity by at least 50 percent with redesigned, larger vehicles and modernized infrastructure. The MBTA is actively working to improve the capacity and reliability of its Green Line services to

[1] MBTA Dashboard website, accessed January 14, 2019 (www.mbackontrack.com)

accommodate the expected areawide growth in demands. Green Line improvement projects underway or planned include:

- Signal and track improvements along the Riverside ("D") Branch to improve performance and reliability.
- Resiliency/flood control improvements at Fenway Station.
- Automated Fare Collection. Transition to the new fare collection system is anticipated to be completed by May 2020 with new fare gates by Spring 2021.
- Consolidation of four (4) stops on the B line as part of MassDOT's Commonwealth Avenue Phase 2A Project.
- Transit signal priority along surface stops. Planning and design will begin in 2019.
- Twenty-four (24) new Green Line cars to be integrated by the end of 2019 with plans to replace the entire fleet within the next 10-15 years.
- Increase the number of weekday peak trains from 73 to 94 and achieve a 15 percent increase in capacity.
- Green Line Extension to Medford/Somerville by the end of 2021. (Also, under consideration is extending the E line from Heath Street to Hyde Square in Jamaica Plain).

In addition, the MBTA has a detailed "Standard Operating Procedure (SOP) for Red Sox Games at Fenway Park" that codifies how it responds to increased patronage before and after Fenway events. Under the current SOP, the MBTA does not add extra Green Line Service before weekday evening Red Sox games. Extra service is added after games end, which usually entails:

- Four (4) extra cars Blandford to Park
- Two (2) extra cars Upper yard to Kenmore, and
- Four (4) extra cars stored in the Kenmore Loop

Green Line service is also supplemented before and after weekend games.

The Red Sox and Fenway Theater management will continue to work closely to coordinate their major events with the MBTA so that service adjustments can be made, if warranted.

4.2.3.2 MBTA 55 Bus Route Service

The MBTA 55 bus route currently stops in front of the site at the intersection of Ipswich Street and Lansdowne Street. The Proponent is committed to making improvements to MBTA bus stops to improve the experience of users of the MBTA 55 bus route. To accomplish this, the sidewalk along Ipswich Street will be widened from approximately 13 feet to 20 feet. New bus stop shelters, streetlights, trees, and seating will be added to enhance and encourage use of the service.

In addition, several suggestions were made during the public comment period regarding improving service on the MBTA 55 bus route. Suggestions included

extending the route into the Longwood Medical Area and Park Street, expanding the days and hours of service, and reducing the headways during peak period service. It should be noted that the MBTA recently made its first set of program recommendations under its *Better Bus Project* and did not identify any service enhancements or modifications for this route.

The Proponent will fund a study of options to enhance the MBTA 55 bus route service and, if deemed feasible, apply for an MBTA Transit Pilot project, consistent with the MBTA Transit Pilot Policy (March 2017). In the immediate term, the Proponent will work with the BTD and the MBTA to improve MBTA 55 bus route stop/layover on Queensbury Street (requires improved signage and removal of one parking space).

The MBTA 55 bus route service is often disrupted on Red Sox game days. The Proponent will work with BTD and BPD to improve traffic management on Ipswich Street (see below) to minimize disruptions to the MBTA 55 bus route service during events at Fenway Park, HOB, and/or the Fenway Theater.

4.2.3.3 Promotion of Public Transportation

In addition, the Proponent will support efforts to promote public transportation use including but not limited to:

- The Boston Red Sox will continue to use its ballpark media, website, and social media platforms to promote the use of public transportation to the ballpark;
- The Proponent will work with the MBTA to explore options to expand promotion of MBTA service to Fenway at South Station (or other key station locations);
- The Proponent will subsidize transit passes for its full-time employees; and
- The Proponent will develop a transit promotional program prior to Fenway Theater opening.

4.2.4 Traffic Impacts and Management

There were several public comments concerning area development projects and how they are factored into the traffic analysis. As described in the EPNF, general area-wide traffic growth rate was applied to the Existing Conditions peak hour traffic volumes to account for general future traffic growth in the study area. Consistent with analysis of other area projects, a rate of 0.25 percent per year for five (5) years was applied. In addition to background growth, traffic associated with other planned/BPDA approved developments in the Fenway area, was factored into the traffic analysis, consistent with BPDA/BTD guidance.

Other traffic-related comments inquired about the Project's potential traffic impact to Kenmore Square, traffic management and congestion along Ipswich Street, the potential for intercept parking, management of shared ride services, and loading and deliveries for the new Theater. Each of these topics is elaborated on in the following sections.

4.2.4.1 Impacts on Local Intersections and Streets

Ipswich Street

Ipswich Street between Boylston Street/Hemenway Street and Lansdowne Street serves as an important connection for the community, residents, and the MBTA 55 bus route. It is also used by patrons arriving at and leaving from Red Sox games and will be utilized for people traveling to and from the Fenway Theater. This corridor experiences use by pedicabs before and after events since it is a direct route from where they usually pick up pedestrians (at the corner of Boylston Street and Dalton Street) and Fenway Park.

The Proponent is committed to executing a number of pilot programs during the 2019 baseball season in order to try different approaches to reducing congestion and improving circulation on Ipswich Street. The pilot strategies envisioned include:

- Strengthen stopping, parking, and idling enforcement with supplemental BTD/BPD staff;
- Eliminating approximately six (6) or seven (7) meter/night resident sticker parking spaces along the south side of Ipswich Street between the Bowker Overpass and around the corner across from Jillian's/Lucky Strike during Fenway Park events; and,
- Access restrictions before and after Rex Sox games (with exceptions for emergency vehicles, residents, and MBTA buses).

Other Area Intersections

There were comments received on the EPNF's traffic analysis that asked about the Project's potential traffic impact to Kenmore Square. For the EPNF, ticket sales data provided by the HOB were reviewed to determine the expected arrival patterns for Theater patrons. The analysis estimated that about 17 percent of Fenway Theater vehicle traffic will travel through Kenmore Square (estimated at nine (9) percent from Commonwealth Avenue west, six (6) percent from Beacon Street east, and about two (2) percent from Beacon Street west). During the evening peak hour, this accounts for about 17 vehicle trips of a total of approximately 3,500 vehicles trips that travel through the Square during the evening peak hour. Because the anticipated vehicular traffic impact to Kenmore Square is minimal, Kenmore Square was not included in the study area. Additionally, the Proponent has been coordinating its Project with other development activities in Kenmore Square, including the One Kenmore project that proposes to reconfigure Kenmore Square to create a one-way circulation around a new, expanded pedestrian plaza.

For this DPIR, the transportation team also reviewed the traffic impacts anticipated from the Parcel 12 Project on Massachusetts Avenue, which was submitted to the BPDA on May 8, 2019, after the EPNF filing for the Fenway Theater. The Parcel 12 Project is projected to add 90 and 120 vehicle-trips to the intersection of Boylston Street at Ipswich Street/Hemenway Street (total in all directions), during the morning and evening peak period, respectively. The Parcel 12 transportation analysis, which took into consideration the expected demands from the Fenway Theater, forecasted

an increase of 10 vehicles or fewer during the morning and afternoon peak periods. traveling on Ipswich Street in the vicinity of the Project Site. These increases are less than what was factored in as "background traffic growth" for the Fenway Theater traffic impact analysis previously presented in the EPNF.

4.2.4.2 Intercept Parking

The EPNF described the numerous off-street public parking options that represent more than 2,100 off-street parking spaces within a reasonable walking distance of the proposed Fenway Theater. During Red Sox games, more off-street parking is made available through special event parking lots and additional shared parking spaces marketed to Fenway patrons. For the majority of Fenway Theater events, it is expected that most of those who elect to drive and park (estimated at a demand of about 770 vehicles) will utilize one of these established parking facilities. No dedicated parking is being proposed as part of the Project.

Area parking on those days when there is a concurrent event at Fenway Park, will become more in demand and more expensive. In fact, more than a quarter of Fenway fans who elect to drive to the game today already park well outside the neighborhood. An additional share of fans park at area MBTA stations and take public transportation.

Since 2004, the Red Sox has been actively promoting the use of remote and/or intercept parking. This includes the promotion of parking at MBTA station locations and taking public transportation to the area, as well as promoting parking facilities such as the Prudential Center and 100 Clarendon Street that are outside the immediate neighborhood. The shared use of existing MBTA and area parking facilities works well as Fenway Park events usually occur on weekday evenings as the lots are emptying or on weekends when overall demands are lower. Fenway Theater management will adopt a similar parking management approach to discourage its patrons from driving all the way to the venue and will communicate remote parking locations via email and on its website. In addition, for those days when there are concurrent events (with Fenway Park and/or HOB), it is envisioned that Fenway Theater management will send out special travel advisories to ticketed patrons.

As a further step in managing parking demands, the City Council passed, and Mayor Walsh signed, an ordinance in April 2015 that raised parking fines from $40 to $100 for violating resident parking restrictions in the neighborhoods around Fenway Park during Major League Baseball games. This ordinance discourages Fenway Park event attendees from parking in curbside spaces designated as Fenway/Kenmore resident parking zones. The Proponent would be supportive of expanding the geographic reach of this ordinance should it be pursued by the community.

4.2.4.3 Shared Ride Services

Based on 2018 transportation surveys, the EPNF estimated that approximately 16 percent of Fenway Theater patrons will use shared ride services (taxi, Uber, Lyft, limousine, etc.) to access the venue. This translates to approximately 270 trips before

and after Fenway Theater events. (As a point of reference, shared ride services to Fenway Park are down through the first four homestands of 2019 to below 10 percent).

Given the varied demands for curb space throughout the City, the BTD and the Mayor's Office of New Urban Mechanics have been exploring approaches to better manage shared ride services. In March of this year, City officials announced the initiation of a pilot to assess the viability and effectiveness of a designated pick-up/drop-off zone in the Fenway neighborhood, on Boylston Street near the intersection of Kilmarnock Street. The City has requested that ride-for-hire services use this location for all pick-ups and drop-offs to or from the immediately surrounding blocks from 5:00 PM to 8:00 AM. This location was selected because the neighborhood has become a popular destination for restaurants, shopping, and other entertainment venues. It is hoped that this early pilot will offer some useful indications of how to better manage shared ride services moving forward.

In the meantime, the Boston Red Sox has been working with both Uber and Lyft to better manage shared ride pick-up activities (drop-off shared rides are more difficult to manage compared to the pick-up trips, given current limitations in the provider apps) for Fenway Park patrons. Specifically,

- Designated pick-up zones have been defined on Beacon Street near Maitland Street and on Boylston Street between Richard Ross Way and Kilmarnock Street. Both Uber and Lyft have geofenced these locations as the designated pick-up areas for Fenway Park.
- On behalf of the BPD, Uber and Lyft have been asked to notify their drivers to avoid all pickups on Ipswich Street as BPD will be shutting down access to Ipswich Street in the 7th inning.
- Finally, the BPD will be more aggressive in citing drivers this year who seek to drop off passengers at the Van Ness Street and Jersey Street intersection prior to games.

In consultation with the BTD and BPD, the Proponent will explore options for pick-up/drop-off activities for the Fenway Theater at:

- Dedicated curbside space on Ipswich Street that will not impact efficient and safe access to the bus stop;
- Dedicated curbside space on Lansdowne Street;
- Flexible use of the BAA pick-up/drop-off curb space on evenings and weekends;
- Flexible/managed use of space along the loading dock frontage on Ipswich Street before and after Fenway Theater events;
- Use of curbside space along David Ortiz Way before and after Fenway Theater events; and
- Designated pick-up/drop-off locations more removed from Fenway Park such as those being currently piloted.

Moving forward, it is recognized that new and more flexible uses of curb space in the neighborhood will require broad stakeholder and regulatory consultation. Furthermore, it is expected that the ability to manage shared service providers will continue to improve as their technologies become more responsive to time of day, locational, and other (e.g. drop-off) restrictions placed upon them. Drawing upon the results of current pilots and the evolution of mobility technologies, the Proponent will work with BTD, BPD, and the Office of New Urban Mechanics to develop and implement a management strategy that most effectively controls shared ride trips so that they occur at the appropriate locations prior to the opening of the Fenway Theater.

4.2.4.4 Loading and Deliveries

Currently, loading and deliveries for Fenway Park (ballgames and special events) are largely accommodated on-street at Gate B (Ipswich Street) and Gate D (Jersey Street). Two (2) off-street loading docks exist at 175 Ipswich Street that principally handle trash and recycling pick-ups and smaller truck deliveries. Larger trucks making deliveries to Fenway Park generally use curb-side space when off-loading and smaller trucks and vans, including mail and package deliveries, use the Triangle Lot.

As shown previously in Figure 4.1, the Project will provide shared off-street loading facilities for Fenway Theater and Fenway Park operations from Ipswich Street, including three (3) general use loading docks which can accommodate up to semi-tractor trucks (WB-50), and two (2) loading docks for trash and recycling pick-up and smaller truck/van use. The addition of the general use loading docks is expected to address the anticipated Fenway Theater demands and enhance current freight/delivery operations at Fenway Park. It is expected that the new loading dock operation will be safer and more efficient than the current condition in that it will provide a well-managed dock for trucks of all sizes to use, reducing the current mix of service deliveries that occur on the street.

Service demands when the Red Sox are home or when there is a special event at Fenway Park represent peak demands for the loading docks. Table 4-1 estimate peak daily demands for deliveries.

Table 4-1 Anticipated Peak Service Demands During Fenway Park Events

Truck Type/Product	Truck Size	Number of Deliveries	Time of Day
Sysco	53 Foot	Up to 5/week	Morning
Coca Cola	53 Foot and Open Sided	Up to 5/week	Morning
Beer	24 to 40-Foot	Up to 15/week	Morning
Perishables Products (Bread, Meats, Pizza, Seafood, etc.)	Varies	Up to 6/game	Varies
Trash and Recycling	40 Foot	1/game	Morning
Cintas	Varies	Up to 3/week	Morning
Other Misc. Vendors	Varies	Up to 3/game	Varies
Total (Average)		**15 to 20/game day**	

Comments received from the BPDA asked about the feasibility of relocating the loading dock entrance so that it is not across the street from the school. The Proponent was specifically requested to explore relocating the loading dock to Lansdowne Street and, if necessary, consider a secondary loading for small trucks/vans along the Ipswich Street curb when Lansdowne Street is closed to traffic. This option is not feasible for the following reasons:

- There are two existing loading docks on Ipswich Street that cannot be relocated due to operational constraints within Fenway Park and the Fenway Garage.
- The Proponent has been responsive to agency and community desires to retain as much of the original Fenway Garage façade as possible. As such, the expanded loading docks along Ipswich Street will be positioned in the same locations as the existing service bays and the current entrances and exits from the garage (see existing and proposed façade in Figure 4.3).
- Managing the loading dock and efficient access to laydown areas and the freight elevator are most efficiently accomplished in one location.
- Lansdowne Street does not afford the width to maneuver tractor trailer trucks into an out of an off-street loading dock facility.
- And finally, Lansdowne Street is a busier, pedestrian oriented street.

The Proponent will implement a loading dock management plan ("LDMP") for the Fenway Theater service facility to minimize its impact on the adjacent street and the BAA, as presented in Table 4-2.

Table 4-2 Draft LDMP for 12-28 Lansdowne Street

Delivery Schedules	› The loading dock will not be used during the daytime hours of 7:30 to 8:30 AM and best efforts will be made to limit its use from 2:30 to 4:30 PM on weekdays to avoid conflicts with school drop-off and pick-up hours at the BAA. These hours of operation shall be posted near the loading dock door. Smaller deliveries servicing Fenway Park can be made during these hours at 189 Ipswich Street, via Gate D, or at alternate access locations to the ballpark. › The Boston Red Sox, the Fenway Music Company, and their vendors will coordinate their operations to ensure delivery schedules are spread out as evenly as possible.
Delivery Patterns	› All tractor trailer combinations, and trash and recycling disposal trucks are encouraged to access the loading dock from the east via Ipswich Street.
Loading Dock Operations	› The Boston Red Sox, the Fenway Music Company, and their vendors will coordinate their operations to ensure delivery schedules are spread out as evenly as possible. › During its hours of operations, the loading dock will be actively managed by a Loading Dock Manager › If a loading berth is not available at the time a truck arrives, trucks will be directed by the Loading Dock Manager to return at a later time. (Trucks would be permitted to utilize any available curb space in the area, as legally permitted, but must abide by the Commonwealth's no-idling regulations, MGL Chapter 90, Section 16A) › The loading dock doors will remain closed at all times when trucks are not moving to or from the loading bays. The use of the shared docks will be coordinated by the Loading Dock Manager and it will be his/her responsibility to ensure the most efficient use of the loading bays as possible.
Communications	› The Boston Red Sox, the Fenway Music Company, and their vendors will coordinate their operations to ensure delivery schedules are spread out as evenly as possible. › It will be the shared responsibility of building management to inform all delivery trucks/employees of this LDMP and of its conditions. › A single point of contact will be identified to address neighborhood concerns regarding truck access and circulation.
Updates	› It is acknowledged that for this LDMP to remain effective over time, certain modifications or adjustments to the LDMP may be necessary. These operational changes would be made in consultation with the BTD.

In addition, it is expected that daily mail and delivery activities (Fed Ex, UPS, etc.) will be redirected to an alternate location, most likely the 189 Ipswich Street lot, for processing.

Finally, the Proponent would like to explore the feasibility with BTD of making Van Ness Street one-way westbound between Ipswich Street and Jersey Street (it is already one-way westbound west of Jersey Street). This would allow the north side of the street to provide more commercial curb space for delivery and service-related activity away from the more heavily traveled Ipswich Street and the BAA frontage.

4.2.4.5 Emergency Vehicle Access

Emergency response vehicle access is a priority for residents, businesses, and visitors alike. During periods of increased traffic activity associated special events throughout the City, BPD details give priority to the safe and efficient passage of emergency vehicles. With respect to the area surrounding Fenway Park, the Proponent is committed to investing in several management and tactical strategies to help keep the area accessible for emergency vehicles, particularly measures to keep traffic on Ipswich Street moving, as described above. It should also be noted that the BPD is keenly aware of neighborhood concerns regarding emergency vehicle access, and BPD has confirmed that at present, emergency vehicles are able to navigate the Fenway area on days when there are Fenway Park events.

4.3 Proposed Transportation System Improvements and Mitigation Measures

The collective transportation-related improvements that are proposed as part of this Project are further elaborated on in this section of the report.

4.3.1 Public Realm Improvements

The Project will activate a currently undeveloped property at the eastern end of Lansdowne Street and midway along Ipswich Street as it traverses the Lansdowne Street Entertainment District. It is envisioned that the public realm improvements and placemaking strategies incorporated in the development of the Fenway Theater (grand entrance, signage, sidewalk and streetscape improvements) will activate this unique corner of the district and send visual cues to all visitors that they have arrived.

In conjunction with the Project, pedestrian and streetscape improvements that are planned include:

- Continuation of the streetscape improvements planned by the BAA along the north side of Ipswich Street to Lansdowne Street, and along the southeast side of Ipswich street from the BAA to the intersection of Lansdowne Street;
- Narrowing of the intersection of Lansdowne and Ipswich Streets to provide wider sidewalks and safer pedestrian crossing locations;

- Use of pavement treatments, wayfinding signage, and bollards to demarcate as a gateway and emphasize the presence of pedestrians; and,
- Improve MBTA bus stops and shelters along Ipswich Street.

Planned improvements by the BAA also propose to narrow the intersection of Van Ness Street and Ipswich Street and improve walkways and crossings. This proposal will further calm traffic in the vicinity of the Project and enhance the environment for pedestrians accessing the Fenway Theater from the Boylston Street corridor.

The Project team is also exploring the potential benefits of converting a section of Van Ness Street to one-way westbound traffic between Ipswich Street and Jersey Street with the BTD. (Van Ness Street is already one-way westbound beyond Jersey Street) This would allow for a portion of the service and delivery activity that currently occurs on Ipswich Street to be shifted to Van Ness Street adjacent to the ballpark and reduce congestion on Ipswich Street.

In response to comments received on the EPNF and in connection with design review with the BCDC, the dimensions and articulation of the pedestrian zones have been advanced. Along Lansdowne Street, the Proponent is now proposing to increase the pedestrian zone near the Theater entrance to approximately 24 feet (previously approximately 17 feet) to maximize the effective width of the sidewalk to accommodate Fenway Theater patrons and pedestrian through traffic. Where feasible, existing street trees to the west of the Theater entrance will be preserved and new street lighting will be installed.

Along Ipswich Street, the Proponent proposes to widen the pedestrian zone near the Theater entrance to approximately 20 feet to accommodate Fenway Theater patrons and pedestrian through traffic. To enhance pedestrian comfort, a furnishing zone of approximately five (5) feet will provide new street trees and furnishings in the vicinity of the improved bus stop and new shelter.

Finally, and as discussed previously, the Project team is in discussions with the BTD and BPD to consider ways to make the pinch point on the east side of Brookline Avenue between Lansdowne Street and the David Ortiz Bridge over the Massachusetts Turnpike more amenable for pedestrians.

Refer to Figure 2.9 for a public realm improvements plan, Figures 2.10a-b for streetscape section plans and Figure 4.1 for a proposed site plan.

4.3.2 Event Management Plan

Fenway Theater Operations

It is envisioned that police details (depending on nature of event) will be deployed before and after events at the Fenway Theater to manage pedestrian flows and traffic in the vicinity of the Lansdowne Street/Ipswich Street and Ipswich Street/Van Ness Street intersections.

Fenway Theater operations staff are also expected to cordon off queuing areas for pedestrians on both Lansdowne Street and Ipswich Street prior to doors opening. This will control the queuing area and preserve unobstructed space for pedestrians and patrons traveling through the Project Site to other destinations within the Fenway neighborhood.

As discussed previously, the Project team will work with BTD to implement a shared ride management strategy to most effectively control pick-up trips so that they occur at appropriate locations for Fenway Theater events and more remotely, dispersed over a wider area, when Fenway Park is active.

Ballpark Operations

During times when both Fenway Park and the Fenway Theater host events, access and egress to the Project area will be subject to street closures, and the transportation management plan in effect for Fenway Park events. It is anticipated that Fenway Theater patrons will be notified of event conditions when buying tickets and given a transportation advisory in advance of the performance. These advisories would underscore traffic conditions and area parking limitations and would encourage the use of public transportation to access the Fenway Theater.

The Red Sox, working collaboratively with the BTD, BPD and Homeland Security, support active management of traffic before and after events. Lansdowne Street and the portions of Jersey Street and Van Ness Street adjacent to the ballpark are closed to vehicular traffic approximately two hours before events. Police details are requested and funded by the Red Sox and strategically positioned around Fenway Park (approximately two hours before a game and until area traffic is cleared post-game), at the discretion of the supervising officer, to direct pedestrian and vehicular flows, as described in Table 4-3.

Table 4-3 Fenway Park BPD Officer Traffic Control: Game Day and Special Events

Existing Controlled Intersection	Condition	Duty
Brookline Avenue at Jersey Street (2)	Pre- and Post-Game	Regulate traffic in and out of Jersey Street and the Brookline Lot and facilitate pedestrian crossings
Brookline Avenue at Lansdowne Street (2)	Pre- and Post-Game	Control access/egress to Lansdowne Street and facilitate pedestrian movements
Jersey Street at Van Ness Street (2)	Pre- and Post-Game	Facilitate pedestrian crossing and manage access/egress to Van Ness Street and lot adjacent to Gate D
Boylston Street at Kilmarnock Street	Pre- and Post-Game	Prevent traffic gridlock and facilitate pedestrian crossings
Boylston Street at Richard Ross Way	Pre- and Post-Game	Prevent traffic gridlock and facilitate pedestrian crossings
Boylston Street at Jersey Street	Pre- and Post-Game	Prevent traffic gridlock and facilitate pedestrian crossings
Boylston Street at Ipswich Street	Pre- and Post-Game	Prevent traffic gridlock and facilitate pedestrian crossings
Brookline Avenue at Newbury Street Extension	Pre-Game	Facilitate pedestrian crossings and manage traffic
Ipswich Street at Van Ness Street	Post-Game	Facilitate pedestrian crossings and manage traffic; maintain barriers on Van Ness Street (exit only)
Brookline Avenue at Kilmarnock Street	Post-Game	Facilitate pedestrian crossings and manage traffic
Van Ness Street at Kilmarnock Street	Post-Game	Facilitate pedestrian crossings and manage traffic
Van Ness Street at Richard Ross Way	Post-Game	Facilitate pedestrian crossings and manage traffic
Beacon Street at Maitland Street (2)	Post-Game	Pull traffic outbound and facilitate pedestrian crossings

In addition to the police details outlined in Table 4-3, police details and specialized security agents are present at entrance gates and throughout Fenway Park. There is generally a combination of uniformed and non-uniformed security present during events.

The Project team has had discussions with the BTD and BPD to consider ways to make the pinch point on the east side of Brookline Avenue at the Cask 'n Flagon between Lansdowne Street and the David Ortiz Bridge over the Massachusetts Turnpike safer and more efficient for pedestrians.

4.3.3 Transportation Demand Management

The proposed TDM plan aims to reduce drive-alone trips, or single occupancy vehicles, by encouraging employees and patrons to use alternative modes of transportation. As has been Red Sox practice over the past 15 years, the Proponent will promote alternative modes of access to the Fenway Theater (and Fenway Park) which will continue to be promoted through on-line ticket sales, email advisories, in-venue promotions, and website information.

The following additional TDM measures are being considered for the Project:

- Designate a Transportation Coordinator to oversee all transportation related operational matters for the Fenway Theater including vehicular operations, servicing and loading, parking and implementation of the TDM plan. The Transportation Coordinator will act as the contact and liaison for the City and community.
- Make available transit maps, schedules and other information relevant to commuting options for employees and patrons of the Fenway Theater, including on-line information.
- Support the communication of static and real-time transportation information for patrons and employees.
- Provide pre-tax commuter benefits for employees to encourage transit pass purchases.
- Provision of secure bicycle parking on-site.

4.3.4 Summary of Transportation Improvements and Mitigation Measures

Table 4-4 summarizes the proposed transportation infrastructure improvements and mitigation measures in the impacted area, including physical, operational, and management strategies, by mode. should also be listed and explained in this component.

Table 4-4 Summary of Proposed Transportation System Improvements and Mitigation Measures

Impact/Mitigation Topic	Transportation Commitments
Pedestrian Access and Safety	The Proponent will design, fund and construct pedestrian and streetscape improvements on Ipswich and Lansdowne Streets to include: › Continuation of the streetscape improvements planned by the BAA along the north side of Ipswich Street to Lansdowne Street, and along the southeast side of Ipswich street from the BAA to the intersection of Lansdowne Street; › Narrowing of the intersection of Lansdowne and Ipswich Streets to provide wider sidewalks and safer pedestrian crossing locations; and, › Use of pavement treatments, wayfinding signage, and bollards to demarcate as a gateway and emphasize the presence of pedestrians. The Proponent will work with the BTD and BPD to develop a plan for queue management in the area surrounding Fenway Theater. The Proponent will continue to request and fund BPD details during events at Fenway Park and HOB. The Proponent will add police details for events at the new Fenway Theater and continue to work with BPD on the deployment of police details to manage pedestrian flows and traffic in the neighborhood. The Boston Red Sox has long used its ballpark media platform to promote the use of public transportation to the ballpark and encourage fans to be respectful of the neighborhood. The Proponent will explore with the Mayor's Office and the BTD if there are opportunities to use ballpark media time to promote the City's Vision Zero program. (Similar to City's "Boston Safest Driver" contest.)
Promotion of Public Transportation	The Proponent will design, fund and construct new bus shelters along Ipswich with improved sidewalks and pedestrian amenities to support MBTA 55 bus route. The Proponent will work with BTD and BPD to improve traffic management on Ipswich Street (see below) to minimize disruptions to the MBTA 55 bus route during events at Fenway Park and/or the Fenway Theater. The Proponent will work with the BTD and MBTA to improve MBTA 55 bus route stop/layover on Queensbury Street (requires improved signage and removal of one parking space). The Proponent will fund a study of options to enhance the MBTA 55 bus route service and, if deemed feasible, apply for an MBTA Transit Pilot project, consistent with the *MBTA Transit Pilot Policy* (March, 2017). The Boston Red Sox will continue to use its ballpark media, website, and social media platforms to promote the use of public transportation to the ballpark. The Proponent will work with the MBTA to explore options to expand promotion of the MBTA to Fenway at South Station (or other key station locations). The Proponent will develop a transit promotional program prior to the Fenway Theater opening.

Traffic Management: Ipswich Street	The Proponent will work with the BTD, BPD, and the neighborhood to develop a pilot plan for increased traffic management along Ipswich Street to test during the 2019 baseball season and possibly including: › Increased stopping, parking, and idling enforcement; › Access restrictions before and after Red Sox games; › Pedestrian enhancements; and › Additional parking restrictions. The Proponent will commit to loading dock management at the Fenway Theater to minimize disruptions on Ipswich Street during school drop-off/pick-up times and other peak periods (see below). In collaboration with BTD and BAA, the Proponent will explore the opportunity for flexible/shared curb management to accommodate drop-off/pick-up on the south (BAA) side of Ipswich Street during times when the school is not open and along loading dock frontage. The Proponent will work with Pedi-cab operators, BTD, and BPD to develop a plan for management of Pedi-cabs in the area surrounding Fenway Park and the Fenway Theater.
Traffic Management: Remote Parking	The Boston Red Sox and the Proponent will continue to promote remote parking for patrons coming to Fenway Park, including: › Parking at MBTA lots and taking public transit to Fenway; and › Use of discounted parking locations outside of the immediate neighborhood (e.g. Prudential Center Garage and 100 Clarendon Street Garage) using the Fenway Park *ParkWhiz* app.
Traffic Management: Shared Ride Services	The Proponent will continue to work with BTD and BPD to best manage shared ride drop-off/pick-up locations, informed by the findings of the BTD's pilot study on Boylston Street at Kilmarnock Street location and Fenway Park's 2019 pilot locations along Beacon Street at Maitland and on Boylston Street near Ipswich Street. The Proponent will continue to work with Lyft and Uber (and others) as their apps are further developed to embrace geo-fencing strategies. In collaboration with BTD and BPD, the Proponent will continue to explore the opportunity for flexible/shared curb management locations to accommodate drop-off/pick-up activities prior to the Fenway Theater's opening.
Traffic Management: Local Intersections	The Proponent will work with the BTD to explore the opportunity to make Van Ness Street one-way westbound from Ipswich Street to Jersey Street. The Proponent will continue to fund BPD details during events at the HOB and add police details for events at the new Fenway Theater and continue to work with BPD on the deployment of police details to manage pedestrian flows and traffic in the neighborhood.
Loading Dock Location and Operations	The Proponent will develop and commit to Loading Dock Management Plan that addresses:

	› Hours of operation › Dock operations/management › Enforcement
Transportation Demand Management	The Proponent will commit to maintain an on-site transportation coordinator when Fenway Theater opens. The Proponent will promote hiring from within neighborhood to maximize the opportunity for employees to walk or bike to work. In addition to providing on-site employee bike parking and on-street bike racks, the Proponent will explore the potential for patron valet bike parking in the Ipswich Garage. The Proponent will subsidize transit passes for full-time employees.

4.3.5 Transportation Access Plan Agreement (TAPA)

The Proponent will enter into a TAPA with the BTD which will formalize and document all transportation mitigation and TDM commitments.

Mitigation commitments are the result of the detailed transportation analyses and identification of Project impacts, as documented in the above chapter, and specific agreements made between the Proponent and the City of Boston.

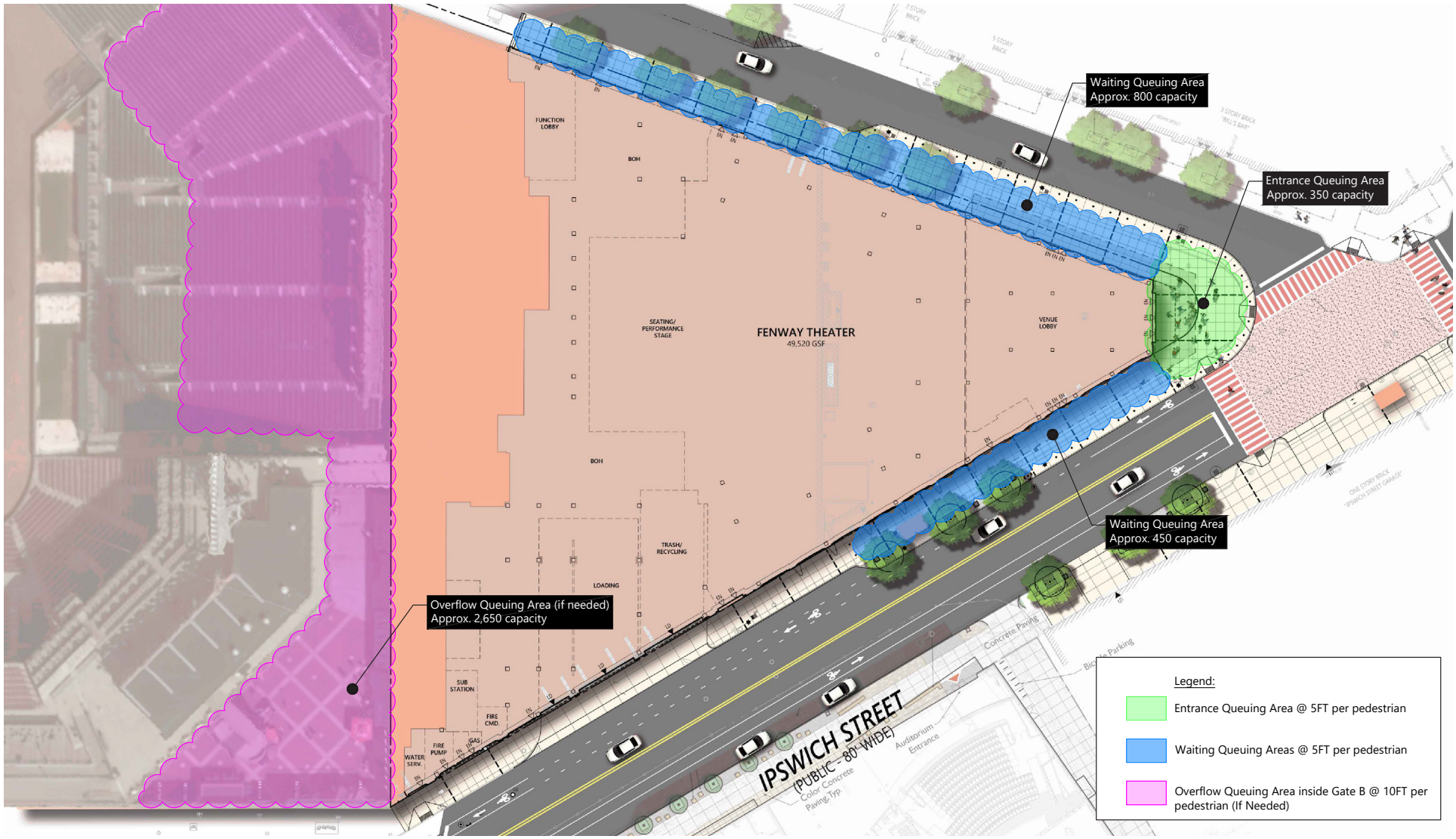
Specific mitigation measures have not been finalized with the City at this time. Upon the City's review of this transportation analysis and assessment of Project impacts, TDM commitments will be discussed and agreed upon for the Project. A TAPA will be executed for the Project in advance of its building permit issuance.

flink CONSULTING

vhb

Figure 4.1
Proposed Site Plan

12-28 Lansdowne Street
Boston, Massachusetts

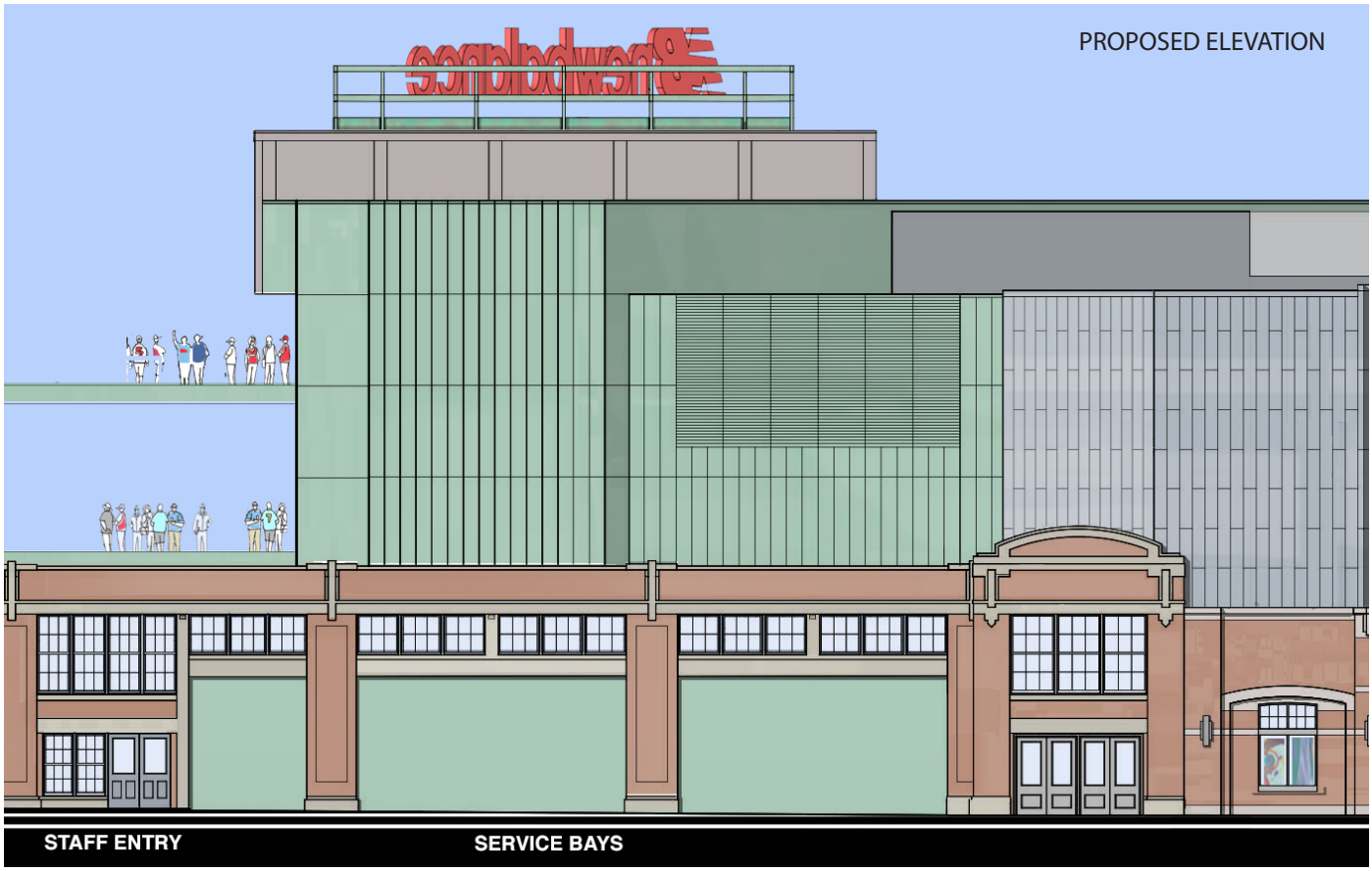


0 20 40 Feet

Figure 4.2

Fenway Theater Queue Accommodations

12-28 Lansdowne Street
Boston, Massachusetts



flink CONSULTING vhb

Figure 4.3

Ipswich Street Loading Dock

12-28 Lansdowne Street
Boston, Massachusetts

5

Construction Management

This Chapter presents an assessment of the construction period impacts of the Project, specifically including construction phasing, truck traffic, air/dust, noise, and earthwork. Proposed mitigation measures for each activity are included with each assessment. This Chapter has been updated since the EPNF, and provides additional information per the BPDA's Scoping Determination on construction phasing and schedule, and construction period management

5.1 Summary of Key Findings and Benefits

Key findings related to construction include:

- Construction-related impacts associated with the Project's construction activities are temporary in nature and are typically related to air quality, erosion and sedimentation control, site contamination, construction vehicle traffic, noise and construction waste.
- A Construction Management Plan ("CMP") will be developed by Gilbane Building Company, the Construction Manager ("CM"), and approved by BTD prior to demolition and construction activities and will include detailed information to minimize impacts on the areas surrounding the Site.
- The Project will disturb greater than one acre of land and is therefore required to obtain coverage under the Environmental Protection Agency ("EPA") National Pollutant Discharge Elimination System ("NPDES") Construction General Permit. As required under this permit, a Stormwater Pollution Prevention Plan ("SWPPP") will be developed and submitted before site preparation begins.
- The Project will comply with MassDEP's Solid Waste and Air Quality Control regulations, pursuant to M.G.L. Chapter 40, Section 54, during construction. The Project will comply with the conditions of all state and local permits related to noise, air quality and solid waste.

5.2 Construction Phasing and Schedule

For planning and communication purposes the Project team has broken down the Project into three (3) phases. Based on current working assumptions, the overall planned duration of construction for the entire Project is anticipated to be approximately twenty-four (24) months, commencing as soon as October, 2019, (subject to potential Red Sox playoff games), and ending in its entirety in August, 2021, with the aim of completion by the opening of the new BAA building. The planned construction phases and significant construction activities described below and depicted on Figures 5.1-5.3 are subject to change as the Project design and

planning advance. An updated construction schedule will be provided in the CMP to be filed and approved by BTD prior to demolition and construction activities.

5.2.1 PHASE 1 (October 1, 2019 to April 1, 2020)

Upon completion of the 2019 baseball season (as early as October 1, or as late as November 1, depending on Red Sox playoff participation), Phase 1 is expected to commence with the setup of pedestrian, traffic and safety controls outlined in the CMP. Decommissioning of spaces to be demolished, within the existing Fenway Garage building, will occur in the first two (2) weeks of the work. At this time, existing utilities to be relocated will be cut and capped to prepare for the selective demolition of portions of the Fenway Garage building in order to facilitate foundation work. Demolition and foundation work are planned for the months of October, November and December 2019. On or before January 1, 2020 erection of structural steel will commence. During the months of February and March 2020, the west portion of the building will be closed in, and the interior fit out required for the 2020 baseball season will be completed. As required, utilities including electrical, fire protection, water and gas will be relocated during Phase 1 of construction.

As part of Phase 1, a separate enabling project will occur at the 189 Ipswich Street Lot. Television broadcast operations that currently operate from the Triangle Lot (future location of the Fenway Theater) will be relocated to the 189 Ipswich Street Lot. Improvements to the 189 Ipswich Street Lot will be made to allow broadcast operations to be relocated and commissioned in time for the start of the 2020 baseball season. Work on the 189 Ipswich Street Lot will include the relocation of critical infrastructure and existing Fenway Park operations currently located on the Project Site. Current plans include providing broadcast cabling to this location via a below grade crossing on Van Ness Street. The work will be performed in accordance with a site-specific CMP to be developed and approved by BTD.

5.2.2 PHASE 2 (April 1, 2020 to July 31, 2020)

Phase 2 is anticipated to begin as the 2020 baseball season commences. During Phase 2 steel erection is anticipated be completed for the entire Project, including the Fenway Theater, and the exterior envelope will become the primary focus of the remaining work. The work in Phase 2 will complete the amenity spaces associated with the Fenway Park Improvements immediately adjacent to right field, including the Bleacher Overlook, and the multi-purpose reception/function room. Refer to Figure 5.2.

5.2.3 PHASE 3 (August 1, 2020 to August 1, 2021)

The work in Phase 3 will focus on completing all exterior and interior finishes. During the final three (3) months of Phase 3, it is anticipated that the work will focus on building systems commissioning, including life safety systems, and specialty systems that support Fenway Theatre operations. Temporary traffic and safety controls will

be demobilized as appropriate, and as Site finishes and landscaping are completed along Lansdowne and Ipswich Streets. Refer to Figure 5.3.

5.3 Construction Management

The most successful projects are completed when all stakeholders have the ability to have open communication so that all planned activities can be understood and so that adequate mitigation measures can be implemented when impacts are unavoidable. In order to facilitate communication outside the immediate Project delivery team, measures such as a Project specific website and community information meetings will be arranged as appropriate. These measures will serve to inform interested parties of upcoming work activities on site. These meetings will also provide all stakeholders the opportunity to ask questions about the Project and understand the potential impacts that may occur.

The following section generally describes the potential temporary impacts resulting from construction activities and proposed mitigation measures anticipated to reduce these impacts. Impacts associated with the Project construction activities are temporary in nature and are typically related to truck traffic, air (dust), noise, stormwater runoff, solid waste, and vibration. The Proponent will develop a detailed CMP for approval by BTD prior to construction. The CMP will include detailed information on construction activities, specific construction mitigation measures, and construction materials access and staging area plans to minimize impact on the surrounding neighborhood and the Turnpike. This section has been updated since the EPNF, and provides additional information, per the Scoping Determination, on construction period management.

Construction methodologies that ensure public safety and protect nearby residents will be employed. Techniques, such as barricades, walkways, and signage will be used. Construction management and scheduling will minimize impacts on the surrounding environment and will include plans for construction worker commuting and parking, routing plans for trucking and deliveries, and control of noise and dust. The following section generally describes the potential construction-period impacts and proposed CMP elements, which are subject to refinement and modification as the design of the Project progresses.

5.3.1 Site Preparation and Staging

Prior to the start of construction, existing utilities will be surveyed and mapped. No excavations will be performed until Dig Safe has been notified, and utilities marked. Existing public and private infrastructure located within the public right-of-way will be protected during construction. The installation of proposed utilities within the public way will be in accordance with the Massachusetts Water Resources Authority, BWSC, Boston Public Works Department, Dig Safe, and the governing utility company requirements, as applicable. All necessary permits will be obtained before the commencement of the specific utility installation. Specific methods for constructing proposed utilities will be reviewed by BWSC as part of its Site Plan

Review process. Required Utility relocations include electric, gas, water, sewer and stormwater.

During construction, measures will be implemented to avoid impacts to adjacent properties. These will include pre-construction surveys and vibration monitoring. The Geotechnical Engineer and contractor will work closely throughout the excavation and foundation construction to avoid adverse impacts on adjacent structures and infrastructure. Instrumentation monitoring will be implemented and data will be reported to the design and construction team to provide information on potential impacts to adjacent structures. This program will likely include:

- Monitoring lateral movement of the temporary support of excavation system using deflection monitoring points.
- Vertical movements of existing utilities beneath Ipswich and Lansdowne Streets.
- Building reference points located on adjacent structures within 50 feet of Pressure Injected Footings or sheeting installation.
- Vibration levels using an engineering seismograph during sheeting and Pressure Injected Footings installation. Background vibration measurements should be obtained prior to start of construction.
- Air monitoring at several locations along the Project Site perimeter. Threshold limits will be defined for all monitoring methods. In the event readings approach threshold limits work will stop until sources and mitigation methods can be identified and implemented.

5.3.2 Stormwater Runoff/Erosion Control

A federal NPDES Permit is likely required because construction of the Project is anticipated to disturb over one acre of land. An overall site-specific SWPP will be developed in accordance with BWSC standards.

During Project construction, Erosion and Sediment Control ("ESC") measures will be implemented to minimize the transport of Project Site soils to off-site areas and BWSC storm drain systems. The existing catch basins will be protected with filter fabric or silt sacks to provide for sediment removal from runoff. These ESC controls will be inspected and maintained throughout the construction phase until all areas of disturbance have been stabilized through the placement of pavement or structure.

Other sediment controls, which will be implemented as needed during construction, will include the following:

- Staked hay bales and/or silt fence barriers will be installed at the base of stockpiled soils and at erosion-prone areas throughout the construction phase of the Project. The erosion controls will be maintained and replaced as necessary to assure their effectiveness;
- Where necessary, temporary sedimentation basins will be constructed to prevent the transport of sediment off-site;

- Measures to control dust will be implemented during construction. All debris will be properly contained on the Project Site; and
- Erosion controls will be maintained and replaced as necessary until the installation of pavement and the establishment of stabilized vegetation at the Project Site.

5.3.3 Soil Management

The Project will retain an LSP to manage the environmental aspects of the Project, including proper management and/or disposal of contaminated soil and groundwater encountered during construction. A pre-construction site assessment program will be completed in the winter of 2019. To date, the results of waste characterization sampling indicate that the targeted excavation areas contain OHM characteristic of urban fill which, if excavated, will have to be managed in accordance with current MassDEP policies and procedures.

5.3.4 Air Quality

Construction activities may result in a slight, short-term increase in air pollution emissions. The primary source of potential construction emissions is from dust resulting from construction operations and emissions from the construction machinery. Fugitive dust mitigation measures may include, as necessary:

- Wet suppression to minimize the generation of dust from excavation operations and on-site vehicle traffic, with provisions for any runoff control;
- Spraying any piles of excavation materials with soil cement or calcium chloride overnight and on weekends, and securely covering long-term material stock piles;
- Compacting of the soil or the use of gravel to stabilize the site access points;
- Washing vehicle wheels before leaving the Project Site, as necessary, with provisions for runoff control;
- Periodic cleaning of paved streets near the entrances to the Project Site to minimize vehicle mud/dirt carryout;
- Installing fencing around the perimeter of the Project Site to assist in containing wind-blown dust;
- Requiring that trucks hauling excavated material from the Project Site install secure covers over their loads; and
- Encouraging the construction contractors for the Project to implement the Massachusetts Diesel Retrofit Program control measures for heavy-duty diesel equipment.

5.3.5 Noise

The construction of the Project will be performed in a manner that complies with the MassDEP and City of Boston noise regulations. To ensure compliance with these regulations during construction, the Proponent, to the extent practicable, will seek to

incorporate into the general construction contract the following mitigation measures:

- Limit vehicle idling to five minutes;
- Limit construction vehicle warm-up to ten minutes;
- Insure construction vehicles have ambient leveling sensors on the back up alarms; and
- Limit construction to the hours allowable by City of Boston regulations.

5.3.6 Construction Traffic and Parking

The Project is relatively small in scale compared to the construction underway at the BAA project and other construction projects in the Fenway Neighborhood. It is anticipated that the Project will generate a relatively modest number of construction truck trips per day. Construction truck routes will be developed and reviewed with BTD as a component of the CMP. Best efforts will be made to schedule major deliveries on non-peak traffic hours. Signage will be prevalent throughout the Project Site and surrounding streets informing vehicular and construction truck traffic alike of detours, as needed. Also, a security detail will be utilized to safely direct and manage construction-related traffic as well as routine traffic. The intent of the construction truck route will be to minimize the impact of construction truck traffic in the Project area and on other nearby roadways. The Proponent will take into consideration the BAA's current CMP in the development of the Project's CMP in order to minimize potential impacts of the concurrent projects during construction.

Construction Worker Parking

Because the workforce will arrive and depart prior to peak commuter traffic periods, the workforce trips are not expected to have a large impact on the area's transportation system. Contractors will be encouraged to devise access plans for their personnel that de-emphasize auto use (such as seeking off-site parking, providing transit subsidies, and on-site lockers, etc). Construction workers will also be encouraged to use public transportation to access the Project Site because no parking will be provided for them.

5.3.7 Odor

The Project Team will undertake appropriate mitigation measures to control the odor associated with the removal of any organic soils on-site, such as:

- Cut and cover utility trenches whenever possible;
- Protection of excavated materials with plastic sheathing to encapsulate odors; and
- Removal of excavated materials from the site in a covered vehicle on a frequent basis.

5.3.8 Rodents

The City of Boston has declared the infestation of rodents a severe problem. To control this infestation, the City enforces the requirements established under the Massachusetts State Sanitary Code, Chapter 211, 105 CMR 410.550 and the State Building Code, Section 108.6. Policy Number 87-4 (City of Boston) established that preparation of a program for the extermination of rodents shall be required for issuance of permits for demolition, excavation, foundation, and basement rehabilitation. The Proponent will prepare and adhere to a rodent control program prior to demolition and on a regular basis throughout the duration of construction.

5.3.9 Construction Staging – Public Safety

Prior to the beginning of construction, the Construction Manager will produce a Site-Specific Safety Plan to be reviewed and approved by the City as well as all other agencies impacted in conjunction with the CMP.

The entire perimeter of the construction site will be protected with a construction fence with debris net on top of concrete barriers to separate the construction activities and general public. Vehicular gates will be provided for construction traffic in alignment with the flow of traffic on perimeter roads to allow safe entrance and exiting for construction vehicles. Overhead protection will be utilized in areas where the new construction is near the general public.

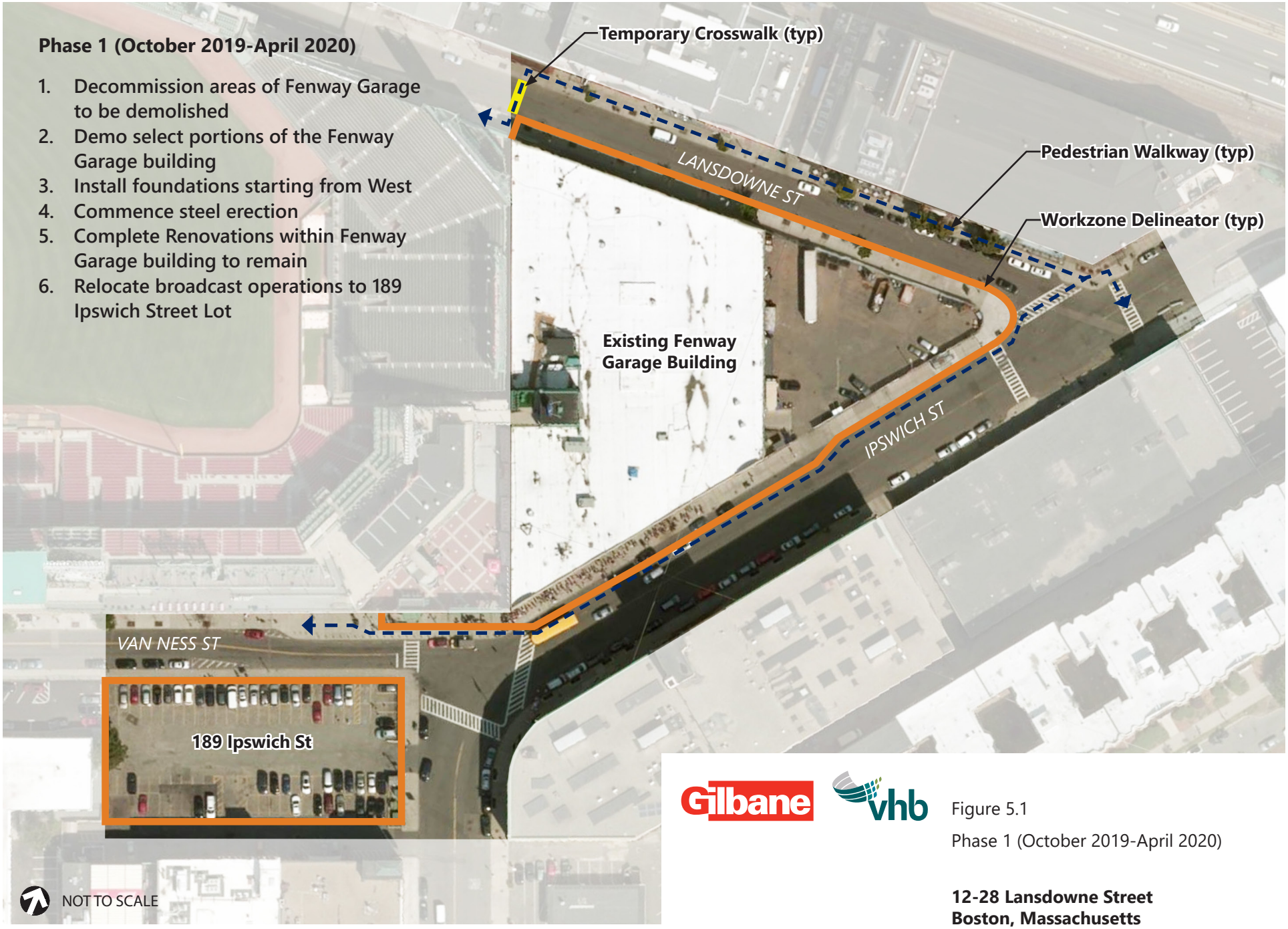


Figure 5.1

Phase 1 (October 2019-April 2020)

12-28 Lansdowne Street
Boston, Massachusetts

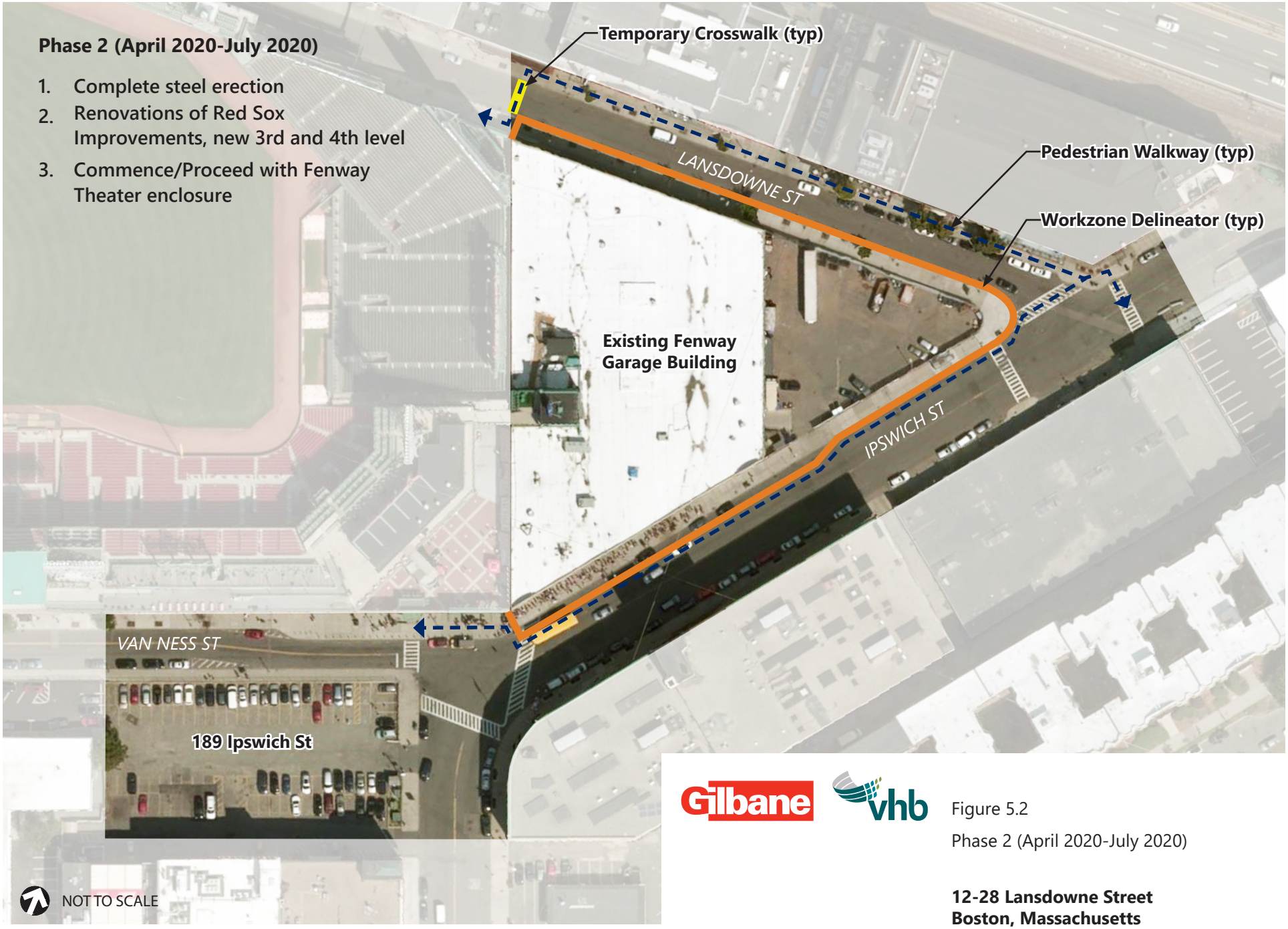


Figure 5.2

Phase 2 (April 2020-July 2020)

12-28 Lansdowne Street
Boston, Massachusetts

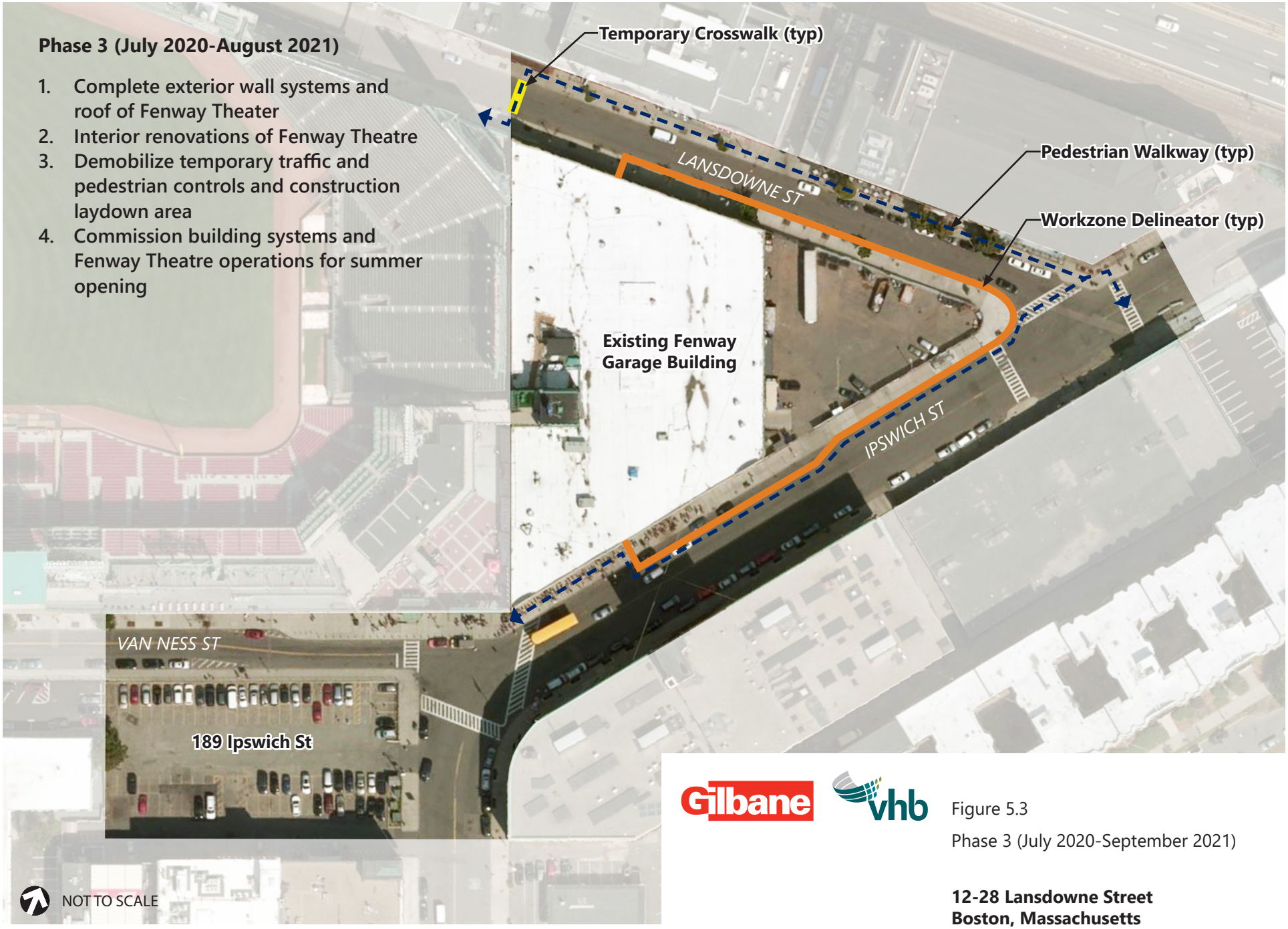


Figure 5.3

Phase 3 (July 2020-September 2021)

12-28 Lansdowne Street
Boston, Massachusetts

6

Response to EPNF Comments

This chapter presents direct responses to the BPDA Scoping Determination on the EPNF, as well as agency and public comments submitted to the BPDA. Copies of the BPDA Scoping Determination (Section 6.1) and each comment letter submitted by city reviewers and IAG Members (Sections 6.2), and community organizations (Section 6.3) during the public review period of the EPNF are included within the chapter. Each letter is assigned a number, as listed in Table 6-1 below. Each individual comment is delineated with a code that corresponds to the response code. Whenever possible, the responses provided aim to refer to specific sections of the DPIR for further information.

Numerous comments were also submitted from members of the public via the BPDA website, which are provided in Appendix A for reference. Responses to these comments are provided by topic in Section 6.4 below, as many of the letters had duplicative comments.

Table 6-1 List of EPNF Comment Letters Received

Letter No.	Commenter	Affiliation
BPDA Scoping Determination		
1	Scoping Determination	Boston Planning and Development Agency (BPDA)
City Agencies and Members of the Impact Advisory Group (IAG)		
2	John P. Sullivan, P.E.	Boston Water and Sewer Department (BWSC)
3	Zachary Wassmouth	Boston Public Works Department (BPW)
4	Carrie Marsh	Boston Parks and Recreation Commission
5	Courtney D. Sharpe	Mayor's Office of Arts and Culture
6	John Dalzell	Interagency Green Building Committee
7	Thomas Bakalars	IAG Member
8	Sonia Bhabhalia	IAG Member
9	Molly Chase	IAG Member
10	Laura Fogg	IAG Member
11	Kristen Mobilia	IAG Member

Letter No.	Commenter	Affiliation
12	Evan Saura Ramsey	IAG Member
	Kelly Brilliant - See Letter #37	IAG Member
Community Organizations		
13	Christian Simonelli	Boston Groundwater Trust
14	Greg Galer	Boston Preservation Alliance
15	Richard Giordano	Fenway Community Development Corporation
16	Tim Horn	Fenway Civic Association
17	n/a	Audubon Circle Neighborhood Association
18	Elizabeth Bertolozzi	Fenway Garden Society, Inc.
19	Teri Malo	Fenway Studios
20	Dan Wilson	Save Fenway Park!

Table 6-2 List of Support Letters Received on the EPNF[1]

Letter No.	Commenter	Affiliation
Letters of Support		
21	Meg Mainzer-Cohen	Back Bay Association
22	Anne Clark	Boston Arts Academy
23	Bernardo Gubert	Cambria Hotels
24	Martha J. Sheridan	Greater Boston Convention & Visitors Bureau
25	Gail L. Richman	Hampshire House Corporation
26	Adam Sperling	Hotel Commonwealth
27	Pamela Beale	Kenmore Association, Inc.
28	Terri North	Kenmore Residents Group
29	Louis J. Antonellis	International Brotherhood of Electrical Workers
30	Kevin Matheson	Residence Inn Marriot Boston Back Bay Fenway
31	Mallory Rohrig and J. Ralph Cole	Operation P.E.A.C.E.

[1] Table 6-2 lists letters received in support of the Project, which do not require direct responses. Copies of these letters are provided in Appendix A for reference.

Letter No.	Commenter	Affiliation
32	Garrett Harker	Resident
33	Nicholas LiVolsi	Resident
34	Jason Simpson	Resident
35	Christopher D. Strang	Resident
36	Cole M. Young	Resident
37	Norman A. Levenson	The Copley Group
38	Kelly Brilliant	Resident
39	Brian D. Stiglets	The Inn at Longwood Medical
40	Ross Jones	The Lyons Group
41	Martin Thornton	Thornton's Fenway Grille
42	David Doyle	Tony C's Sports Bar & Grill – Fenway

This Page Left Intentionally Blank

6.1 BPDA Scoping Determination

Comment 1.1

Throughout this initial phase of review, and prior to it, the Proponent has taken steps to meet with many community members and groups, elected officials, abutters, and various City agencies/departments. Regular conversations and meetings with all interested parties must continue through the duration of the public review process, ensuring that what is presented in the DPIR is beneficial to the respective neighborhood and the City of Boston as a whole.

Response:

Please refer to Section 1.5 of Chapter 1, *Project Description*, for a summary of community and agency coordination. The Project team welcomes the input of the City and its neighbors, and will continue to meet with the community and others as the Project moves through the Article 80B review process and construction.

Comment 1.2

One specific condition was a focus of discussion during public meetings: evenings when a Red Sox game, a concert at the House of Blues, and an event at the new proposed facility happen at the same time. The Proponent should provide an estimate for how many times this condition may occur, and evaluate this scenario for traffic, pedestrian, noise, and other impacts.

Response:

Please refer to Section 4.2.1 of Chapter 4, *Transportation* for additional details on venue activities and transportation impacts. While it is not possible to specifically forecast the future events schedule at this time, data from Red Sox and HOB operations in 2018 suggests that concurrent events at all three venues would occur on a very limited basis.

Comment 1.3

Transportation impacts were a primary concern during the initial review process. In responding to BPDA, City staff, and public comments, the Proponent should keep in mind the public's concern about traffic impacts specifically as it relates to the ability of emergency vehicles to access the neighborhood.

Response:

Please refer to section 4.2.4 of Chapter 4, *Transportation*, for an expanded discussion about traffic impacts and management strategies. Emergency response vehicle access is a priority for residents, businesses, and visitors alike. During periods of increased traffic activity associated with special events throughout the City, Boston Police details give priority to the safe and efficient passage of emergency vehicles.

With respect to the area surrounding Fenway Park, the Proponent is committed to investing in several management and tactical strategies to help keep the area accessible for emergency vehicles, particularly measures to keep traffic on Ipswich Street moving. It should also be noted that the BPD is keenly aware of neighborhood concerns regarding emergency vehicle access, and BPD has confirmed that at present, emergency vehicles are able to navigate the Fenway area on days when there are Fenway Park events.

Please refer to Section 4.3 of Chapter 4, *Transportation*, for a full list of proposed transportation infrastructure improvements and mitigation measures.

Comment 1.4

All development projects have construction impacts. As with any urban development, there needs to be a balance of construction-related inconveniences with the daily activities that will continue to occur adjacent to the Proposed Project site. A detailed approach to the construction management must be included in the DPIR, including community involvement in developing construction management plans.

Response:

Please refer to Chapter 5, *Construction Management*, for additional details on temporary construction period impacts and management strategies. This section has been updated since the EPNF to provide additional information, per the Scoping Determination, on the CMP and construction period management. The CMP is typically prepared as the Project design advances and will reflect input from the local community.. The Proponent is happy to update the City and the IAG on the CMP after it has been prepared and reviewed with BTD.

Comment 1.5

The Proponent must take into account all BPDA approved and under review proposals in the Kenmore and Fenway neighborhoods, scheduled infrastructure improvements in the general area, and nearby large scale developments in the City of Boston while conducting the DPIR's required studies (transportation, infrastructure, open space, etc.).

Response:

The analyses presented during the Article 80 review process have included all approved projects and all proposals under review in the vicinity of the Project Site at the time of the EPNF analysis, including:

- 50-60 Kilmarnock (Under Review);
- 560 Commonwealth Avenue (Under Review);
- 839 Beacon Street (Under Construction);
- 1241 Boylston Street (Under Review);
- Fenway Center Phase 1 (Under Construction);

- Kenmore Square Redevelopment (Board Approved);
- Landmark Center Phase 2 (Board Approved); and,
- 1252-1268 Boylston Street (Letter of Intent).

An additional discussion of the implications of the Project on Kenmore Square and Parcel 12 are described in Section 4.2.4.

Comment 1.6

The Proponent must clearly describe the overall demolition and phasing of the Proposed Project. The buildings to be demolished and constructed in each phase of the Proposed Project should be specified along with an anticipated timeline for each phase. The BPDA acknowledges that project timelines are subject to change due to market conditions and other factors.

Response:

Please refer to Section 5.2 of Chapter 5, *Construction Management*, for additional details on construction phasing and scheduling.

Comment 1.7

The BPDA Scoping Determination requests:

1.a. Applicant/Proponent Information: Development Team

(1) Names

(a) Proponent (including description of development entity and type of corporation, and the principals thereof)

(b) Attorney

(c) Project consultants and architects

(2) Business address, telephone number, FAX number and e-mail, where available for each

(3) Designated contact person for each

Response:

Please refer to Section 1.7 of Chapter 1, *Project Description*, for the list of development team members and their contact information.

Comment 1.8

The BPDA Scoping Determination requests:

1. b. Applicant/Proponent Information: Legal Information

(1) Legal judgments or actions pending concerning the Proposed Project

(2) History of tax arrears on property owned in Boston by Applicant

(3) Evidence of site control over Project Site, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.

(4) Nature and extent of any and all public easements into, through, or surrounding the site.

Response:

Please refer to Section 1.8 of Chapter 1, *Project Description*, for the legal information for the Project Site.

Comment 1.9

The BPDA Scoping Determination requests:

2. Project Area

a. An area map identifying the location of the Proposed Project

b. Description of metes and bounds of Project Site or certified survey of the Project Site.

c. Current zoning

Response:

Please refer to Figures 1.1 through 1.3 for graphics depicting the Project location, and Figure 1.4 for an existing conditions survey plan. Please also refer to Section 1.6.2 of Chapter 1, *Project Description,* for details on current zoning.

Comment 1.10

The BPDA Scoping Determination requests:

3. Project Description and Alternatives

a. *The DPIR shall contain a full description of the Proposed Project and its components, including, its size, physical characteristics, development schedule, costs, and proposed uses. This section of the DPIR shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to illustrate clearly the Proposed Project shall be required.*

b. *A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.*

Response:

Please refer to Section 1.2 of Chapter 1, *Project Description*, for the proposed development program of the Project. Chapter 2, *Urban Design,* discusses the planning principles and design goals for the Project, and includes site and building plans that illustrate the Project.

Please refer to Section 2.3.2 of Chapter 2, *Urban Design*, for a description of alternatives to the Project that were considered.

Comment 1.11

The BPDA Scoping Determination requests:

4. Public Benefits

a. Anticipated employment levels including the following:

(1) Estimated number of construction jobs

(2) Estimated number of permanent jobs

b. Current and/or future activities and program which benefit adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, public realm/infrastructure improvements, grant programs, etc.

c. Other public benefits, if any, to be provided.

Response:

Please refer to Section 1.4 of Chapter 1, *Project Description*, for a summary of the many anticipated community and public benefits from the Project. In addition, the Proponent will develop a mitigation package with the BPDA and the City, which will balance the requests and needs of various community groups and City agencies, within the confines of financial feasibility for the Project.

Comment 1.12

The BPDA Scoping Determination requests:

5. Community Process

a. A list of meetings held and proposed with interested parties, including public agencies, abutters, elected officials, businesses, and community groups.

b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

Response:

Please refer to Section 1.5 of Chapter 1, *Project Description*, for a summary of community and agency coordination. Appendix C provides a list of abutters that, in the opinion of the Proponent, may be substantially interested in the Project.

Comment 1.13

The BPDA Scoping Determination requests:

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the DPIR.

A statement on the applicability of the Massachusetts Environmental Policy Act ("MEPA") should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the Secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedures.

Response:

Table 1-4 of Chapter 1, *Project Description,* presents a list of permits and approvals from local, state, and federal governmental agencies, which are anticipated to be required for the Project. It is possible that not all permits or actions listed will be required, or that additional permits or actions may be needed, based on determinations during Project design and development.

Please also refer to Section 1.6.8, for a statement of applicability of MEPA review.

Comment 1.14

The BPDA Scoping Determination notes:

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must also refer to the BTD "Transportation Access Plan Guidelines" in preparing its studies.

Response:

The EPNF filed for the Project on February 22, 2019 addressed the information required to meet the specifications of Sections 80B-3 and 80B-4 of Article 80, and was consistent with the BTD's "Transportation Access Plan Guidelines."

Comment 1.15

The Proponent must address the comments outlined by BPDA's Infrastructure and Transportation Planning Department, included in Appendix A.

Response:

Please refer to response to comments 1.30 through 1.35.

Comment 1.16

Proposed transportation network and infrastructure improvements/mitigation in the impacted area should also be listed and explained in this component.

Response:

Please refer to Section 4.3 of Chapter 4, *Transportation*, for a full list of proposed improvements/mitigation.

Comment 1.17

The DPIR must include the most up to date documents required by the Article 37/ Interagency Green Building Committee ("IGBC").

Response:

Chapter 3, *Sustainability/Green Building Design and Climate Change Resiliency*, addresses comments from the BPDA Environmental Review and the IGBC. Refer also to direct responses under Letter 6. Updated Climate Change and Resiliency Checklists have been submitted electronically, and are provided in Appendix B.

Comment 1.18

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must address the comments outlined by the BPDA's Planning and Urban Design departments, included in Appendix A.

Response:

Please refer to response to comments 1.24 through 1.29.

Comment 1.19

An infrastructure impact analysis must be performed. The Proponent should continue to work with the City of Boston Public Works Department ("PWD"), Boston Water and Sewer Commission ("BWSC"), and the Boston Groundwater Trust ("BGWT") on infrastructure impacts.

The standard scope for infrastructure analysis is outlined in the comment letter submitted by John P. Sullivan, Chief Engineer and Operations Officer, BWSC, included in Appendix A.

Any proposed or anticipated infrastructure improvements/mitigation in and around the Project Site should also be listed and explained in this component.

Response:

Comment noted. Please refer to Chapter 7, *Infrastructure,* of the EPNF for a complete infrastructure analysis. The Proponent is committed to working with all applicable utility companies to assess capacity and Project-related demands.

Comment 1.20

The Proponent will be responsible for preparing and publishing in one or more newspapers of general circulation in the City of Boston a public notice of the submission of the DPIR to the BPDA as required by Section 80A-2. This notice shall be published within five (5) days of the receipt of the DPIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within forty five (45) days of the publication of the notice. A draft of the public notice must be submitted to the BPDA for review prior to publication. A sample of the public notice is attached as Appendix C.

Following publication of the public notice, the Proponent shall submit to the BPDA a copy of the published notice together with the date of publication.

Response:

The Proponent will publish a public notice in one or more newspapers within five (5 days of submission of the DPIR per Article 80A-2.

Comment 1.21

An Accessibility Checklist was included in the PNF. As part of the DPIR, the Proponent must include an up to date and completed Article 80 Accessibility Checklist for the Proposed Project. An Accessibility Checklist is attached as Appendix D.

Response:

Please refer to Appendix B for an updated Accessibility Checklist.

Comment 1.22

A Climate Resiliency Report was included in the PNF. As part of the DPIR, the Proponent must include an up to date and completed Climate Resiliency Report for the Proposed Project.

Response:

Please refer to Appendix B for an updated Climate Resiliency Checklist.

Comment 1.23

As part of the DPIR, the Proponent must include a completed Article 80 Broadband Ready Buildings Questionnaire, attached as Appendix E. The information that is shared

through the Broadband Ready Buildings Questionnaire will help the BPDA and the City understand how developers currently integrate telecommunications planning in their work and how this integration can be most responsive to a changing technological landscape.

Response:

Please refer to Appendix B for the Article 80 Broadband Ready Buildings Questionnaire.

Comment 1.24

Explore strategies to improve the pedestrian experience on Lansdowne when roads are closed off. Consider options that maximize safety for the large crowds of people that frequently traverse Lansdowne Street after ballgames and events.

Response:

Lansdowne Street is closed to vehicular traffic on days when the Red Sox play at Fenway Park and the full width of the street is available to accommodate pedestrian flows. During these times, the street is activated with pedestrians, food vendors, and souvenir stands. To ensure that queuing for the Fenway Theater will not impede pedestrian circulation, Fenway Music Company staff will manage patron queuing along Lansdowne Street. Management options include use of airport-style ropes to delineate where patrons should stand, allocation of phased or personalized entry times, etc.

Please refer to Section 4.2.2 of Chapter 4, *Transportation,* for more information on pedestrian access and safety and Section 4.3.1 for details on the pedestrian and public realm improvements to be made by the Proponent.

Comment 1.25

Given the scale of this new theater building, more effort needs to be deployed in the public realm to address pedestrian scale. We do appreciate the elements that are added to the building to provide variety and scale; however, that needs to translate onto the sidewalk in the form of street furnishings and street trees to provide a comfortable pedestrian environment along Ipswich and Lansdowne Streets, both along the proposed building facades, and as they connect into the network at Fenway Park and beyond. For 100 days/nights of the year, this is a pedestrian-dominated area of the City, so pedestrian scale, comfort, and accommodation should be paramount in the design of the public realm.

Response:

Input from the BPDA, BCDC, and the BTD during the EPNF and design review process has resulted in several enhancements to the public realm plan to expand the pedestrian space, street activation, and furnishings. Please refer to section 1.2.3 of

Chapter 1, *Project Description,* for a summary of project refinements since the EPNF. Please also refer to Section 2.4 of Chapter 2, *Urban Design*, for a summary of public realm improvements. Figures 2.9 and 2.10a-b provide an updated streetscape improvement plan and streetscape section plans, respectively.

Comment 1.26

In the current design, there is a lack of street trees, generally, in the area. Understanding that these sidewalks and streets are often full of pedestrians on game days/night, these sidewalks need to be welcoming every day of the year. Streets trees can be of great help, providing scale, shade, and green relief in a very urban context. The plan should include street trees at a regular spacing, but detailed in a way such that they are not trampled during the ingress/egress for Fenway Park on game or event days. At minimum, street trees should extend from the proposed entry canopies, and make a connection to existing trees along the two adjacent streets.

Response:

Street trees are proposed to be maintained on Lansdowne Street and will be added along Ipswich Street. Please refer to Section 2.4 of Chapter 2, *Urban Design*, for a summary of public realm improvements. Figures 2.9 and 2.10a-b provide an updated streetscape improvement plan and streetscape section plans, respectively.

Comment 1.27

The project should consider placing illuminated signage only on Lansdowne Street, since it is designated as an entertainment district, and not on Ipswich, since it faces the neighborhood and the Boston Arts Academy (BAA). The ground floor edge should remain as transparent and active as possible.

Response:

Conceptual design of the exterior signage plan has progressed since the filing of the EPNF. As currently planned, signage on Ipswich Street is proposed to be static. Several modifications to the building design have resulted in retaining more of the Fenway Garage façade, as discussed below, and a focus on activating as much of the ground floor along Lansdowne Street as feasible.

Comment 1.28

The project should look at an alternative that preserves the complete facade of the Laundry Building along Lansdowne and Ipswich Streets. An alternative would be to design a transition between the Laundry Building facade that remains and the new facade of the music hall.

Response:

The extent of Fenway Garage façade to remain along Ipswich and Lansdowne Streets has been increased in order to accommodate the existing arched "end cap" bays currently located at the eastern corners of the Fenway Garage building. The eastern end cap bays will be reconstructed as portions of the new Fenway Theater façade, creating a more cohesive architectural transition between the Fenway Garage building to remain and the Fenway Theater. The existing Fenway Garage building façade to remain will occupy a substantial portion of the Project's perimeter, providing almost 50 percent (previously 40 percent in the EPNF), of the Lansdowne Street and Ipswich Street frontage.

Pilaster elements have been added to the standing seam metal cladding at the sidewalls of the Fenway Theater to add visual interest, reduce the scale of the façade, and provide an enhanced architectural framework for the proposed Fenway Theater signage. Refer to Section 2.3.1 in Chapter 2, Urban Design, for additional details on exterior character and materials. Refer also to Figures 2.4a-b for updated Project elevations.

Comment 1.29

While the building occupies a triangular lot the current proposal is treating the legs facing Ipswich Street the same as Lansdowne Street. Both streets have different characters so the building should respond to these two different environments. In other words, the design doesn't need to be as symmetrical as it is.

Response:

The Theater design has evolved to respond to the different environments of Ipswich and Lansdowne Streets. In particular, the streetscape plan proposes trees, benches, and street furnishings that respond to the quieter nature of Ipswich Street while the Lansdowne streetscape is decidedly more urban and responds to the anticipated pedestrian demands associated with the Fenway Theater, Fenway Park, and the other entertainment venues along the corridor. In addition, and as previously discussed, the signage plan on Ipswich Street will be more subtle and static.

Figures 2.9 and 2.10a-b provide an updated streetscape improvement plan, and streetscape section plans respectively.

Comment 1.30

We are very concerned about large trucks entering and exiting the loading docks where students may be present. Large trucks have poor visibility and are responsible for a disproportionate number of fatal crashes on our streets. Please relocate the loading dock entrance so that it is not across the street from the school. The preferred location for the relocated loading dock would be Lansdowne Street and if necessary, secondary loading for small trucks/vans could be accommodated along the Ipswich Street curb when Lansdowne Street is closed to traffic.

Response:
The addition of the general use loading docks on Ipswich Street is expected to address the anticipated Fenway Theater demands and enhance current freight/delivery operations at Fenway Park. It is expected that the new loading dock operation will be safer and more efficient than the current condition in that it will provide a well-managed dock for trucks of all sizes to use, reducing the current mix of service deliveries that occur on-street.

Relocating the loading dock to Lansdowne Street is not feasible for the following reasons:

- There are two existing loading docks on Ipswich Street that cannot be relocated due to operational constraints within Fenway Park and the Fenway Garage.
- The Proponent has been responsive to agency and community desires to retain as much of the original Fenway Garage façade as possible. As such, the expanded loading docks will be positioned in the same locations along Ipswich Street as the existing service bays and the current entrances and exits from the garage.
- Managing the loading dock and efficient access to laydown areas and the freight elevator within the Fenway Garage are most efficiently accomplished in one location.
- Lansdowne Street does not afford the width to maneuver tractor trailer trucks into an out of an off-street loading dock facility.
- And finally, Lansdowne Street is a busier, pedestrian oriented street.

The Proponent will implement a loading dock management plan for the Fenway Theater service facility to minimize its impact on the adjacent street and the BAA.

Please refer to section 4.2.4.4 of Chapter 4, *Transportation,* for more information about loading and deliveries.

Comment 1.31

To make the best use of limited curbside space, we suggest that a dedicated section on Ipswich Street be used for TNC pickup/drop-off that will not impact efficient and safe access to the bus stop.

Response:

The City and the Red Sox have been working with Uber and Lyft to pilot strategies to better manage shared ride pick-up activities for area visitors and Fenway Park patrons. (Drop-off shared rides are more difficult to manage compared to the pick-up trips, given current limitations in the provider apps). Drawing upon the results of current pilots and the evolution of mobility technologies, the Proponent will work with BTD, BPD, and the Office of New Urban Mechanics to develop a management strategy that most effectively controls shared ride trips so that they occur at the appropriate locations prior to the opening of the Fenway Theater.

Please refer to section 4.2.4.3 of Chapter 4, *Transportation,* for more information about shared ride services.

Comment 1.32

Explore whether the BAA side of Ipswich can be a "flexible curb" space, providing parking during the day and TNC pickup/drop off in the evening.

Response:

In consultation with the BTD and BPD, the Proponent will explore options for pick-up/drop-off activities for the Fenway Theater at:

- Dedicated curbside space on Ipswich Street that will not impact efficient and safe access to the bus stop;
- Dedicated curbside space on Lansdowne Street;
- Flexible use of the BAA pick-up/drop-off curb space on evenings and weekends;
- Flexible/managed use of space along the loading dock frontage on Ipswich Street before and after Fenway Theater events;
- Use of curbside space along David Ortiz Way before and after Fenway Theater events; and
- Designated pick-up/drop-off locations more removed from Fenway Park such as those being currently piloted.

Please refer to section 4.2.4.3 of Chapter 4, *Transportation*, for more information about shared ride services.

Comment 1.33

Currently there is an informal pedi-cab stand on Ipswich Street. Coordination with these pedi-cabs is needed.

Response:

The Proponent will work with Pedi-cab operators, the BTD, and the BPD to develop a plan for management of Pedi-cabs in the area surrounding Fenway Park and the Fenway Theater.

Comment 1.34

We are pleased that the proponent is suggesting improvements to MBTA bus stops to improve the experience of users of the 55 bus. Careful consideration should begiven to the placement of street furnishings (bus stop shelters, street lights, etc.),through an analysis of the larger context beyond the project's boundaries, to ensure that they are additive to the public realm and do not become impediments to pedestrian flow along the streets and sidewalks. As a potential solution, if there is an overhang on the

theater, seating under an awning could free up space on the sidewalk while providing shelter for users waiting for the bus.

Response:

The Proponent is committed to making improvements to two MBTA bus stops along Ipswich Street to improve the experience of users of the 55 bus. Along the Project's Ipswich Street frontage, the Proponent is proposing to widen the pedestrian zone to approximately 20 feet (previously approximately 14 feet in the EPNF) to allow for unimpeded movement of pedestrians past the site. To enhance pedestrian comfort and encourage use of the service, a furnishing zone of approximately five (5) feet will provide new street trees, streetlights and furnishings in the vicinity of the improved bus stop and new shelter.

Comment 1.35

Analyze/design safety and pedestrian improvements for the rest of Ipswich Street(toward Back Bay from the site to Boylston Street), acknowledging the challenges that neighbors have faced on their streets in relation to vandalism and littering. This should include longer term and immediate/"tactical" improvement concepts.

Response:

Section 4.2.4 of Chapter 4, *Transportation,* provides additional analyses and discussion traffic conditions. The Proponent is committed to executing a number of pilot programs during the 2019 baseball season in order to try different approaches to reducing congestion and improving circulation on Ipswich Street. The pilot strategies envisioned include:

- Strengthen stopping, parking, and idling enforcement with supplemental BTD/BPD staff;
- Eliminating approximately six (6) or seven (7) meter/night resident sticker parking spaces along the south side of Ipswich Street between the Bowker Overpass and around the corner across from Jillian's/Lucky Strike during Fenway Park events; and
- Access restrictions before and after Red Sox games (with exceptions for emergency vehicles, residents, and MBTA buses).

Please refer to Section 4.3.4 of Chapter 4, *Transportation,* for a full summary of transportation improvements and mitigation.

6.2 City Agencies and Members of the Impact Advisory Group (IAG)

Letter 2: BWSC

Comment 2.1

Prior to the initial phase of the site plan development, 175 Ipswich Street, LLC should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.

Response:

The Proponent and Project Team had an initial meeting with BWSC on March 12, 2019. The Proponent and Project team will continue to coordinate with BWSC during the Site Plan Approval process.

Comment 2.2

Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Cut and Cap General Services Application, available from the Commission.

Response:

The Proponent will prepare a cut and cap program as required as part of the Site Plan Approval process.

Comment 2.3

All new or relocated water mains, sewers and storm drains must be designed and constructed at 175 Ipswich Street, LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.

Response:

Prior to commencement of construction, the Proponent will submit site plans to the BWSC consistent with their requirements for approval as part of the Site Plan Review process.

Comment 2.4

The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (VI)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations (314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (J/1) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4: 1 for III removal to new wastewater flow added is used. The Commission supports the policy and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.

Response:

Following DEP and BWSC policy, if the Project is evaluated to generate flows greater than the 15,000-gallon threshold, the Project will be responsible for mitigating I/I at a ratio of 4:1 relative to the net-new wastewater generated. The Proponent is committed to working with BWSC to define the appropriate I/I mitigation plan.

Comment 2.5

The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes 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.

Response:

The Proponent will incorporate "green infrastructure", where feasible and permittable by the City of Boston. As recommended by the BPDA, the Proponent will work with BWSC to evaluate Green Infrastructure elements capable of retaining the required volume, and the Project will comply with this requirement to the maximum extent practicable. The Proponent will also work to develop a maintenance plan accordingly.

Comment 2.6

If groundwater contaminated with petroleum products, for example, is encountered, 175 Ipswich Street, LLC will be required to apply for a RGP to cover these discharges.

Response:

If the Project encounters contaminated groundwater, the Proponent will apply for a permit for stormwater discharges through the National Pollutant Discharge Elimination System ("NPDES") RGP.

Comment 2.7

The project sites are located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.

Response:

The Project intends to comply with the City's requirements for projects/sites within the GCOD by, capturing and infiltrating not less than one (1) inch of rainfall across the portion of the Project Site to be occupied by the proposed improvements.

Comment 2.8

175 Ipswich Street, LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.

Response:

The Project does not intend to inhibit BWSC access to any of its water and/or sewer lines.

Comment 2.9

It is 175 Ipswich Street, LLC responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, 175 Ipswich Street, LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

Response:

The Proponent has met with BWSC, and BWSC indicated no capacity concerns related to the proposed Project.

Comment 2.10

175 Ipswich Street, LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. 175 Ipswich Street, LLC should also provide the methodology used to estimate water demand for the proposed project.

Response:

As requested, these separate estimates will be provided as part of the Site Plan Review process.

Comment 2.11

175 Ipswich Street, LLC should explore opportunities for implementing water conservation measures. in addition to those required by the State Plumbing Code. In particular, 175 Ipswich Street, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If 175 Ipswich Street, LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.

Response:

Overall water demand for the Project will be reduced through the use of appropriate low-flow and low-consumption plumbing fixtures, which will be installed in the Project to achieve an anticipated reduction in water usage, complying with Article 37 of the Boston Zoning Code. The Proponent will encourage the use of ENERGY STAR appliances and equipment where available and reasonably practicable and will continue to consider and evaluate methods to conserve water as the building design evolves.

The minimal proposed landscape features incorporated into the Project design should be able to survive without the use of irrigation systems, but if design requires irrigation, a drip-type system should be utilized to reduce water consumption.

Comment 2.12

175 Ipswich Street, LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be

metered. 175 Ipswich Street, LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.

Response:

The Proponent will obtain a Hydrant Permit for use of any hydrant during the construction phase of the Project.

Comment 2.13

The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, 175 Ipswich Street, LLC should contact the Commission's Meter Department.

Response:

The Proponent will contact the Commission's Meter Department as recommended and include meter sizing details as part of the Site Plan Review process.

Comment 2.14

A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. 175 Ipswich Street, LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. 175 Ipswich Street, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stom1water discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

Response:

The Proponent will submit, with the Site Plan, a phosphorus reduction plan for the Project. The Site Plan will indicate how storm drainage from roof drains will be handled, and the feasibility of retaining stormwater discharge on-site. No stormwater will be discharged to a sanitary sewer system. The Project is currently proposing infiltration as the measure to remove phosphorus in accordance with the TMDL.

Comment 2.15

In conjunction with the Site Plan and the General Service Application the 175 Ipswich Street, LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.

Response:

The Proponent will prepare a Stormwater Pollution Prevention Plan in conjunction with the Site Plan submission that identifies best management practices (BMPs) that are included in the design.

Comment 2.16

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.

Response:

The Site Plan Review package is expected to include site figures diagramming the existing drainage patterns on the Project Site, as well as an operation and maintenance plan that will be implemented on the Project Site during and after construction.

Comment 2.17

Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.

Response:

Please refer to response to comment 2.15

Comment 2.18

Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. 175 Ipswich Street, LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of

construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.

Response:

Prior to commencement of construction, the Project will obtain a NPDES General Permit for Construction from the Environmental Protection Agency, and submit a Stormwater Pollution Prevention Plan that includes a stormwater management plan in compliance with MassDEP Stormwater Management Standards.

Comment 2.19

The Commission encourages 175 Ipswich Street, LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.

Response:

Comment noted. The Proponent is prepared to consider green operational practices related to protecting stormwater quality, some examples of which are listed below:

- Organic treatments for landscaping and pest control;
- No or low-levels of sodium-based deicers for snow/ice removal;
- Calcium Magnesium Acetate ("CMA"), an alternative to sodium chloride (aka rock salt), is non-tracking, safer to handle, and less harmful to vegetation, lobby flooring, metals, leather footwear and animal paws;
- Frequent sweeping and removal of sand and debris from sites; and
- Restrictions related to storage of sand on site and locations of snow piles.

Comment 2.20

The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. 175 Ipswich Street, LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, 175 Ipswich Street, LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.

Response:

Codes, laws and regulations applicable for dewatering will be followed and permits filed, as necessary.

Comment 2.21

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

Response:

The Project intends to incorporate this requirement into the site design and will be documented as part of the Site Plan Approval process, which will be coordinated with BWSC prior to commencement of construction. The site plan will indicate how storm drainage from roof drains will be handled, and the feasibility of retaining stormwater discharge on site. No stormwater will be discharged to a sanitary sewer system.

Comment 2.22

The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, 175 Ipswich Street, LLC will be required to meet MassDEP Stormwater Management Standards.

Response:

The Proponent will describe water quality, water quantity and recharge improvements and the Project's consistency with the MassDEP Stormwater Management Standards as part of the Site Plan Review process.

Comment 2.23

Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be reused by the proposed project, be dye tested to confirm they are connected to the appropriate system.

Response:

The Project intends to keep sanitary sewer and stormwater services separated, and will comply with dye testing requirements of the BWSC if utilizing existing service connections.

Comment 2.24

The Commission requests that 175 Ipswich Street, LLC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. 175 Ipswich Street, LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.

Response:

All catch basins created or modified as part of the Project will have a corresponding casting stating, “Don’t Dump: Drains to Charles River”.

Comment 2.25

If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. 175 Ipswich Street, LLC is advised to consult with the Commission's Operations Department with regards to grease traps.

Response:

Applicable codes and regulations will be followed relative to food service facilities and grease traps. BWSC will be consulted, as necessary.

This Page Left Intentionally Blank

Letter 3: Boston Public Works Department

Comment 3.1

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

Response:

The Proponent will provide the Boston Public Works Department (PWD) with an engineered site plan at an appropriate scale.

Comment 3.2

All proposed design and construction within the Public ROW shall conform to Boston Public Works Department (PWD) Design Standards (www.boston.gov/departments/public-works/public-works-design-standards). Any nonstandard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the Public ROW will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

Response:

Comment noted. All work within the public ROW will conform with PWD Design Standards. For non-standard materials, the Project will seek approval through the PIC process.

Comment 3.3

The 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 ROW within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (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.

Response:

The Project proposes to reconstruct the public sidewalks abutting the Project Site on Lansdowne and Ipswich Streets. The Proponent is working with the BTD to determine the appropriate modifications to the reconstructed public sidewalks and roadways in relation to relocated bus shelters, striping and lane widths. The reconstructed sidewalks associated with the Project will meet ADA and AAB guidelines.

Comment 3.4

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the Public ROW.

Response:

As part of the PIC review process required for the Project, the Proponent will meet with the City's Disabilities Commission, and comply with feedback and comments provided. The Project will also meet all comply with the ADA and with all regulations set forth by MAAB.

Comment 3.5

The developer should consider the following to be included in the scope for this project:

Development of a consistent design standard for the streetscape (sidewalks, roadway, lighting, etc.) for the entire length of Lansdowne Street (Ipswich Street to Brookline Avenue) that builds upon and is complementary to this project and is also complementary to the functionality of Lansdowne Street as a whole, particularly during events when this space is used as a shared street. The streetscape design standards can then be applied to any future plans for improvements along the Lansdowne Street corridor.

Response:

The Proponent proposes to make significant streetscape improvements on Lansdowne and Ipswich Streets in the vicinity of the site. The pedestrian plaza and widened sidewalk (approximately 24 feet) will transition back into the streetscape improvements previously completed by the Red Sox just east of Gate C. Proposed materials, including trees, lighting, bollards, etc. will be consistent through the corridor. Similarly, the Proponent is extending the landscape treatments proposed by the BAA along Ipswich Street for continuity of design.

Comment 3.6

Any proposed driveway curb cuts within the Public ROW will need to be reviewed and approved by the PIC.

Response:

The Project will incorporate all proposed curb cuts into the Project's Specific Repair plans presented to the PIC/PWD.

Comment 3.7

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

Response:

The Proponent has met with PIC staff and acknowledges this requirement.

Comment 3.8

Any and all easements within the Public ROW associated with this project must be processed through the PIC.

Response:

The Proponent has met with PIC staff and acknowledges this requirement.

Comment 3.9

The 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.

Response:

Comment noted. The Proponent expects to address this as part of the PIC process.

Comment 3.10

The 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. Please note that as mentioned above in the site specific comments, the City is developing plans lighting improvements along Blossom Street and the developer should stay coordinated with any City proposed designs. The developer should coordinate with the PWD Street Lighting Division for an assessment of any additional street lighting upgrades that are to be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

Response:

Comment noted. The Proponent will coordinate with the PWD Street Lighting Division, as necessary, and incorporate their recommendations into the Project design.

Comment 3.11

Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that

immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

Response:

A plan will be submitted to the PWD Engineering Division for review and approval of the limits of proposed roadway restoration.

Comment 3.12

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 ROW. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

Response:

The Project's proposed improvements have been entered into the COBUCS system.

Comment 3.13

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 ROW. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

Response:

As previously discussed, the Project will address the inclusion of "green infrastructure" with BWSC as part of the Site Plan review process.

Letter 4: Boston Parks and Recreation Commission

Comment 4.1

BPRD respectfully requests impact mitigation to be contributed to the Fund for Parks for ongoing maintenance, planning and improvements in the open space in the historic Fens.

Response:

The Boston Red Sox has partnered over the years, and continue to partner, with the Boston Parks and Recreation Department on numerous projects and programs. Most recently, in April 2019 and in celebration of Earth Day, the Red Sox donated $25,000 for ongoing maintenance, planning and improvements in the Boston parks.

In addition, the Red Sox continued to employ Project Place to provide cleaning services to the Fenway neighborhood. Project Place removes litter on streets and sidewalks throughout the West Fenway neighborhood within hours after every Red Sox game and other major public events at the ballpark (including concerts and other sporting events). In 2018, the Red Sox further expanded the scope of Project Place clean-up further to include additional areas near Audubon Circle and the Bowker Overpass. The Proponent would be supportive of expanding Project Place coverage in the immediate Fens area, if warranted, once the Fenway Theater is operational.

Please refer to Section 1.4 of Chapter 1, *Project Description*, for a summary of community and public benefits.

This Page Left Intentionally Blank

Letter 5: Mayor's Office of Arts and Culture

Comment 5.1

The Mayor's Office of Arts and Culture would like to suggest that the project team sponsor a study to evaluate the music industry's impact on our local economy. It would be valuable information to know how a performance space of its size will impact the ecosystem. Our goal is to understand its impact to other entities and complementary industries in order for the city to best support the overall health of the local music industry.

Response:

The Proponent agrees with the underlying premise of the comment from the Mayor's Office of Arts and Culture that live music productions benefit the local and regional economy. In 2018, the Greater Boston Convention and Visitors Bureau (GBCVB) released a study concluding that each outdoor summer concert held at Fenway Park generated approximately $5.33 million in direct spending and $3.78 million in indirect spending for Boston's visitor economy. A full copy of the report is available to the City. Although large outdoor summer concerts are different in nature from smaller indoor concerts, live music performances in a venue of the size and location of the Fenway Theater will increase consumer spending at local restaurants, bars, retail stores, hotels and other businesses.

The Proponent is happy to collaborate with the Mayor's Office of Arts and Culture to discuss the specifics of the study they envision and to participate in updating the prior research effort for the Fenway Theater.

Comment 5.2

Additionally, we encourage them to formalize a partnership with the Boston Arts Academy that allows students meaningful access to space, professional development opportunities, and mentorship given the close proximity of their respective future locations.

Response:

Building on the Red Sox organization's partnership with the BAA over the years, in May 2019, the Red Sox organization (the team and Foundation) and the Fenway Music Company (the new joint venture that will operate the Fenway Theater) announced a major long-term partnership with the BAA, including:

- An unrestricted donation of $500,000 over a five-year period and assistance with BAA's capital campaign;
- The opportunity to present BAA events at the Fenway Theater, including the school's Honors Gala and Graduation, and other events from time to time;
- Internships and paid jobs available to BAA students;

- Access to the Theater on open dates for students and classes for teaching purposes;
- Mentorships with Red Sox and Fenway Music Company business professionals for BAA students, along with guest speaking and teaching appearances by Red Sox and Fenway Music Company professionals; and,
- Discounted tickets from time to time, as circumstances permit, for BAA students, faculty and fundraising purposes.

Through this robust partnership, the new Fenway Theater will provide significant support for the BAA's students and teachers.

Letter 6: Interagency Green Building Committee

Comment 6.1

The IGBC accepts the rating system and urges the development team to reduce adverse impacts by targeting a more robust LEED performance for this very prominent site. We suggest identifying strategies for achieving LEED Gold.

Response:

The Proponent will seek to achieve a LEED Gold certifiable design and will explore all reasonably feasible opportunities to optimize sustainability beyond the level currently assumed. Please refer to Section 3.4.1 of Chapter 3, *Sustainability, Green Building Design and Climate Change Resiliency*, for a summary of the preliminary approach to the credit categories that is responsive to the IGBC's comment letter. Refer to Figure 3.1 for a revised LEED checklist.

Comment 6.2

The Sustainability Narrative does not include basic information about all credits the project expects to seek. This information should be provided in the Draft Project Impact Report (DPIR).

Response:

Please refer to Section 3.4.1 of Chapter 3, *Sustainability, Green Building Design and Climate Change Resiliency*, for a summary of the preliminary approach to the credit categories that is responsive to the IGBC's comment letter. Refer to Figure 3.1 for a revised LEED checklist.

Consistent with Article 37, the Proponent will provide a Green Building Report at the appropriate time that expands upon the sustainability summary, and describes how each LEED prerequisite and selected credits will be achieved.

Comment 6.3

The Innovation Credits are not specified. The DPIR should identify and briefly describe the credits for which the two points will be taken. The Design Green Building Report (DGBR) that will be filed when preparing to obtain a building permit should specify the relevant LEED credit or LEED CIR being used to meet those credits and how the requirements will be met. If there is no existing LEED credit or CIR, the DGBR should describe the green building/environmental benefits of the proposed credits and how they will be quantified and demonstrated.

Response:

Comment noted. Consistent with Article 37, the Proponent will provide a Green Building Report at the appropriate time that expands upon the sustainability

summary, and describes how each LEED prerequisite and selected credits will be achieved. The Green Building Report will identify the targeted Innovation Credits sought by the Project at that time.

Comment 6.4

The IGBC encourages the following specific credits:

Bicycle facilities – the project should provide universally accessible bicycle storage for all users and meet LEED credit requirements to help reduce emissions associated with vehicle trips.

Response:

The Project will provide secure bicycle storage facilities for occupants, and is investigating the possibility of adding a shower facility for Fenway Theater building staff. Please refer to Section 3.4.1 of Chapter 3, *Sustainability, Green Building Design and Climate Change Resiliency,* for a summary of the preliminary approach to the credit categories that is responsive to the IGBC's comment letter. Refer to Figure 3.1 for a revised LEED checklist.

Comment 6.5

Rainwater management – the project should analyze ways to obtain three points for this credit.

Response:

The Proponent anticipates achieving all three rainwater management credits. Please refer to Section 3.4.1 of Chapter 3, *Sustainability, Green Building Design and Climate Change Resiliency,* for a summary of the preliminary approach to the credit categories that is responsive to the IGBC's comment letter. Refer to Figure 3.1 for a revised LEED checklist.

Comment 6.6

Renewable energy production – we look forward to the Solar PV analysis and ask that it include preliminary system(s) layout location, size, output and payback information.

Response:

Comment noted. The Proponent is committed to installing rooftop solar PV panels on the roof as part of the Project. The Proponent will provide a Green Building Report at the appropriate time that will provide additional details on the preliminary solar PV system.

Comment 6.7

Building life-cycle impact reduction – this credit, which can be approached in several ways, is not addressed in the Sustainability Narrative. Five points are identified as 'maybe' on the EPNF LEED checklist. We strongly encourage pursuit of these points.

Response:

Comment noted. The Project will reuse a portion of the existing Fenway Garage building to minimize the demand for raw materials, and reduce demolition waste. As the Project design advances the Proponent will determine the appropriate number of LEED points related to the Building Life-Cycle Impact Reduction Credit.

Comment 6.8

Innovation Credit – the EPNF references in Section 4.6.3 the potential for some Transportation Demand Management (TDM) measures for employees and patrons. Given the impact of the existing ballpark and entertainment uses on the residential neighborhood, we suggest that the project consider committing to these TDM measures as part of a comprehensive plan as an Innovation Credit.

Response:

Comment noted. The proposed TDM plan aims to reduce drive-alone trips, or single occupancy vehicles, by encouraging employees and patrons to use alternative modes of transportation. As has been Red Sox practice over the past 15 years, the promotion of alternative modes of access to the Fenway Theater (and Fenway Park) will continue to be promoted through on-line ticket sales, email advisories, in-park and in-theater promotions, and website information. Please refer to section 4.3.3 of Chapter 4, *Transportation*, for additional details on proposed TDM measures.

Comment 6.9

The EPNF indicates that the consideration of the elevating critical mechanical equipment will continue through the design phase and that waterproofing measures would be employed if the choice is made to locate equipment at grade. We request that such decisions be identified in future submissions and include the type of equipment, location and detailed measures planned for flood-proofing.

Response:

Comment noted. As the Project design advances additional details on building and site resiliency strategies will be provided in the Green Building Report.

Comment 6.10

The project should assess low carbon and zero carbon building performance including:

- optimized site planning and building design;
- improving window glazing assembly value to U-O.25
- improving the glazing Solar Heat Gain Coefficient;
- including higher airtight standards;
- increasing the opaque curtain wall insulation;
- doubling roof insulation level to R-50;
- increasing continuous exterior insulation by R-10 to R-28;
- increasing exposed floor insulation levels;
- installing smaller and alternative heating, cooling, and hot water systems reflecting savings afforded by the reduced loads; and
- installing all electrical building systems and appliances.

Response:

The Proponent will continue to use whole building energy modeling as the design progresses. The Proponent will seek to achieve a LEED Gold certifiable design and will explore all reasonably feasible opportunities to optimize sustainability beyond the level currently assumed. The Proponent will work with the City and the IGBC to provide the requested energy performance study that assesses low carbon and zero carbon building performance during the public review period on the DPIR.

Letter 7: Thomas Bakalars

Comment 7.1

The Red Sox and related organization activities generate the most vehicular and pedestrian traffic and Fenway Park is the largest light and sound polluter in the area. This ownership group has systematically increased the capacity and the number of events with little planning oversite and no mitigation for the neighborhood.

Response:

All activities at Fenway Park are regulated by the City of Boston through either a programmatic permit for baseball games or a special use permit for all other ticketed special events of a certain scale. Plans and mitigation measures frequently accompany these permit processes.

The City also has rules that regulate noise levels that the Project must abide by. The noise analysis completed and documented as part of the EPNF process assessed the potential noise impacts associated with the Project. The analysis concluded that:

- Location of mechanical equipment on the rooftop is expected to mitigate any noise impacts of the Theater's operations at nearby sensitive receptor locations.
- The expected noise impacts associated with the emergency generator are expected to be negligible and will be subjected to a separate MassDEP permitting process that will allow for further review.
- The Project will be designed such that the loading areas will be internalized within the proposed building structure, thereby containing noise associated with the loading activities.

Furthermore, the construction of the Project will be performed in a manner that complies with the MassDEP and City of Boston noise regulations, and the Proponent will seek to incorporate noise mitigation measures into the general construction contract.

Comment 7.2

At a minimum the Red Sox should enter into a Good Neighbor Agreement with the neighborhood. This agreement should address

- Event Programming
- Light Pollution controls
- Sound Pollution controls
- Traffic controls including all the related components.
- Crowd control, Patron Behavior and Litter

Response:

The Boston Red Sox organization is engaged in the community and is committed to supporting the City of Boston and local organizations to maintain the Fenway/Kenmore neighborhood as a special place to live, work, play and enjoy world-class entertainment. The organization's work to be a good neighbor over the past year is summarized in its 2018 report to the community on Fenway/Kenmore Neighborhood Support & Relations which is included in Appendix E to this report. The Fenway Music Company embraces this philosophy of working in close coordination with the community as evidenced by the commitments itemized in this DPIR.

Comment 7.3

In addition there should be substantial mitigation payments to be used for the enhancement of the neighborhood. These payments should be annual in perpetuity.

Response:

The Fenway Theater will generate increased tax revenues for the Commonwealth and the City of Boston and, as summarized in Chapter 1, *Project Description*, the Proponent is committing to delivering a robust package of transportation, infrastructure, and community benefits. Please refer to Section 1.4 for a summary of community and public benefits.

Letter 8: Sonya Bhabhalia

Comment 8.1

…this project will no doubt have drastic short- and long-term effects on 55 bus route: during construction, as the BAA across the street is rebuilt, as well as after, as the theatre looks to host 5,000+ attendees, even when there is a Red Sox game and/or another event at the House of Blues. There will also be a swell on the Green Line moving through the Fenway area. The plan presented to us represents the best case scenario and does not realistically account for the strain on public transportation, increased foot traffic in the Fenway, public safety impact, or the influx of rideshares, especially on nights when there could be two concerts and a baseball game letting out simultaneously.

Response:

Additional discussion in Chapter 4, *Transportation* addresses these transportation comments. Please refer to: Pedestrian Access and Safety (Section 4.2.2); Public Transportation (Section 4.2.3); Green Line Service (Section 4.2.3.1); MBTA 55 Bus route (Section 4.2.3.2.); and Shared Ride Services (Section 4.2.4.3). In addition, Chapter 5, *Construction Management* details the anticipated plans during construction.

Comment 8.2

I encourage a further commitment to public benefits that directly impact residents, not just area venue ticket holders or students, such as support for area parks and access to performances or the space itself for community events.

Response:

The Red Sox organization has provided significant support to the City and to local non-profit organizations, including the City Parks and Recreation Department. Please refer to Section 1.4 of Chapter 1, *Project Description*, for a summary of community and public benefits associated with this Project. In the future, both the organization and the Fenway Music Company that will operate the Fenway Theater will consider ways to continue providing and enhancing or augmenting those community benefits. In addition, the Fenway Theater will be used for civic events, and the Theater operator will develop initiatives to provide local residents and businesses with reasonably affordable opportunities to attend productions and access the venue.

Comment 8.3

This is an ambitious project for the neighborhood and as such there is also room for further ambition toward higher LEED certification and scheduling to ensure neighborhood access and safety impacts are minimized.

Response:

The Proponent will seek to achieve a LEED Gold certifiable design and will explore all reasonably feasible opportunities to optimize sustainability beyond the level currently assumed. Please refer to Section 3.4.1 of Chapter 3, *Sustainability, Green Building Design and Climate Change Resiliency,* for a summary of the preliminary approach to the credit categories that is responsive to the IGBC's comment letter. Refer to Figure 3.1 for a revised LEED checklist.

The EPNF previously provided details on the expected use and patterns associated with the Fenway Theater. Please refer to section 4.2.1 of Chapter 4, *Transportation,* for additional details on venue activity.

As previously discussed, the Fenway Theater will be operated by the Fenway Music Company which will also operate the HOB. This relationship will ensure that scheduling of events and management for the two venues will be closely coordinated. Fenway Theater management will take active measures to manage conditions on such dates when there are competing events and communicate transportation advisories to both the neighborhood and its patrons. The Proponent will request and fund police details for events at the new Fenway Theater, and continue to work with BPD on the deployment of these details to manage localized traffic issues.

Letter 9: Molly Chase

Comment 9.1

I understand that coordination of House of Blues, Fenway Park, and the new Fenway Theatre cannot be precise in their scheduling, but I believe there needs to be enough coordination to avoid all three venues are not releasing people at the same exact time. This, of course, ties back to the aforementioned point about increased foot and vehicle traffic – as well as general unruliness – in the neighborhood. The theatre, unlike Fenway Park, will be in-use all year, so the residents, especially those right next to Lansdowne, will no longer get a much-deserved and needed break from the crowds during the winter.

Response:

The EPNF previously provided details on the expected use and patterns associated with the Fenway Theater. Please refer to section 4.2.1 of Chapter 4, *Transportation,* for additional details on venue activity.

As previously discussed, the Fenway Theater will be operated by the Fenway Music Company which will also operate the HOB. This relationship will ensure that scheduling of events and management for the two venues will be closely coordinated. Fenway Theater management will take active measures to manage conditions on such dates when there are competing events and communicate transportation advisories to both the neighborhood and its patrons. The Proponent will request and fund police details for events at the new Fenway Theater, and continue to work with BPD on the deployment of these details to manage localized traffic issues.

Comment 9.2

The language in the proposal, as well as in the presentations, is completely fan-centric, and there is no mention of finding ways for this theatre to benefit those of us who live there. It would be nice to let Fenway residents see shows and performances for free, or for a discounted admission rate to encourage a partnership and positive feelings with its neighbors.

Response:

The DPIR provides details on various ways in which the Project will directly benefit people who live in the nearby neighborhood. The Fenway Music Company will develop initiatives to provide local residents with reasonably affordable opportunities to see performances, subject to availability, similar to the Red Sox' "Neighborhood Nines" initiative. Such programs may also include the distribution of a limited number of complimentary tickets to local non-profit organizations and a discounted resident ticket program.

Please refer to Section 1.4 of Chapter 1, *Project Description*, for a complete summary of community and public benefits.

Comment 9.3

Another idea is to offer a discount for any nonprofit organization to book the Fenway Theater for a special event, performance, or fundraiser, especially one located in the area. In addition, I loved the proposal that one of the artists from Fenway Studios had: to turn the lobby of the theatre into an art gallery, featuring the art of local residents. It is clear that Fenway residents are interested in having a performing arts theatre in the neighborhood, but the project needs to be thoughtful and strategic.

Response:

There may be opportunities for a local 501-3-c, or similar, nonprofit to book the Fenway Theater for a special event, performance, or fundraiser, but discounted rates and expenses would need to be negotiated and are subject to availability. The Proponent will support an annual visual art event, either within the Theater or Fenway Park, or in conjunction with neighborhood Open Studios.

Comment 9.4

To that end, the proposals and Red Sox representatives mentioned partnerships with the local colleges for performances and graduations – but I question whether these promises and/or contracts been solidified, and whether the venue is handicapped accessible for such events. As someone who works at a local college that could desperately use a new performance space, I would like to feel more confident that this promise will not simply be redacted.

Response:

Building on the Red Sox organization's partnership with the BAA over the years, in May 2019, the Red Sox organization (the team and Foundation) and the Fenway Music Company (the new joint venture that will operate the Fenway Theater) announced a major long-term partnership with the BAA, which is detailed in Section 1.4 of Chapter 1, *Project Description*.

While the Proponent's primary educational partnership focus is with the BAA, the Fenway Theater will also collaborate with other local arts institutions, including the Berklee School of Music, Boston Conservatory at Berklee, New England Conservatory, and various other members of the Fenway Alliance, so that those institutions can explore ways to use the Theater for performances and events, have access to internships, and provide students with the opportunity to see Theater performances.

Comment 9.5

Red Sox representative could not clearly answer what types of acts would be using this theatre – I think this really needs to be clearer. The theatre is a good idea in theory, but it needs a long-term strategy plan.

Response:

The Fenway Theater will be a state-of-the-art performing arts center. It will be built to house best in class amenities for musical performances and will also be designed to host a wide variety of events and private functions. In contemplating this Project, a market analysis was completed to better understand the need for and desired capacity for an indoor live entertainment venue. The range of anticipated use and attendance at the Fenway Theater was discussed in Section 4.5.1.1 of Chapter 4, *Transportation*, of the EPNF.

This Page Left Intentionally Blank

Letter 10: Laura Fogg

Comment 10.1

I would argue that times when major events like Red Sox games and concerts at Fenway Park are not happening at Fenway Park, having this new theater would not be an issue at all. However, nights when all 3 venues are in use I can see the traffic and parking being a major issue given that these parking spots are not being replaced. As we know this leads to people parking illegally or taking away resident spots.

Response:

Please refer to section 4.2.1 of Chapter 4, *Transportation,* for additional details on venue activity. While it is not possible to specifically forecast the future events schedule at this time, drawing on 2018 operations at the HOB and Fenway Park, suggests that three concurrent events would occur on a very limited basis. Fenway Theater management will take active measures to manage conditions on such dates and communicate transportation advisories to the both the neighborhood and Fenway Theater patrons.

The Proponent will work with the BTD, BPD, and the neighborhood to increase stopping, parking, and idling enforcement.

Comment 10.2

The presentation showed that there was a transportation study done to measure impacts on the neighborhood. Looking at the map with locations that were studied, Kenmore Square was excluded from the study. This is a major intersection that faces immense traffic 24/7, not just during Fenway events. I am wondering why this location was not included in the traffic study? As well as the length of Beacon Street connecting Kenmore Square and Park Drive?

Response:

There were comments received on the EPNF's traffic analysis that asked about the Project's potential traffic impact to Kenmore Square. For the EPNF, ticket sales data provided by the HOB were reviewed to determine the expected arrival patterns for Theater patrons. The analysis estimated that approximately 17 vehicle trips would be added by the Project to the total of approximately 3,500 vehicles trips that travel through the Square during the evening peak hour. Because the anticipated vehicular traffic impact to Kenmore Square is minimal, Kenmore Square was not included in the study area. Please refer to section 4.2.4.1 of Chapter 4, *Transportation,* for more information about local streets and intersections, including the Project's potential impact at Kenmore Square.

Comment 10.3

The EPNF says on page 4-1, "Due to the anticipated time of day…the majority of the Project's transportation demands are expected to occur outside of the commuter peak periods." I would just like to point out that statement is outrageous. Anyone who has ever been in the Fenway area between the hours of 4pm – 8pm during events at Fenway Park knows that traffic is a nightmare during the evening commute because people are leaving work but also coming to the events simultaneously. Traffic gets backed up all the way onto Storrow Drive out of Kenmore Square and Charlesgate.

Response:

The transportation study acknowledges congestion in the area prior to events at Fenway Park; however, peak traffic to typical theater events is not expected to coincide with peak commuter flows in the study area. Please refer to section 4.3.2 of Chapter 4, *Transportation*, for more information about the event management plans for conditions with and without events at Fenway Park.

Comment 10.4

The EPNF states there are only 2,100 public parking spaces for event attendees to use. Where are the other 43,500 people going to park? ACNA proposed that Fenway Sports Group acquires a piece of land outside of the neighborhood either in another part of town, or even better one of the neighboring suburbs, and creates a satellite parking lot or garage with a shuttle service to the park similar to the Massport Logan Express system. This would reduce congestion in the neighborhood, and encourage attendees to not drive into the neighborhood but instead use the satellite lot and get shuttled in.

Response:

The Boston Red Sox will continue to promote remote parking for patrons coming to Fenway Park including:

- Parking at MBTA lots and taking public transit to Fenway; and
- Continued use of discounted parking locations outside of the immediate neighborhood (e.g. Prudential Center Garage and 100 Clarendon Street Garage) using the Fenway Park *Parkwhiz* app.

Theater management will similarly promote public transit and remote parking to mitigate its potential traffic impacts.

Please refer to section 4.2.4.2 of Chapter 4, *Transportation,* for more information about intercept parking.

Comment 10.5

Regarding the shared-ride initiative of geofencing, I think this should be a continued practice as long as studies are showing that it is safe and not forcing riders trying to get Ubers and Lyfts in dark, poorly lit and potentially unsafe areas.

Response:

The Proponent will continue to work with Lyft and Uber (and other shared ride providers) as their systems are further developed to embrace geo-fencing strategies to better manage pick-up and drop-off activities. Potential pick-up and drop-off areas will be well lit, and in safe areas. Please refer to section 4.2.4.3 of Chapter 4, *Transportation,* for more information about shared ride services and on-going pilots.

Comment 10.6

It is great that the project is going to improve sidewalks and lighting along Lansdowne and Ipswich, and would press that the lighting used is eco-friendly and does not add to light pollution. The idea of making them solar powered was mentioned.

Response:

The Proponent will work with the BPW Street Lighting Department to adopt standard fixtures that are reliable and minimize energy consumption.

Comment 10.7

Other neighbors were concerned about the LEED-Silver certifiability and think they should aim higher for Gold or Platinum.

Response:

The Proponent will seek to achieve a LEED Gold certifiable design and will explore all reasonably feasible opportunities to optimize sustainability beyond the level currently assumed. Please refer to Section 3.4.1 of Chapter 3*, Sustainability, Green Building Design and Climate Change Resiliency,* for a summary of the preliminary approach to the credit categories that is responsive to the IGBC's comment letter. Refer to Figure 3.1 for a revised LEED checklist.

Comment 10.8

Someone also commented that they should find a way to incorporate even more of the arts into the design somewhere. An example was showing off local art in the lobbies either in exhibitions or on the walls to add some more culture to the venue.

Response:

There is limited space within the lobby to showcase local art or provide a permanent exhibit; however, the Red Sox organization and Fenway Music Company will work with local arts organizations to establish a visual arts event on an annual basis with displays of work by local artists in Fenway Park and/or the Fenway Theater for one or several days, similar to or in conjunction with local "Open Studios" events.

Comment 10.9

If they can time the construction schedule with the construction schedule for the new high school that is currently being built, it would be ideal for neighbors to minimize the length of time the area is undergoing major construction, which is extremely disruptive to daily life for residents.

Response:

The goal is to begin construction on the Fenway Theater at the close of the 2019 baseball season and to complete construction on or about the same time as completion of the BAA. The Proponent agrees that this sequencing would be beneficial to the residents.

Please refer to Section 5.2 of Chapter 5, *Construction Management*, for additional details on construction phasing and scheduling.

Letter 11: Kristen Mobilia

Comment 11.1

My big issue is that we need to take a step back and require a transportation study (that includes high traffic baseball game days and concert nights) for all sides of Fenway Park and the areas around Hynes T Station where 5 parcels are being developed.

Response:

The EPNF filed for this Project on February 22, 209 addressed the information required to meet the specifications of Sections 80B-3 and 80B-4 of Article 80 and was consistent with the BTD's "Transportation Access Plan Guidelines."

Please refer to section 4.2.4 of Chapter 4, *Transportation*, for an expanded discussion about traffic impacts and management strategies, and Section 4.3 for a full list of proposed improvements/mitigation associated with this Project.

Comment 11.2

Additionally, the Fenway community deserves and needs a GOOD NEIGHBOR AGREEMENT from the Fenway Sports Group (FSG). This should include the entire venue footprint (the existing ballpark and its various entertainment spaces plus the new proposed theater venue).

Response:

All activities at Fenway Park are regulated by the City of Boston through either a programmatic permit for baseball games or a special use permit for all other ticketed special events of a certain scale. Plans and mitigation measures frequently accompany these permit processes.

Furthermore, the Boston Red Sox organization is engaged in the community and is committed to supporting the City of Boston and local organizations to maintain the Fenway/Kenmore neighborhood as a special place to live, work, play and enjoy world-class entertainment. The Fenway Music Company embraces this philosophy of working in close coordination with the community as evidenced by the commitments itemized in this DPIR.

Please refer to Section 1.4 of Chapter 1, *Project Description*, for a summary of community and public benefits associated with this Project.

Comment 11.3

Should we be able to count on a regular schedule for the #55 MBTA bus that many older adults and accessible-challenged folks depend on? Or is it okay that it regularly skips stops during baseball games and concerts and would be further delayed by the proposed narrowing of Ipswich Street?

Response:

The Proponent is committed to making improvements to MBTA bus stops along Ipswich Street to improve the experience of users of the MBTA 55 bus route. To accomplish this, the sidewalk along Ipswich Street will be widened from approximately 13 feet to 20 feet. New bus stop shelters, streetlights, trees, and seating will be added to enhance and encourage use of the service.

In addition, several suggestions were made during the public comment period regarding improving service on the MBTA 55 bus route. The Proponent will fund a study of options to enhance the MBTA 55 bus route service and, if deemed feasible, apply for an MBTA Transit Pilot project, consistent with the MBTA Transit Pilot Policy (March 2017).

The MBTA 55 bus route service is often disrupted on Red Sox game days. The Proponent will work with BTD and BPD to improve traffic management on Ipswich Street to minimize disruptions to the MBTA 55 bus route service during events at Fenway Park and/or the Fenway Theater.

Finally, the Proponent will work with the BTD and the MBTA to improve MBTA 55 bus route stop/layover on Queensbury Street (requires improved signage and removal of one parking space).

Please refer to Chapter 4, *Transportation,* Sections 4.2.3 and 4.2.4 for more details.

Comment 11.4

Also, concert-goers vs. baseball attendees tend to arrive and leave concerts in smaller windows of time which creates even greater gridlock (as well as air and noise pollution) than baseball games. This in turn makes it harder for ambulances and firetrucks to get through (note: a woman at the March 12th meeting stated that twice her husband was in an ambulance that was stuck in Fenway traffic) - and we've been told by the FSG that it is possible that there could be a concert at Fenway Park, one at the proposed theater, and one at the House of Blues across the street. That creates a very unacceptable safety level for residents.

Response:

Please refer to section 4.2.4 of Chapter 4, *Transportation*, for an expanded discussion about traffic impacts and management strategies. Emergency response vehicle access is a priority for residents, businesses, and visitors alike. During periods of increased traffic activity associated with special events throughout the City, Boston Police details give priority to the safe and efficient passage of emergency vehicles. With respect to the area surrounding Fenway Park, the Proponent is committed to investing in several management and tactical strategies to help keep the area accessible for emergency vehicles, particularly measures to keep traffic on Ipswich Street moving. It should also be noted that the BPD is keenly aware of neighborhood concerns regarding emergency vehicle access, and the BPD has

confirmed that at present, emergency vehicles are able to navigate the Fenway area on days when there are Fenway Park events.

Comment 11.5

Fenway Park was not intended to be a 24/7 entertainment destination – and the neighborhood (built before the now famous park) was not constructed to withstand the vibrating noise and excessive traffic. We need to move toward a Good Neighbor Agreement that offers balance to the surrounding community.

Response:

Please see prior response to Comment 11.2.

Comment 11.6

At the March 12th public meeting, the FSG stated that they are building a state-of-the-art facility. If that's true, then they should be aiming for LEED platinum instead of silver, which quite frankly is below average as it is one step from the base level of 'certified'. We need to be building structures of the future, not ones that will have dated systems by the time they are built.

Response:

The Proponent will seek to achieve a LEED Gold certifiable design and will explore all reasonably feasible opportunities to optimize sustainability beyond the level currently assumed. Please refer to Section 3.4.1 of Chapter 3*, Sustainability, Green Building Design and Climate Change Resiliency*, for a summary of the preliminary approach to the credit categories that is responsive to the IGBC's comment letter. Refer to Figure 3.1 for a revised LEED checklist.

Comment 11.7

I urge the FSG to sacrifice a small percentage of the millions in profits and make a major capital improvement within the Fenway that would not only serve local residents but also city visitors. My suggestion would be to bring the Agassiz Road duckhouse back to life and extend it's footprint.

Response:

The Fenway Theater will generate increased tax revenues for the Commonwealth and the City of Boston, which may be used to benefit the neighborhood. In addition, as detailed in this DPIR, various mitigation commitments and community benefits will be provided in connection with the Fenway Theater. Most recently, in April 2019 and in celebration of Earth Day, the Red Sox donated $25,000 for ongoing maintenance, planning and improvements in the Boston parks. In terms of the specific use of funds for local projects, the Proponent defers to the City agencies that are responsible for operating and maintaining public facilities and parks, which

are best positioned to determine the most effective use of funds to serve the interests of the neighborhood and entire City.

Letter 12: Evan Saura Ramsey

Comment 12.1

I strongly recommend the adoption of a living wage of $18.99/hour for all jobs resulting from the construction of the Project at both Fenway Theater and Fenway Park. According to MIT's Living Wage Calculator, $18.99/hour is the living wage required for a 2-working adult, 2-child household living in Suffolk County. Even though this living wage falls short of the wage required to afford a 1-bedroom, market-rate apartment in the Fenway, this wage would increase the likelihood that jobs provided by the Fenway Theater directly benefit residents of the Fenway and surrounding communities within Boston.

Response:

The Fenway Music Company and the Red Sox organization are committed to providing high quality jobs that provide wages and benefits commensurate with the nature of the jobs.

Comment 12.2

I strongly recommend additional support from the Boston Police Department and partnerships with rideshare companies (e.g. Uber and Lyft Pick-up/Drop-off zones) to mitigate the transportation impact of the Fenway Theater on top of existing impact of events at Fenway Park, House of Blues, and other nearby event venues, bars, restaurants, and other businesses. Late-night ride-share traffic, and the resulting light and noise pollution, following events at Fenway Park and the House of Blues is unacceptable - dramatically affecting Lansdowne Street, Ipswich Street, Brookline Avenue, Jersey Street, Van Ness Street, and surrounding arteries. These conditions adversely affect the safety and well-being of Fenway residents. At the Public Meeting, my neighbors at Fenway Studios described how one of their residents, facing a possible life-or-death situation, had great difficulty getting to Beth Israel Deaconess Medical Center's Emergency Department for treatment during a game because of traffic and road blockages. This event underscores the unacceptable transportation conditions surrounding existing events that must be addressed in addition to measures taken to mitigate the transportation impact of the Fenway Theater.

Response:

The supplemental transportation analysis and narrative in Chapter 4, *Transportation*, is organized to address many of your comments, including: Pedestrian Access and Safety (Section 4.2.2); Traffic Impacts and Management (Section 4.2.4), and Emergency Vehicle Access (Section 4.2.4.5).

Please also refer to section 4.3.4 of Chapter 4, *Transportation*, for a summary of transportation improvements and mitigation measures.

Comment 12.3

I strongly recommend that the Project be constructed to attain LEED Platinum Certification to demonstrate commitment to energy efficient and environmentally responsible design and to keep our community green.

Response:

The Proponent will seek to achieve a LEED Gold certifiable design and will explore all reasonably feasible opportunities to optimize sustainability beyond the level currently assumed. Please refer to Section 3.4.1 of Chapter 3*, Sustainability, Green Building Design and Climate Change Resiliency,* for a summary of the preliminary approach to the credit categories that is responsive to the IGBC's comment letter. Refer to Figure 3.1 for a revised LEED checklist.

Comment 12.4

I strongly recommend further community benefits be added to the Project to help account for the taxpayer dollars used to subsidize its impact on public safety, public transportation, public parks, and public spaces. These community benefits could include measures such as:

- Providing in-kind use of Fenway Theater to local artists and students as a gallery, rehearsal, and performance space;
- Offer a 50 percent discount for any nonprofit organization to book the Fenway Theater for a special event, performance, or fundraiser – e.g. Rehearsal for Life's Banned in Boston fundraiser at the HOB; and
- Collaboration with Fenway CDC's Walk to Work Program to provide jobs for residents of nearby affordable housing.

Response:

Please refer to Section 1.4 of Chapter 1, *Project Description*, for a summary of community and public benefits including, but not limited to:

- The Theater will provide local non-profit organizations with the opportunity to use the venue on a discounted basis for special events, performances and fundraisers, subject to availability.
- As circumstances permit, the Theater will provide discounted tickets to local residents, subject to availability, and in some cases may provide complimentary tickets to local non-profit organizations.
- Subject to applicable legal requirements, the Theater will offer hiring preference for part-time and full-time job opportunities to qualified applicants who live in the local area. The Theater will coordinate with Fenway CDC, Operation P.E.A.C.E. and other local non-profit organizations to provide information on job opportunities.

It should also be noted that the Boston Red Sox organization, and eventually the Fenway Music Company, will request and fund police details deployed during events.

This Page Left Intentionally Blank

Letter from Kelly Brilliant (Letter 37)

It is worth noting that a letter of support for the Fenway Theater was received from IAG Member Kelly Brilliant. Since Ms. Brilliant wrote this letter on behalf of The Fenway Alliance membership and not specifically representing herself on the IAG, her letter is included with the 22 other letters of support received for the Project.

6.3 Community Organizations

Letter 13: Boston Groundwater Trust

Comment 13.1

GCOD requires both the installation of a recharge system to capture one (1) inch of rainfall across the portion of the Project Site and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots.

Response:

The Project intends to comply with the City's requirements for projects/sites within the GCOD by, capturing and infiltrating not less than one (1) inch of rainfall across the portion of the Project Site to be occupied by the proposed improvements. As documented in Section 1.6.5 of Chapter 1, *Project Description*, per the City's SUT policy, the Proponent will work with BWSC to evaluate green infrastructure elements capable of retaining the required 1.25 inches over the Project Site impervious area.

See also prior response to Comment 2.21.

Letter 14: Boston Preservation Alliance

Comment 14.1

First and foremost, the filing provides insufficient views of the proposal from perhaps the most critical vantage points- those within Fenway Park itself. The team has so far successfully made a wide range of enhancements without overly-impacting the historic look and feel for game attendees. It is imperative that we better understand the impact of the proposal to the essential view across the outfield, over the bleachers, and toward downtown. The proposed removal of six rows of c 1934 bleachers is not an inconsequential change to the historic fabric of the park. And while we understand the desire to provide enhanced amenities to fans in the bleachers, we ponder if this change is too drastic an alteration. Without renderings and perspective drawings from various levels and locations of seating it is impossible to make this determination. Also of benefit would be images like 2.4a and 2.4b from the PNF that show existing conditions as well as the proposed.

Response:

Please refer to Chapter 1, *Project Description*, for a summary of refinements to the Fenway Park Improvements since the EPNF and Figures 2.2d, 2.3b, and 2.7a-f of Chapter 2, *Urban Design*, for the relevant current plan, section, and interior ballpark views of the proposed Fenway Park Improvements requested. The Fenway Park Improvements component of the Project received approval from the BLC on May 28, 2019, subject to the proviso of limited further design review (please refer to the discussion of on-going refinements under consideration in Section 1.2.3). Following the submission of the DPIR, the Proponent anticipates meeting with the BLC on June 25, 2019 to present an update on the Project design.

Comment 14.2

Additionally, while the theater itself isn't visible from inside the park, the overall proposal is. In particular the new bleacher overlook area and the function space above with its deck overlooking the field will certainly alter the look of the park. While Figure 2.6 of the PNF provides some understanding of this new arrangement we need views from actual locations that would be observed by fans – from seats in different sections rather than an aerial perspective. Without such renderings we are not able to satisfactorily review or render a complete opinion on the proposal.

Response:

Please see response to Comment 14.1.

Comment 14.3

In consideration of changes outside the park, we concur with concerns raised by members of BCDC about the loss of significant portions of the Fenway Garage building

and the resulting challenge of the space between the remaining garage pieces and the new construction. We encourage the proponent to reconsider this aspect of the proposal and examine integrating the entirety of the 1913 Fenway Garage façade into the project. The building was designed by John E. McLaughlin, the same designer of Fenway Park, and we feel plays an important part of the overall character and context of the Park.

Response:

The existing Fenway Garage building façade to remain will occupy a substantial portion of the Project's perimeter, providing almost 50 percent (previously 40 percent in the EPNF) of the Lansdowne Street and Ipswich Street frontage. Since the EPNF, the extent of Fenway Garage façade to remain along Ipswich and Lansdowne Streets has been increased in order to accommodate the existing arched "end cap" bays currently located at the eastern corners of the building, and to provide a transition between the Fenway Garage building to remain and the Proposed Fenway Theater Building.

Refer to Section 2.3.2 Chapter 2, *Urban Design*, for a summary of proposed refinements to the character and exterior materials of the Project Components.

Comment 14.4

We also concur with BCDC suggestions about not including trees alongside the theater on Lansdowne Street. The industrial feel of the Park is an important part of the context, and while we agree that the long-term health of the trees in this location is of question, we also believe it is the wrong visual/design choice for this location.

Response:

The Theater design has evolved to respond to the different environments of Ipswich and Lansdowne Streets. In particular, the streetscape plan proposes trees, benches, and street furnishings that respond to the quieter nature of Ipswich Street while the Lansdowne streetscape, with no additional street trees planned, is decidedly more urban and responds to the anticipated pedestrian demands associated with both the Fenway Theater and Fenway Park.

Figures 2.9 and 2.10a-b provide an updated public realm improvement plan, and streetscape section plans respectively.

Letter 15: Fenway Community Development Corporation

Comment 15.1

The renderings shown in the Extended Project Notification form were a best-case scenario – it does not show the mock-ups of what the traffic/streets look like after the Fenway game and two concerts let out. Under the current proposal, it seems entirely possible that that House of Blues, Fenway Park, and the new Fenway Theatre could all have programs on the same night. It should be a condition of approval that the facility could not be used for concerts, performances or any general admission events when Red Sox home games are scheduled because it is highly unlikely that any measures can be taken to mitigate traffic, parking and public transit congestion with an additional 5000 plus individuals entering and leaving the area.

Response:

Please refer to Section 4.2.1 of Chapter 4, *Transportation* for additional details on venue activities and transportation impacts. While it is not possible to specifically forecast the future events schedule at this time, drawing on 2018 operations at the HOB and Fenway Park, suggests that three concurrent events would occur on a very limited basis. Fenway Theater management will take active measures to manage conditions on such dates and communicate transportation advisories to the both the neighborhood and Fenway Theater patrons.

Please refer to section 4.2.4 of Chapter 4, *Transportation*, for an expanded discussion about traffic impacts and management strategies and Section 4.3 for a full list of proposed transportation improvements/mitigation.

Comment 15.2

Further pedestrian flow improvements need to be spelled out in in order to accommodate the double or triple event bookings. Impacts on the MBTA operations, particularly the Green Line need to be considered. We will need more public transportation availability during major "events" on Lansdowne/Jersey/Ipswich/Van Ness Streets such as more frequent number 55 bus runs; shorter intervals between Green Line B, C, and D trains and commuter trains through Yawkey station. The Red Sox entities may need to consider subsidizing this extra service as well as late night operations.

Response:

Please refer to Sections 4.2.2 and 4.2.3 of Chapter 4, *Transportation,* for more information about pedestrian access and safety, and public transportation respectively.

Comment 15.3

Therefore, the proponents' transportation consultants must be required to rigorously demonstrate what specific transportation mitigations would be undertaken that could prevent a worsening of the transportation impacts that are currently experienced in the neighborhood and on the transit lines during Red Sox home games. In addition Uber and Lyft drop off and pick up will need to be tightly controlled in designated areas. Extra Boston Police details will need to be hired for the overlap of events.

Response:

It is envisioned that police details (depending on nature of event) will be deployed before and after events at the Fenway Theater to manage pedestrian flows and traffic in the vicinity of the Lansdowne Street/Ipswich Street and Ipswich Street/Van Ness Street intersections. The Red Sox, working collaboratively with the BTD, BPD and Homeland Security, support active management of traffic before and after Fenway Park events. Lansdowne Street and the portions of Jersey Street and Van Ness Street adjacent to the ballpark are closed to vehicular traffic approximately two hours before events. Police details are requested and funded by the Red Sox and strategically positioned around Fenway Park (approximately two hours before a game and until area traffic is cleared post-game), at the discretion of the supervising officer, to direct pedestrian and vehicular flows. The Proponent will also continue to work with BTD and BPD to evaluate the current pilot projects for managing Uber and Lyft drop-off/pick-up locations, as described in section 4.2.4.3 of Chapter 4, *Transportation.* Please refer to section 4.3.4 for a full summary of transportation improvements and mitigation measures.

Comment 15.4

Given both the nature of the proposed operator – Live Nation – and the size and design of the theatre it appears that this will be a venue for concerts and not the arts. Fenway residents are interested in having a performing arts theatre in the neighborhood and would like to see a more flexible space that could be adapted to theatrical performances, small concerts etc. They want to feel included in the process of designing and building it. Connections should be made to the artists at Fenway Studios to explore ways that the new venue could incorporate art and programs from the studio.

Response:

The primary anticipated use of the Fenway Theater will be for live musical performances. It is expected the Theater will also be used for other types of artistic and civic events as well. Site limitations make large theatrical performances difficult. The design will provide flexibility for smaller events as demand and scheduling permits.

Comment 15.5

Live Nation should consider as a community benefit creating their own version of the Red Sox Neighborhood Nines program so that residents of the Fenway could see shows and performances for a discounted admission.

Response:

Please refer to Section 1.4 of Chapter 1, *Project Description*, for a complete summary of community and public benefits anticipated from this Project, that includes consideration of a discounted ticket program for Fenway residents at the Fenway Theater.

Comment 15.6

The use of the roof top space needs to be clarified. The rendering shows it filled with people and suggesting a bar venue – information presented at the public meeting suggested this would act as a lobby for intermission and not operate as a separate venue with hours that extend beyond the concert scheduling. This needs to be clarified and settled as this could be a source of noise and other related problems if its use turns into a restaurant or bar that is open late into the night. The TV screens proposed for the roof need a fuller discussion, given their potential for creating undesirable light pollution.

Response:

The top of the Fenway Theater at the corner of Lansdowne and Ipswich Streets will feature an outdoor terrace, which will be available to Fenway Theater patrons during events. The outdoor terrace is not currently contemplated to operate as a separate venue, have music, or be available beyond the scheduled theater event.

Comment 15.7

We would encourage the Red Sox and Live Nation to commit that once the theatre is operational it would pay wages that will allow the workers to actually afford to live in the Fenway. The MIT Living Wage calculations would be a useful tool for setting those wages.

Response:

The Fenway Music Company and the Red Sox organization are committed to providing high quality jobs that provide wages and benefits commensurate with the nature of the jobs.

Letter 16: Fenway Civic Association

Comment 16.1

The Project seeks a 7-day per week schedule of events, however, traffic studies have not included conditions for concurrent House of Blues and Fenway Park events which the Proponent communicated to us would be a likely and planned condition; they also have been conducted without including build conditions for the future Parcel 12 Air Rights Project, which proposes to utilize Boylston Street exclusively for vehicular entry and exits. Traffic counts at Ipswich and Boylston Streets should be performed to include these conditions, especially given that Ipswich Street experienced increases in demand by 350 vph north of Boylston Street under Project conditions.

Response:

Please refer to Section 4.2.1 of Chapter 4, *Transportation* for additional details on venue activities and transportation impacts. While it is not possible to specifically forecast the future events schedule at this time, drawing on 2018 operations at the HOB and Fenway Park, suggests that three concurrent events would occur on a very limited basis. Fenway Theater management will take active measures to manage conditions on such dates and communicate transportation advisories to the both the neighborhood and Fenway Theater patrons.

Please refer to Section 4.2.4.1 of Chapter 4, *Transportation* for a discussion of the impacts of the Parcel 12 project on Massachusetts Avenue, which was submitted to the BPDA on May 8, 2019, after the EPNF filing for the Fenway Theater.

Please refer to Section 4.2.4 of Chapter 4, *Transportation*, for an expanded discussion about traffic impacts and management strategies and Section 4.3 for a full list of proposed transportation improvements/mitigation.

Comment 16.2

We believe traffic volume studies conducted between November 29 and December 2, 2018 are deficient quantifiers of transportation needs and impacts. A study that includes game day conditions must be performed to ensure safety and viability of a project that seeks to bring 5,400 individuals to an area that already experiences significant event congestion.

Response:

The EPNF filed for the Project on February 22, 2019, addressed the information required to meet the specifications of Sections 80B-3 and 80B-4 of Article 80 and was consistent with the Boston Transportation Department's "Transportation Access Plan Guidelines." Traffic counts were done for conditions with and without an event at Fenway Park in September, November, and December. It is believed that these counts captured typical conditions in the study area. Please also see the additional discussion of Traffic Impacts and Management (section 4.2.2) and commitment to mitigation measure in section 4.3 of Chapter 4, *Transportation*.

Comment 16.3

We request a copy of the Standard Operating Procedure (SOP) for the MBTA for Fenway events. We request to understand how SOP changes for Fenway Park events affect the residents of the Fenway. If Red Sox have a similar SOP with MASCO, we request a copy of that document.

Response:

The Standard Operating Procedure (SOP) is available from the MBTA.

Comment 16.4

The encouragement of alternative modes of travel must be more than informational, although email promotion of public transit instructions to the theater should be required. FCA suggests incentivizing these modes by providing benefits to patrons who utilize alternate transit, both to Fenway Theater and to Fenway Park.

Response:

Efforts to promote public transportation use in conjunction with this Project include:

- The Boston Red Sox will continue to use its ballpark media, website, and social media platforms to promote the use of public transportation to the ballpark;
- The Proponent will work with the MBTA to explore options to expand promotion of MBTA service to Fenway at South Station (or other key station locations);
- The Proponent will subsidize transit passes for its full-time employees; and
- The Proponent will develop transit promotional program prior to Fenway Theater opening.

Comment 16.5

Shared ride management plans should be communicated to the neighborhood and IAG for evaluation and feedback in advance of BTD discussions and decisions.

Response:

Please refer to section 4.2.4.3 of Chapter 4, *Transportation,* for more information about BTD pilots underway to manage shared ride services.

Comment 16.6

General use loading dock schedules should be better understood to evaluate the feasibility of their placement along the sidewalks proposed for access along Ipswich Street. Additional information about the current use of the alley opposite the planned dock would inform any potential conflict; no description of this use is contained within the PNF.

Response:

Please refer to section 4.2.4.4 of Chapter 4, *Transportation,* for more information about loading and deliveries. The Proponent will implement a loading dock management plan for the Fenway Theater service facility to minimize its impact on the adjacent street and the BAA.

Comment 16.7

While no new parking is being provided, relocation of broadcasting trucks to parking areas currently in use by the Red Sox have not identified replacement areas for these vehicles. A plan to accommodate MASCO buses currently using existing parking spaces should be discussed and proposed so that the community better understands comprehensive reworking of parking and vehicular use resulting from these reconfigurations.

Response:

Broadcast production trucks, which currently occupy the Triangle Lot on event days, are currently contemplated to be relocated to the existing surface parking lot located to the southwest of the Project Site at 189 Ipswich Street, a lot that is owned by a Fenway Sports Group affiliate. The Proponent has met with MASCO to discuss the Project's impact on their operations and continue to have dialog to develop a plan prior to any construction being initiated.

Comment 16.8

The brief mention of a joint venture between House of Blues and Fenway Theater and their close coordination does not provide any context to understanding the impacts of transportation under this coordination. Further details on agreements between these locations should be presented for better understanding of transportation needs and impacts.

Response:

Please refer to Section 4.2.1 of Chapter 4, *Transportation* for additional details on venue activities and transportation impacts. While it is not possible to specifically forecast the future events schedule at this time, drawing on 2018 operations at the HOB and Fenway Park, suggests that three concurrent events would occur on a very limited basis. Fenway Theater management will take active measures to manage conditions on such dates and communicate transportation advisories to the both the neighborhood and Fenway Theater patrons.

Comment 16.9

Importantly, Ipswich Street conveys emergency vehicles traveling from the Back Bay and East Fenway areas through to the Longwood Medical area and serves as the sole bus route for the #55 bus linking the East and West Fenway. Access to these services and to the Boston Arts Academy should be prioritized in planning.

Response:

Ipswich Street between Boylston Street/Hemenway Street and Lansdowne Street serves as an important connection for the community, residents, and the MBTA 55 bus route. It is also used by patrons arriving and leaving Red Sox games and will be utilized for people traveling to and from the Fenway Theater. This corridor experiences use by pedicabs before and after events since it is a direct route from where they usually pick up pedestrians (at the corner of Boylston Street and Dalton Street) and Fenway Park.

The Proponent is committed to executing a number of pilot programs during the 2019 baseball season in order to try different approaches to reducing congestion and improving circulation on Ipswich Street. The pilot strategies envisioned include:

- Strengthen stopping, parking, and idling enforcement with supplemental BTD/BPD staff;
- Eliminating approximately six (6) or seven (7) meter/night resident sticker parking spaces along the south side of Ipswich Street between the Bowker Overpass and around the corner across from Jillian's/Lucky Strike during Fenway Park events; and
- Access restrictions before and after Rex Sox games (with exceptions for emergency vehicles, residents, and MBTA buses).

Comment 16.10

The pedestrian circulation outlined in Figure 4.14 is unrealistic. Lines at the House of Blues queue beyond the intersection of Lansdowne Street and Brookline Avenue; the marked dots indicating patrons in the PNE render does not depict a queuing system as much as a crowded gathering. Presumptively these crowds will be channeled through turnstiles within the point of the Project entry. A revision of the entry plan should be provided to more realistically depict how crowd queuing impacts the public realm and

anticipates safety concerns when crowds are funneled through a narrow entry point. Again, because of the significant number of events planned for the theater and its proposed capacity, a circulation plan that defines controlled entry and exit of patrons should be included in further scoping.

Response:

Please refer to section 4.2.2 of Chapter 4, *Transportation,* for more information about pedestrian access and safety and Figure 4.2 which depicts the queuing space and volumes for the Fenway Theater and describes proposed queuing procedures. The Proponent proposes to make significant streetscape improvements on Lansdowne and Ipswich Streets in the vicinity of the Project Site. The pedestrian plaza and widened sidewalk (approximately 24 feet) will transition back into the streetscape improvements previously completed by the Red Sox just east of Gate C.

Comment 16.11

Other methods of minimizing queues, including phased entry times and employment of innovative entry systems including personalized entry times, should be part of this filing. A venue that presumes 7-day use should provide crowd control options at its outset. We look forward to reviewing refinements to these plans.

Response:

Please refer to section 4.2.2 of Chapter 4, *Transportation,* for more information about pedestrian access and safety.

Comment 16.12

Nowhere in the PNF does the project evaluate impacts to traffic, access, pedestrian crossing analyses, and safety for days where Fenway Park, House of Blues, and Fenway Theater events coincide. As the Proponent suggests these conditions may occur, we request that projections and crowd control and dispersion plans incorporate these conditions and be presented in further scoping. FCA assumes these conditions will create overcrowding, therefore, unless the Proponent can demonstrate no adverse impacts, we request that no concurrent scheduling between Fenway Park and Fenway Theater events be allowed until there is an opportunity to evaluate real life impacts and problems created by these concurrent uses.

Response:

Please refer to Section 4.2.1 of Chapter 4, *Transportation,* for additional details on venue activities, transportation impacts, and management strategies. While it is not possible to specifically forecast the future events schedule at this time, data from Red Sox and HOB operations in 2018 suggests that concurrent events at all three venues would occur on a very limited basis.

Comment 16.13

Statements in section 4.6.2 that assume that concurrent events will precipitate street closures should not he assumed or permitted; FCA opposes the further 'privatizing' of public ways for commercial purposes and believes this taking directly harms the neighborhood by limiting residential access to public ways and restricting the ordinary movement of residents in their own neighborhood.

Response:

No additional street closures are proposed as part of the Project. The closures of certain streets to vehicular traffic that are currently permitted during Red Sox games will continue during those games, some of which will overlap with Fenway Theater events.

Comment 16.14

Further, the removal of Right Field Bleacher seats removes affordable seats from Fenway Park while enhancing overall services for banquets and other high-cost events. No planned commitment for dedication to affordable ticket programs to address this loss is included with this filing.

Response:
Over the years, the Red Sox has been committed to providing affordable options for fans to attend games at Fenway Park. These measures include offering a wide range of ticket prices, with tickets for certain games currently priced for the 2019 season as low as $10 (standing room) or $15 (bleacher seats); $9 tickets for students; and "Neighborhood Nines" tickets also costing $9 for residents who live in the Fenway neighborhood.

Subsequent to the BLC approval, and in response to comments received on the EPNF, the Proponent is proposing a revised design to the Bleacher Overlook area to achieve the intended Project goals while reducing the number of bleacher seats lost. The Proponent's current proposal includes the removal of the uppermost three (3) rows (previously six rows in the EPNF), of Right Field Bleacher seats, consisting of 279 seats (previously 450 seats in the EPNF). These seats will be replaced with counter seating and dedicated standing positions serving a total of 144 fans. The result is a net reduction of approximately 140 seats within Fenway Park., which will not significantly reduce access to affordable ticket options. At the same time, the Project will significantly improve the fan experience for the thousands of fans with bleachers seats, providing convenient access to concessions and restroom facilities.

Comment 16.15

Improved sidewalks benefit the public only during non-event times; otherwise, the improvements directly benefit the Project. Fenway Park Improvements again benefit the Proponent and remove affordable seats.

Response:

Please refer to Section 1.4 of Chapter 1, *Project Description*, for a complete summary of the anticipated community and public benefits associated with this Project. Along Lansdowne Street and Ipswich Street, the Proponent is now proposing to increase the width of the pedestrian zone near the Theater entrance to maximize the effective width of the sidewalk to accommodate Fenway Theater patrons and pedestrian through traffic.

Please also refer to the response to comment 16.14 for a description of the revised design of the Bleacher Overlook.

Comment 16.16

Details of the benefits of the Theater to nearby schools and arts programs are mentioned in multiple sections of the filing; beyond mention of expectations of opportunities, no concrete plan to extend these opportunities is mentioned and no responsibility for ensuring these opportunities are promised. We request the Proponent describe plans to extend opportunities to nearby arts organizations and to the community. The enjoyment of live performances is not a public benefit, but a private benefit afforded to those who actively purchase tickets to these events.

Response:

Please refer to Section 1.4 of Chapter 1, *Project Description*, for a summary of community and public benefits, including the details of the significant partnership that has been established with the BAA.

Comment 16.17

We appreciate the projection of full time and part time positions created through the Project. We ask that local hiring practices that prioritize Fenway residents be part of the Project commitment.

Response:

Subject to applicable legal requirements, the Fenway Theater will offer hiring preference for part-time and full-time job opportunities to qualified applicants who live in the local area. The Theater will coordinate with Fenway CDC, Operation P.E.A.C.E. and other local non-profit organizations to provide information on job opportunities.

Comment 16.18

We ask for further clarification on the designation of uses that trigger Development Impact Project (DIP) linkage. Fenway Civic believes that the designation of Groundwater Conservation Overlay District, developed after Article 66, was never meant to trigger zoning variances that have determined DIP designation in the Fenway, and that the overlay was meant solely to meet environmental requirements raised by groundwater concerns in Boston.

Response:

Section 80B-7 of the Code defines "Development Impact Project" to mean a development that requires zoning relief and includes a "Development Impact Use" occupying more than 100,000 square feet of gross floor area. Section 80B-7(2)(a) defines "Development Impact Use" in a Neighborhood District to mean the following uses as they are defined in Article 2A: Office; Retail Business; Service; Public Service Uses; Institutional; Educational, Hotel; and Motel. The Project does not include uses in the listed categories as they are defined in Article 2A in excess of 100,000 square feet. Rather, the Project's primary use ("Theatre" / "Concert Hall") belongs to the category of "Cultural Uses", as that term is defined in Article 2A and described in the Fenway Neighborhood District zoning, Article 66. Therefore, the Project does not qualify as a Development Impact Project for purposes of Section 80B-7 of the Code.

Comment 16.19

We appreciate the iconic design and the chamfered façade of the project. Concerns involve the lack of exits and entry points as well as the turnstiles contained directly within the entry way. This design intentionally moves crowds onto the public sidewalks. More thought into how crowd control can be accommodated within the Project footprint would be welcome in further scoping, including the location of ground floor turnstiles further within the building and a two-tiered entry that brings ticket holders into the Theater and moves them indoors through to appropriate seating levels first with additional turnstiles at 2nd floor entry points.

Response:

The main theater entrance will be at the point with secondary entrances to the VIP area via Ipswich Street and function space via Lansdowne Street. Egress from the Theatre will occur at all of these locations as well as exits from the floor of the theater directly onto Lansdowne and Ipswich Streets. The design team has a life safety specialist who has evaluated all access and egress movements to ensure their adequacy.

Comment 16.20

We do not support the open-air concept at the top level and instead request this area to be enclosed to minimize noise - this will benefit both the Project by allowing for all-weather use and mitigation of noise for the public, including residences along Boylston Street.

Response:

The top of the Fenway Theater at the corner of Lansdowne and Ipswich Streets will feature an outdoor terrace, which will be available to Fenway Theater patrons during events. The outdoor terrace is not currently contemplated to operate as a separate venue, have music, or be available beyond the scheduled theater event.

Comment 16.21

The marquee and awning areas similarly should be investigated to extend awnings throughout the length of the project because of crowd behavior and density. In hot sun or rain, people will compact in sheltered areas and need better protections to avoid a crush. We hope the next iterations of this project bring improvements in these areas.

Response:

Design aesthetics are the key drivers in the defined length and extension of the marquee and awnings, which extend nine (9) feet from the building along Lansdowne and Ipswich Street, and 18 feet from the building at the point.

Comment 16.22

The current plan describes queuing ticket holders along Lansdowne Street, yet drawings indicate lumps of patrons without describing the system of entry. Our observations of House of Blues activity are that lines queue along the entire width of the sidewalk continuing past the corner of Lansdowne Street and Brookline Avenue. Pedestrians who traverse Lansdowne Street towards Brookline Avenue are forced into the roadway or to the south side of the street; expected queues for the Theater will occupy that south sidewalk.

Response:

Please refer to section 4.2.2 of Chapter 4, *Transportation,* for more information about pedestrian access and circulation and Figure 4.2 which illustrates the anticipated queuing areas for the new Theater.

Please refer to Section 4.2.1 of Chapter 4, *Transportation* for additional details on venue activities and transportation impacts. While it is not possible to specifically forecast the future events schedule at this time, drawing on 2018 operations at the HOB and Fenway Park, suggests that three concurrent events would occur on a very limited basis. Fenway Theater management will take active measures to manage

conditions on such dates and communicate transportation advisories to the both the neighborhood and Fenway Theater patrons.

Comment 16.23

Emergency vehicles accessing the Lansdowne Street area already face obstructions. Adding a venue roughly 2.5 times House of Blues capacity onto current conditions without adequately housing crowds or employing innovative measures to limit crowd spillover into the public realm is potentially dangerous and at best, promises to significantly impede any access for residents seeking travel through public sidewalks along Lansdowne Street.

Response:

Please refer to Section 4.3 of Chapter 4, *Transportation,* for complete list of proposed improvements and mitigation measures. Please refer also to section 4.2.4 of Chapter 4, *Transportation*, for an expanded discussion about traffic impacts and management strategies, including emergency vehicles.

Comment 16.24

We ask the Proponent to revisit their pedestrian access, crowd management, and circulation plan and present an improved plan that minimizes impact to the public realm. When exiting the venue, we believe that exit through a single concentrated point is dangerous, we recommend that side exits be employed for safety reasons.

Response:

See prior response to Comment 16.19.

Comment 16.25

We additionally discourage the employment of drop off areas next to the venue, given the nearby MBTA #55 bus stop, and instead promote the Pilot Project employed by the City to develop a dedicated pick up and drop off for Uber and Lyft drivers at Boylston and Kilmarnock Streets.

Response:

The Proponent will continue to work with BTD and BPD to best manage shared ride drop-off/pick-up locations. Please refer to section 4.2.4.3 of Chapter 4, *Transportation,* for more information about shared ride services.

Comment 16.26

We ask the Proponent to explore the feasibility of a footbridge connecting Ipswich Street to Newbury Street over the Massachusetts Turnpike to better disperse traffic.

Response:

Due to land ownership/assembly, public domain, grades, and other factors, a footbridge connecting Ipswich Street to Newbury Street is not feasible within the context of this Project.

Comment 16.27

We also believe that the planned loading dock areas may potentially impede both vehicular access and circulation of the #55 bus and the future 1241 hotel project and pedestrian use of Ipswich Street. Refined plans for dock use should be presented to evaluate the relative feasibility of these circulation plans.

Response:

Please refer to Section 4.2.4.4 of Chapter 4, *Transportation,* for more information about loading and deliveries and the proposed loading dock management plan.

Comment 16.28

Additional bollards to protect pedestrian safety should be employed throughout the Project area.

Response:

The Proponent has consulted with the BPD, Boston Red Sox Security, and City agencies in the placement of bollards as part of the proposed streetscape plans.

Comment 16.29

We encourage the Project to commit to solar PV to optimize planned resiliency measures.

Response:

The Proponent is committed to installing rooftop solar PV panels on the roof as part of the Project.

Comment 16.30

There is a lack of detail of location for building level mechanical equipment and its potential elevation under resiliency planning.

Response:

Comment noted. As the Project design advances, and at the appropriate time, additional details on mechanical equipment location and building and site resiliency strategies will be provided in the Article 37 Green Building Report, which will be publicly available on the BPDA's Project page.

The Proponent will continue to consider elevating critical equipment through the design phase. If placing any sensitive building mechanical equipment at higher elevations is determined to be cost-prohibitive, ground-mounted equipment will include waterproofing measures, such as setting equipment on pads, curbs at equipment room entrances, and/or floor drains.

Comment 16.31

We request details on whether microscale analysis predicting carbon monoxide concentrations included the cumulative expected conditions of Fenway Park, Fenway Theater, and House of Blues events. Idling is anticipated based on VHB analysis showing reduced travel counts to be associated with events in the Fenway; we request analysis be performed to show these impacts on Ambient Air Standards.

Response:

Please refer to Section 5.5.2.4 of Chapter 6, *Environmental Protection*, of the EPNF. An evaluation of the traffic data was conducted under the review guidelines developed by the BPDA for determination of the potential for CO impacts. Based on the BPDA's microscale screening results summarized in this section, it was determined that a quantitative CO hotspot analysis was not required for the Project, and that no microscale air quality impacts are anticipated.

Comment 16.32

We again believe the analysis conditions for traffic data that excludes Parcel 12 Air Rights projections and the combined events for Fenway Park and House of Blues events is insufficient to assess air quality impacts, as delays and speeds will likely be compromised.

Response:

Please refer to section 4.2.4.1 of Chapter 4, *Transportation,* for more information about local streets and intersections, including the implications of Parcel 12.

Comment 16.33

The location of mechanical equipment, including chillers, cooling towers, air handling units, exhaust fans, and generators should be detailed in further scoping. We ask that the siting and use of low-noise mechanicals as well as emergency generators also employ both acoustical enclosures and silencers. This project could set important noise standards for future area projects. Further detail of exhaust systems should be provided to the IAG and community; exhaust and venting should be projected through upper levels and away from Ipswich Street.

Response:

The location of rooftop mechanical systems will be refined as the Project design advances. Appropriate low-noise mechanical equipment will be selected, including potential noise mitigation measures, such as acoustical enclosures and/or acoustical silencers.

Comment 16.34

Mitigation of noise impacts from the theater are a primary concern to the community. We request that further information to the IAG and the community of measures to not only mitigate but to eliminate exterior noise impacts from theater operations be provided in additional scoping.

Response:

Mitigation of noise impacts into and out of the theater space are of primary concern and will be carefully evaluated by the Project team. The Project will incorporate building construction material with treatments that not only provide suitable acoustical properties within the Theater space, but also minimize noise impacts exterior to the Fenway Theater.

Comment 16.35

The Project's open roof area should be enclosed to minimize noise impacts to residential multifamily units opposite the Project area on Boylston Street

Response:

The top of the Fenway Theater at the corner of Lansdowne and Ipswich Streets will feature an outdoor terrace, which will be available to Fenway Theater patrons during events. The outdoor terrace is not currently contemplated to operate as a separate venue, have music, or be available beyond the scheduled theater event.

Comment 16.36

FCA believes the impacts to the Back Bay Fens have not been addressed through this filing or from past projects conducted by the Boston Red Sox. Cumulative impacts to this valuable public resource should be evaluated and include the impacts of the ballpark's more than 80 ball games, 10 or more concert events that bring 35,000 patrons per event through the neighborhood, and numerous other private activities which bring in upwards of 5-10,000 patrons per event.

Response:

Over the years, the Proponent has supported projects in the Fens. As part of the Fenway Theater Project, the Proponent will explore the possibility of extending the

neighborhood trash removal program (through Project Place) to cover portions of the Fens.

Comment 16.37

The accounting of total Red Sox-related events, including non-concert events such as Crashed Ice, Spartan Race and others, should be detailed in additional scoping. These details should include: total number of home games, total number of concerts, and total number of non-concert special events at Fenway Park; they should calculate the cumulative impacts of these events together with House of Blues and projected Fenway Theater events.

Response:

Each year, Fenway Park hosts 81 regular season home Red Sox game (assuming no rain outs), and a maximum of up to 11 post-season Red Sox games. In addition, over the past several years, Fenway Park annually has hosted a total of 6 to 11 concerts (in 2019, the City authorized Fenway Park to host up to 12 concerts), and a handful of other large sports and entertainment events, including football, hockey, soccer, Irish hurling and other events. One metric for the total number of large Fenway Park events is the number of days that Jersey Street is closed to the public and used for ticketed patrons; since 2014, the organization has closed Jersey Street from 92 to 105 days each year.

As previously discussed, the majority of Fenway Theater events are expected to take place on nights that do not coincide with Red Sox games or other major events, and the Theater's schedule will be managed, to the extent feasible, to minimize the number of concurrent events.

Comment 16.38

These additional performance dates trigger special event parking rates at area parking garages. As these pricing structures occur whether patrons drive or not, FCA believes this will disproportionately affect people who need the assistance of family, friends, or caregivers in the community. We ask the Proponent to outline remedies for these populations.

Response:

Peak demands for Fenway Theater parking are expected to have a very localized impact on area parking demands and pricing in the neighborhood, similar to what occurs for House of Blues events, given the relatively high capacity of parking that exists in the area (when Fenway Park is not active) and the projected demands for theater patron parking.

Please refer to Section 4.5.1.1 of Chapter 4, Transportation, of the EPNF for a summary of the peak pedestrian flows to the Theater based on the mode and

distribution of patrons taking into consideration transit connections, parking locations, and walk/bicycle origins.

Comment 16.39

Additional public realm improvements should extend beyond the improvement of the project envelope. Significant traffic will continue to the venue year-round; these travel routes should be improved by the Proponent.

Response:

The Proponent proposes the continuation of the streetscape improvements planned by the BAA along the north side of Ipswich Street to Lansdowne Street, and along the southeast side of Ipswich street from the BAA to the intersection of Lansdowne Street. Please refer to Section 4.3 of Chapter 4, *Transportation,* for a full list of improvements and mitigation commitments.

Comment 16.40

Investment in sound barriers along Ipswich Street between Boylston Street and Lansdowne Street. These barriers can be implemented with the input of stakeholders and residents, and potentially shared as a mitigation measure with Air Rights Parcel 12 proponents and the developer of the 2 Charlesgate West property.

Response:

Please refer to Section 1.4 of Chapter 1, *Project Description*, for a summary of community and public benefits. In addition, the Proponent will develop a mitigation package with the BPDA and the City, which will balance the requests and needs of various community groups and City agencies, within the confines of financial feasibility for the Project.

Comment 16.41

Improvement of lighting from Ipswich Street between Boylston Street to Lansdowne Street. Existing cobra head light posts should be upgraded to double acorn fixtures.

Response:

The Proponent will share this suggestion with the City of Boston.

Comment 16.42

Sponsorship for the construction of a high-quality pedestrian footbridge to span the width of the Massachusetts Turnpike, connecting Ipswich Street to Newbury Street near 145 Ipswich Street to disperse pedestrian traffic; FCA requests that feasibility for this amenity be provided. This additional outlet could ease congestion and confirm the Red

Sox's statements about the importance of promoting pedestrian and green travel in a way that minimizes community impact.

Response:

Please refer to response to comment 16.26

Comment 16.43

Investment in MBTA upgrades to promote alternate transport to events and concerts.

Response:

The Red Sox and Fenway Theater Management will continue to work closely to coordinate their major events with the MBTA so that service adjustments can be made, if warranted.

Please refer to section 4.2.3 of Chapter 4, *Transportation,* for more information about public transportation and proposed improvements.

Comment 16.44

While event management is not a public realm improvement and belongs in the traffic and safety section of the PNF, FCA and the community recognize that police details provided to the Red Sox for game events alone have been insufficiently deployed to control crowds and traffic. Because of the volume of travel anticipated during these events, we ask that detailed plans for intersection and traffic assistance employing private, city, and state support, including how the Proponent will assure staffing at these locations, be provided through additional scoping. These details should include the numbers of individuals providing support and the time start and finish of these shifts.

Response:

The Red Sox organization continues to work with the City to address traffic issues and seek adequate deployment of public safety officials for events at Fenway Park. The City's program for assigning detail officers continues to evolve to respond to public safety needs. This collaboration with the BPD resulted in recent changes that allow overtime rates to be paid (by the Red Sox) for police details for weekday day games and weekend games and for these assignments to be made mandatory if they are not filled voluntarily. This change has been enormously helpful in securing adequate police detail coverage for all events.

Please refer to Section 4.3.2 to review details of the current event management plan for the Fenway Theater.

Comment 16.45

We appreciate the designation of a Transportation Coordinator to oversee transportation-related operations for the theater. We ask that this position be assured, and that the measures to optimize alternate travel modes include incentivizing the use of train and support and collaboration for ride share services.

Response:

The Proponent will commit to identifying an on-site transportation coordinator when the Fenway Theater opens.

Comment 16.46

The full and part-time jobs proposed by the Project should prioritize local hire. We ask the Proponent commit to prioritizing the employment of Fenway and Boston residents.

Response:

Subject to applicable legal requirements, the Theater will offer hiring preference for part-time and full-time job opportunities to qualified applicants who live in the local area. The Theater will coordinate with Fenway CDC, Operation P.E.A.C.E. and other local non-profit organizations to provide information on job opportunities. Please refer to Section 1.4 of Chapter 1, *Project Description*, for a summary of community and public benefits, that includes a description of anticipated hiring practices.

Comment 16.47

The Project mentions multiple times the benefit provided to the community through the creation of the Theater and expectation for synergistic relations between its operations and the community. We ask that these benefits be detailed and that opportunities for employment, use of the theater by civic and arts groups, and hands-on learning experiences for students be described for the IAG and community in further scoping.

Response:

Building on the Red Sox organization's partnership with the BAA over the years, in May 2019, the Red Sox organization (the team and Foundation) and the Fenway Music Company (the new joint venture that will operate the Fenway Theater) announced a major long-term partnership with the BAA, which is detailed in Section 1.4 of Chapter 1, *Project Description*.

While the Proponent's primary educational partnership focus is with the BAA, the Fenway Theater will also collaborate with other local arts institutions, including the Berklee School of Music, Boston Conservatory at Berklee, New England Conservatory, and various other members of the Fenway Alliance, so that those institutions can explore ways to use the Theater for performances and events, have

access to internships, and provide students with the opportunity to see Theater performances. Please also see response to comment 16.4.6.

Comment 16.48

The Parks Department has met with the Boston Red Sox to detail cumulative impact to the park from its Fenway Park concerts; these impacts, existing ball game, traffic, and proposed Fenway Theater activity are significant and should be addressed through discussion with the Parks and Recreation Department, Boston.

Response:

Please refer to Section 1.4 of Chapter 1, *Project Description*, for a summary of community and public benefits, and the previous response to Comment 4.1

Comment 16.49

The Project will result in increased visitor volume, transportation demand, and potential loss of access of public ways by the Fenway community. We ask that significant contributions be made to the Fenway Community Center, the Fenway's only community resource, for their continued operation in the Fenway neighborhood.

Response:

The Fenway Theater will generate increased tax revenues for the Commonwealth and the City of Boston, which may be used to benefit the neighborhood. In addition, as detailed in this DPIR, various mitigation commitments and community benefits will be provided in connection with the Fenway Theater. The Red Sox organization has provided financial, in-kind, promotional and programming support to the Fenway Community Center, and both the organization and the Theater operator will consider additional ways to include the Fenway Community Center in future community benefit plans.

This Page Left Intentionally Blank

Letter 17: Audubon Circle Neighborhood Association

Comment 17.1

The presentation showed that there was a transportation study done to measure impacts on the neighborhood. Looking at the map with locations that were studied, Kenmore Square was excluded from the study. This is a major intersection that faces immense traffic 24/7, not just during Fenway events. We are encouraging more research to be done that includes Kenmore Square in the equation, as well as other major thoroughfares into and intersections near the Square, such as Beacon Street, Park Drive and the Park Drive/Riverway interchange.

Response:

Please refer to section 4.2.4.1 of Chapter 4, *Transportation,* for more information about local streets and intersections, including Kenmore Square.

Comment 17.2

To offset the reduced parking in the neighborhood due to the new developments in the area, we propose that Fenway Sports Group use a piece of land outside of the neighborhood and create a satellite parking lot or garage with a shuttle service to the park similar to the Massport Logan Express. This would reduce congestion in the neighborhood, and encourage attendees to not drive into the neighborhood for events.

Response:

The Boston Red Sox will continue to promote remote parking for patrons coming to Fenway Park. Please refer to section 4.2.4.2 of Chapter 4, *Transportation,* for more information about intercept parking proposed for Fenway Theater.

Comment 17.3

The Fenway green line T stop is currently located under Park Drive and, with Kenmore Square, is the MBTA station most heavily used by stadium attendees. This station is in urgent need of improvements to its design, lighting and aesthetics and would benefit from a more extensive enclosure to protect travelers from the outdoor elements as well as contain the impacts of its heavy use on adjacent residential buildings.

Response:

Both the Department of Conservation and the MBTA, who share jurisdiction at this location, are actively studying ways to improve Fenway Station access, including an improved pedestrian crossing on Park Drive and the feasibility/viability of an elevator connection. Although Theater patrons and employees are not expected to impact this location to any great degree, the Red Sox and Fenway Theater Management are supportive of the Audubon Circle Neighborhood Association's efforts to improve this connection as plans become better defined in the future.

Comment 17.4

How Fenway Sports Group can participate in on-going discussions with Samuels & Associates about Fenway station improvements should be explored.

Response:

Please see response to Comment 17.3.

Comment 17.5

ACNA has also for many years advocated for a safe pedestrian crosswalk at the peak of the Park Drive bridge over Fenway station, where bus stops serving the CT2, 47, MASCO, and BU Fenway bus routes are located. Senator Brownsberger and Representative Tyler currently are in discussions about this matter with MassDOT and MassDCR. The need for a safe crossing here, long unmet, will increase as the number of large events at Fenway Park increases and the new entertainment center begins operation.

Response:

Please see response to Comment 17.3.

Comment 17.6

We recommend that Fenway Sports Group join in providing financial support for installation of a safe pedestrian crossing on the Park Drive bridge and much needed improvements to the Fenway MBTA station.

Response:

Theater patrons and employees are not expected to impact this location to any great degree; however, the Red Sox and Fenway Theater Management are supportive of the Audubon Circle Neighborhood Association's efforts to improve this connection, and would be open to further discussions once there is a consensus improvement plan.

Letter 18: Fenway Garden Society, Inc.

Comment 18.1

It is not clear to us whether or how the additional performances at the proposed Fenway Theater project will have an impact on litter and vandalism in the Gardens. We ask that the FSG and Red Sox continue to work with us and our neighbors and City partners on any needed solutions.

Response:

As part of the Fenway Theater Project, the Proponent will explore the possibility of extending the neighborhood trash removal program (through Project Place) to cover portions of the pathways in the Gardens.

Comment 18.2

We are interested in knowing whether the FSG will make the proposed Theater space available for community use and meetings by non-profits in the neighborhood such as FGS.

Response:

There may be opportunities for a local 501-3-c, or similar nonprofit to book the Fenway Theater for a special event, performance, or fundraiser, with discounted rates to be negotiated and are subject to availability.

Comment 18.3

Given many of our members live and/or spend leisure time in the Fenway, and the proposed Fenway Theater creates enormous possibilities, we would also speak in favor of incorporating some cultural and community use in response to this community's strong interest.

Response:

Comment noted. Please refer to Section 1.4 of Chapter 1, *Project Description*, for a complete summary of community and public benefits.

This Page Left Intentionally Blank

Letter 19: Fenway Studios

Comment 19.1

We suggest a gallery space integrated into the lobby and waiting areas, with good lighting and suitable walls for hanging two-dimensional artwork. Fenway Studios would be interested in curating or providing exhibitions on a regular basis, along with other arts organizations.

Response:

There is limited space in the theater lobby for any meaningful art display; however, the Proponent has agreed to support an annual visual art event, either within the Theater or Fenway Park, or in conjunction with neighborhood Open Studios, and are open to exploring additional partnership opportunities.

Comment 19.2

The proposed theater does a good job of integrating into the existing fabric of the street. Perhaps slightly less glass in the lobby would allow for more gallery use? We appreciate the industrial aesthetic and use decorative brick, with contrasting green metal sheathing.

Response:

Comment noted. Please refer to Chapter 2, *Urban Design,* for updated renderings of the current building design.

Comment 19.3

We are extremely concerned about the increase in traffic and pedestrian foot traffic down Ipswich Street, which has limited sidewalk width and already fails to service the crowds approaching and leaving the ballpark. Our residents have great difficulty coming home or leaving our building on game and concert days. Nearly every weekend there are events at the park, including in the off-season. Ipswich Street is narrow (especially at the turn on our end) and an emergency vehicle route to the hospital district. There has to more thought given to how crowds will arrive, and how traffic can be rerouted so that emergency vehicles can get through.

Response:

Please refer to section 4.3 of Chapter 4, *Transportation,* for a summary of transportation improvements and mitigation measures associated with this Project.

Comment 19.4

With the increasing gridlock, and increasing number of large trucks on Ipswich Street, air quality is suffering. During ball games, buses, and especially limousines, park in

resident spaces and leave their engines idling for the duration of the game. Residents can't open their windows for the noise and fumes! We suggest maintaining the resident sticker designations, and for the traffic and parking department to enforce resident sticker requirements for parking. Idling engines should not be allowed for the duration of the game/concert.

Response:

The Proponent will work with the BTD, the BPD, and the neighborhood to increase stopping, parking, and idling enforcement.

Section 4.2.4 of Chapter 4, *Transportation,* provides additional analyses and discussion of traffic conditions. The Proponent is committed to executing a number of pilot programs during the 2019 baseball season in order to try different approaches to reducing congestion and improving circulation on Ipswich Street. The pilot strategies envisioned include:

- Strengthening stopping, parking, and idling enforcement with supplemental BTD/BPD staff;
- Eliminate approximately six (6) or seven (7) meter/night resident sticker parking spaces along the south side of Ipswich Street between the Bowker Overpass and around the corner across from Jillian's/Lucky Strike during Fenway Park events; and
- Access restrictions before and after Rex Sox games (with exceptions for emergency vehicles, residents, and MBTA buses).

Please refer to Section 4.3.4 of Chapter 4, *Transportation,* for a full summary of transportation improvements and mitigation.

Comment 19.5

Widening sidewalks near the theater is welcomed. We suggest that with widened sidewalk, there may be room to plant an arcade of trees to encourage walking at all times of the year. Some sort of pedestrian bench, either as part of the building (see Berklee College of Music's new dormitory on Mass Ave) or freestanding will help the elderly, disabled, and families with small children, a population that is increasing in the Fenway.

Response:

The Proponent will continue to work with City agencies to refine the pedestrian realm associated with the Project. Please refer to Section 2.4 of Chapter 2, *Urban Design*, for a summary of streetscape improvements.

Comment 19.6

Acoustics: We are concerned about the potential for noisy ventilation systems amping up the general din in our neighborhood. Perhaps there is a way to buffer or muffle this sound, depending on placement and what surrounds it?

Response:

The location of rooftop mechanical systems will be refined as the Project design advances. Appropriate low-noise mechanical equipment will be selected, including potential noise mitigation measures, such as acoustical enclosures and/or acoustical silencers.

Comment 19.7

We would like to see the Theater heartily endorse the use of public transportation whenever a ticket is purchased in advance of a concert. Trains are often overburdened already.

Response:

Fenway Theater management will work to encourage alternative modes of travel to events, including providing information and promotional material on its website, sending directed customer emails to encourage patrons to take public transportation to the venue, and subsidizing transit passes for its employees.

Comment 19.8

We suggest modifications to the #55 bus line, extending it to the Longwood Medical area to the west and to the Boston Common 7 days per week. This route could carry game attendees and concertgoers going to the entertainment venues, but it could also transport residents and patients going to the medical area for jobs, appointments, and shopping in both directions. Our neighborhood is getting much denser, the population is surging, and we need a more effective bus route.

Response:

Please refer to section 4.2.3.2 of Chapter 4, *Transportation,* for a summary of proposed MBTA route 55 service improvements.

Comment 19.9

We would love to see some thought given to the relationship of the Pike to Ipswich Street – currently defined by an assortment of rusted and falling chain link fences.

Response:

The comment is valid; however, the Project will have no impact on the condition of that edge treatment on Ipswich Street.

This Page Left Intentionally Blank

Letter 20: Save Fenway Park!

Comment 20.1

But unlike the successful renovations to date, the changes to the ballpark put forward by the Red Sox In the current PNF will significantly alter the historic fabric of Fenway. The removal of the top six rows of the 1934 bleachers will change the look of the ballpark for nearly every fan attending a game. Likewise, the construction of a new addition at the top of the abbreviated bleacher sections, and sign age atop the addition, will dramatically alter how the bleachers are perceived from within the ballpark, and experienced by fans attending games. These changes are considerably more intrusive and less respectful to Fenway's storied past than bleacher improvements undertaken to date, which have included a sizable expansion of concession areas and restroom facilities on the Big Concourse beneath the bleachers, and the installation of new seats, concrete repair and waterproofing. These changes have been successful because they have been almost seamlessly incorporated into the park without injury to its historic features.

Response:

Please refer to Chapter 1, *Project Description*, for a summary of refinements to the Fenway Park Improvements since the EPNF and Figures 2.7a-f of Chapter 2, *Urban Design*, for the relevant interior ballpark views of the proposed Fenway Park Improvements requested.

Subsequent to the BLC approval, and in response to comments received on the EPNF, the Proponent is proposing a revised design to the Bleacher Overlook area to achieve the intended Project goals while reducing the number of bleacher seats lost. The Proponent's current proposal includes the removal of the uppermost three (3) rows (previously six rows in the EPNF), of Right Field Bleacher seats, consisting of 279 seats (previously 450 seats in the EPNF). These seats will be replaced with counter seating and dedicated standing positions serving a total of 144 fans. The result is a net reduction of approximately 140 seats within Fenway Park., which will not significantly reduce access to affordable ticket options. At the same time, the Project will significantly improve the fan experience for the thousands of fans with bleachers seats, providing convenient access to concessions and restroom facilities.

The Fenway Park Improvements component of the Project received approval from the BLC on May 28, 2019, subject to the proviso of limited further design review.

Comment 20.2

Evaluating the full Impact of the ballpark changes proposed in the PNF is not possible without views of those changes from within the ballpark. Fenway Park Is listed on the National Register of Historic Places. Before a significant alteration of this national treasure can even be considered, it is necessary that the visual impact of the changes

be made clear in renderings viewing the bleachers from seats along the third base line, behind the plate, along the first base line and from other locations within the bleachers themselves.

Response:

Please see response to Comment 20.1.

6.4 Responses to Public Comments by Topic

Because many of the comments from the members of the public (Letters No. 42 through 56, copies of which are provided in Appendix A) expressed a similar array of concerns global responses are provided by topic below. The public comments and concerns fall into the following four key categories with requests for additional information and/or mitigation commitments:

1. Transportation
2. Community Benefits/Agreement
3. Sustainability/Greenhouse Gas Emissions
4. Fenway Park Improvements

The responses below aim to address key community issues and refer to specific sections of the DPIR for further information. Copies of all public comments received are provided in Appendix A for reference.

Comment Theme 1: Transportation

The Expanded Project Notification (EPNF) filed for this Project on February 22, 2028 addressed the information required to meet the specifications of Sections 80B-3 and 80B-4 of Article 80 and was consistent with the Boston Transportation Department's (BTD) "Transportation Access Plan Guidelines." Notwithstanding, there were requests for additional information and clarifications related to the Project's transportation impacts that were referenced in the BPDA Scoping Determination, and in comments received on the EPNF.

Response:

The supplemental transportation analysis and narrative in Chapter 4, *Transportation*, is organized by the topics generally reflected in the public comments, including:

- Additional Details on Venue Activities (Section 4.2.1)
- Pedestrian Access and Safety (Section 4.2.2)
- Public Transportation (Section 4.2.3)
- Green Line Service (Section 4.2.3.1)
- MBTA 55 Bus route (Section 4.2.3.2.)
- Traffic Impacts and Management (Section 4.2.4)
- Local Streets and Intersections (Section 4.2.4.1)
- Intercept Parking (Section 4.2.4.2)
- Shared Ride Services (Section 4.2.4.3)
- Loading and Deliveries (Section 4.2.4.4)
- Emergency Vehicle Access (Section 4.2.4.5)

The Proponent is committed to a comprehensive list of transportation improvements and mitigation measures including pilot projects. These commitments are detailed in Section 4.3, organized by impact area:

- Public Realm Improvements
- Pedestrian Access and Safety
- Event Management Plan
- Promotion of Public Transportation
- Traffic Management:
    - Ipswich Street
    - Remote Parking
    - Shared Ride Services
- Loading Dock Location and Operations
- Transportation Demand Management

Comment Theme 2: Community Benefits/Agreement

There were a number of comments that centered around the desire to better understand and promote the opportunity for community and public benefits from the Project.

Response:

Please refer to Section 1.4.1 of Chapter 1, *Project Description*, for a complete summary of community and public benefits anticipated from this Project.

Comment Theme 3: Sustainability/Greenhouse Gas Emissions

Commenters interested in sustainability and green design principally advocated for a higher level of LEED certification and a commitment to a photovoltaic solar system on the roof.

Response:

The Proponent will seek to achieve a LEED Gold certifiable design and will explore all reasonably feasible opportunities to optimize sustainability beyond the level currently assumed. Please refer to Section 3.4.1 of Chapter 3*, Sustainability, Green Building Design and Climate Change Resiliency,* for a summary of the preliminary approach to the credit categories that is responsive to the IGBC's comment letter. Refer to Figure 3.1 for a revised LEED checklist.

The Proponent is also committed to the installation of a rooftop PV solar system as part of the building construction.

Comment Theme 4: Fenway Park Improvements

Several commenters expressed concern about the bleacher alterations within Fenway Park and, more specifically, the removal of 600 bleacher seats. Requests for ground level drawings of the view from inside the ballpark toward the new structure were requested to be provided as part of this DPIR.

Response:

Please refer to Chapter 1, *Project Description*, for a summary of refinements to the Fenway Park Improvements since the EPNF and Figures 2.7a-f of Chapter 2, *Urban Design*, for the relevant interior ballpark views of the proposed Fenway Park Improvements requested.

Subsequent to the BLC approval, and in response to comments received on the EPNF, the Proponent is proposing a revised design to the Bleacher Overlook area to achieve the intended Project goals while further reducing the number of bleacher seats lost. The Proponent's current proposal includes the removal of the uppermost three (3) rows (previously six rows in the EPNF), of Right Field Bleacher seats, consisting of 279 seats (previously 450 seats in the EPNF). These seats will be replaced with counter seating and dedicated standing positions serving a total of 144 fans. The result is a net reduction of approximately 140 seats within Fenway Park., which will not significantly reduce access to affordable ticket options. At the same time, the Project will significantly improve the fan experience for the thousands of fans with bleachers seats, providing convenient access to concessions entertainment, and restroom facilities.

The Fenway Park Improvements component of the Project received approval from the BLC on May 28, 2019, subject to the proviso of limited further design review.

This Page Left Intentionally Blank

Appendix A: BPDA Scoping Determination

Materials are provided on the enclosed CD-ROM.

Contents

- BPDA Scoping Determination on the EPNF

This Page Left Intentionally Blank

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

SCOPING DETERMINATION
12-28 LANSDOWNE STREET (FENWAY THEATER)

SUBMISSION REQUIREMENTS
FOR DRAFT PROJECT IMPACT REPORT ("DPIR")

PROPOSED PROJECT:	12-28 LANSDOWNE STREET (FENWAY THEATER)
PROJECT SITE:	1.55 ACRE AREA BOUNDED BY LANSDOWNE STREET TO THE NORTH, IPSWICH STREET TO THE SOUTH AND EAST, AND FENWAY PARK TO THE WEST
PROPONENT:	175 IPSWICH STREET, LLC c/o FENWAY SPORTS GROUP REAL ESTATE
DATE:	MAY 15, 2019

The Boston Redevelopment Authority ("BRA"), d/b/a the Boston Planning & Development Agency ("BPDA") is issuing this Scoping Determination pursuant to Section 80B-5 of the Boston Zoning Code ("Code"), in response to a Project Notification Form ("PNF"), which 175 Ipswich Street, LLC (the "Proponent") filed on February 22, 2019 for the proposed 12-28 Lansdowne Street project (the "Proposed Project"). Notice of the receipt by the BPDA of the PNF was published in the Boston Herald on February 23, 2019, which initiated a public comment period with a closing date of March 25, 2019. Pursuant to Section 80A-2 of the Code, the PNF was sent to the City's public agencies/departments and elected officials on February 22, 2019. Hard copies of the PNF were also sent to all of the Impact Advisory Group ("IAG") members.

On December 18, 2018 in accordance with the BRA's policy on mitigation as outlined in the Mayor's Executive Order Relative to the Provision of Mitigation by Development Projects in Boston, Proponent submitted a Letter of Intent for the Proposed Project.

On December 19, 2018, letters soliciting nominations to the IAG for the proposed project were delivered to City Councilor Josh Zakim, and State Senator William Brownsberger. A letter soliciting nominations was sent to Representative Jon Santiago on January 8, 2019.

Additional letters seeking recommendations were delivered to the Office of Neighborhood Services and the City Councilors at large.

The letters sought nominations or recommendations to the IAG by December 28, 2018. City Councilor Zakim responded with two (2); Senator Brownsberger responded with two (2); Representative Santiago responded with two (2); and the Office of Neighborhood Services responded with three (3). On January 2, 2019 letters were sent confirming that the remaining elected officials declined the opportunity to make nominations.

The following is a list of the IAG members:

Thomas Bakalars
Sonya Bhabhalia
Kelly Brilliant
Molly Chase
Panos Demeter
Laura Fogg
Kristen Mobilia
Michael Nichols
Evan Ramsey

The BPDA appreciates the efforts of the IAG and the members should be applauded for their commitment to the review of the Proposed Project.

Pursuant to Section 80B5.3 of the Code, a Scoping Session was held on March 6, 2019 with the City of Boston's public agencies/departments at which time the Proposed Project was reviewed and discussed. IAG members were also invited to attend the Scoping Session.

A BPDA-sponsored publicly advertised meeting was held on March 12, 2019 at the State Street Pavilion in Fenway Park. An IAG meeting was held on March 11, 2019 at 72 Brookline Avenue.

Included in the Scoping Determination are written comments that were received by the BPDA in response to the PNF, from BPDA staff, public agencies/departments, elected officials, and the general public. All of which are included in **Appendices A and B and must be answered in their entirety.**

Appendix A includes written comments from BPDA staff, public agencies/departments, and elected officials.

Specifically, they are:

- BPDA Urban Design, Downtown & Neighborhood Planning, and Transportation & Infrastructure Planning departments and Boston Transportation Department
- Carrie Marsh, Boston Parks and Recreation
- Courtney Sharpe, Mayor's Office of Arts and Culture
- Zach Wassmouth, City of Boston Public Works Department
- John P. Sullivan: Boston Water and Sewer Commission
- Christian Simonelli, Boston Groundwater Trust

Public comments received by the BPDA during the comment period are included in **Appendix B.**

The Scoping Determination requests information that the BPDA requires for its review of the Proposed Project in connection with Article 80 of the Code, Development Review and Approval, and other applicable sections of the Code.

In addition to the specific submission requirements outlined in the sections below, the following points are highlighted for additional emphasis and consideration:

- Throughout this initial phase of review, and prior to it, the Proponent has taken steps to meet with many community members and groups, elected officials, abutters, and various City agencies/departments. Regular conversations and meetings with all interested parties must continue through the duration of the public review process, ensuring that what is presented in the DPIR is beneficial to the respective neighborhood and the City of Boston as a whole.

- One specific condition was a focus of discussion during public meetings: evenings when a Red Sox game, a concert at the House of Blues, and an event at the new proposed facility happen at the same time. The Proponent should provide an estimate for how many times this condition may occur, and evaluate this scenario for traffic, pedestrian, noise, and other impacts.

- Transportation impacts were a primary concern during the initial review process. In responding to BPDA, City staff, and public comments, the Proponent should keep in mind the public's concern about traffic impacts specifically as it relates to the ability of emergency vehicles to access the neighborhood.

- All development projects have construction impacts. As with any urban development, there needs to be a balance of construction-related inconveniences with the daily activities that will continue to occur adjacent to the Proposed Project site. A detailed approach to the construction management must be included in the DPIR, including community involvement in developing construction management plans.

- The Proponent must take into account all BPDA approved and under review proposals in the Kenmore and Fenway neighborhoods, scheduled infrastructure improvements in the general area, and nearby large scale developments in the City of Boston while conducting the DPIR's required studies (transportation, infrastructure, open space, etc.).

- The Proponent must clearly describe the overall demolition and phasing of the Proposed Project. The buildings to be demolished and constructed in each phase of the Proposed Project should be specified along with an anticipated timeline for each phase. The BPDA acknowledges that project timelines are subject to change due to market conditions and other factors.

I. PROJECT SITE

The site of the Proposed Project is an approximately 1.5 acre site at 12-28 Lansdowne Street (also known as 175 Ipswich Street), bounded by Lansdowne Street to the north, Ipswich Street to the south and east, and Fenway Park to the west.

II. PROJECT DESCRIPTION

The Proposed Project, as described in the PNF, consists of three components.

The Fenway Theater, at the eastern portion of the site, will be an approximately 86,000 square foot, four-story performing arts venue with a capacity of approximately 5,400 patrons.

The Fenway Park Improvements, at the western portion of the site, entail approximately 30,000 square feet of new fan amenity areas in the bleacher section of Fenway Park, to be built as a two (2) story vertical expansion of the existing Fenway Garage building.

The Interior Renovations entail renovations to approximately 20,000 square feet of the existing Fenway Garage building to provide enhanced services for both the ballpark and the Fenway Theater.

III. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project applicability. The Proponent is required to prepare and submit to the BPDA a Draft Project Impact Report ("DPIR") that meets the requirements of the Scoping Determination by detailing the

Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-4(c) (i) (2), the BPDA shall issue a written Preliminary Adequacy Determination ("PAD") within sixty (60) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA must issue its PAD. The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BPDA determines that the DPIR adequately describes the Proposed Project's impacts and, if appropriate, propose measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

IV. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, ten (10) copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified, are required. The booklet should be printed on both sides of the page. Bound booklets should be mailed directly to all of the IAG members. A copy of this Scoping Determination should be included in the booklet for reference. The electronic copy should be submitted to the BPDA via the following website: https://developer.bostonplans.org/

A. General Information

1. Applicant/Proponent Information

    a. Development Team
        (1) Names
            (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
            (b) Attorney
            (c) Project consultants and architect(s)
        (2) Business address, telephone number, FAX number and e-mail, where available for each
        (3) Designated contact person for each

b. Legal Information
    (1) Legal judgements or actions pending concerning the Proposed Project
    (2) History of tax arrears on property owned in Boston by Applicant
    (3) Evidence of site control over project area, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.
    (4) Nature and extent of any and all public easements into, through, or surrounding the site.

2. Project Area

    a. An area map identifying the location of the Proposed Project
    b. Description of metes and bounds of project area or certified survey of the project area.
    c. Current zoning

3. Project Description and Alternatives

    a. The DPIR shall contain a full description of the Proposed Project and its components, including its size, physical characteristics, development schedule, costs, and proposed uses. This section of the DPIR shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to clearly illustrate the Proposed Project shall be required.
    b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.

4. Public Benefits

    a. Anticipated employment levels including the following:
        (1) Estimated number of construction jobs
        (2) Estimated number of permanent jobs
    b. Current and/or future activities and programs which benefit the host neighborhood, adjacent neighborhoods of Boston and the

city at large, such as; child care programs, scholarships, internships, elderly services, education and job training programs, public realm/infrastructure improvements, grant programs, etc.

c. Other public benefits, if any, to be provided.

5. Community Process

a. A list of meetings held and proposed with interested parties, including public agencies, abutters, elected officials, businesses, and community groups.
b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

B. REGULATORY CONTROLS AND PERMITS

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the DPIR.

A statement on the applicability of the Massachusetts Environmental Policy Act ("MEPA") should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the Secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedures.

C. TRANSPORTATION COMPONENT

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must also refer to the BTD "Transportation Access Plan Guidelines" in preparing its studies.

The Proponent must address the comments outlined by BPDA's Infrastructure and Transportation Planning Department, included in **Appendix A**.

Proposed transportation network and infrastructure improvements/mitigation in the impacted area should also be listed and explained in this component.

D. ENVIRONMENTAL PROTECTION COMPONENT

The DPIR must include the most up to date documents required by the Article 37/ Interagency Green Building Committee ("IGBC").

E. URBAN DESIGN COMPONENT

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must address the comments outlined by the BPDA's Planning and Urban Design departments, included in **Appendix A**.

F. INFRASTRUCTURE SYSTEMS COMPONENT

An infrastructure impact analysis must be performed. The Proponent should continue to work with the City of Boston Public Works Department ("PWD"), Boston Water and Sewer Commission ("BWSC"), and the Boston Groundwater Trust ("BGWT") on infrastructure impacts.

The standard scope for infrastructure analysis is outlined in the comment letter submitted by John P. Sullivan, Chief Engineer and Operations Officer, BWSC, included in **Appendix A**.

Any proposed or anticipated infrastructure improvements/mitigation in and around the Project Site should also be listed and explained in this component.

G. PUBLIC NOTICE

The Proponent will be responsible for preparing and publishing in one or more newspapers of general circulation in the City of Boston a public notice of the submission of the DPIR to the BPDA as required by Section 80A-2. This notice shall be published within five (5) days of the receipt of the DPIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within forty five (45) days of the publication of the notice. A draft of the public notice must be submitted to the BPDA for review prior to publication. A sample of the public notice is attached as **Appendix C**.

Following publication of the public notice, the Proponent shall submit to the BPDA a copy of the published notice together with the date of publication.

H. ACCESSIBILITY CHECKLIST

An Accessibility Checklist was included in the PNF. As part of the DPIR, the Proponent must include an up to date and completed Article 80 Accessibility Checklist for the Proposed Project. An Accessibility Checklist is attached as **Appendix D**.

I. CLIMATE RESILIENCY REPORT

A Climate Resiliency Report was included in the PNF. As part of the DPIR, the Proponent must include an up to date and completed Climate Resiliency Report for the Proposed Project. The online reporting tool can be found here: http://www.bostonplans.org/planning/planning-initiatives/article-37-green-building-guidelines

J. BROADBAND READY BUILDINGS QUESTIONNAIRE

As part of the DPIR, the Proponent must include a completed Article 80 Broadband Ready Buildings Questionnaire, attached as **Appendix E**. The information that is shared through the Broadband Ready Buildings Questionnaire will help the BPDA and the City understand how developers currently integrate telecommunications planning in their work and how this integration can be most responsive to a changing technological landscape. The Proponent should fill out the questionnaire at the URL below, and include the results in the DPIR: http://www.bostonplans.org/projects/development-review/article-80-design-review-broadband-ready-buildings

APPENDIX A

COMMENTS FROM BPDA STAFF, PUBLIC AGENCIES/DEPARTMENTS AND ELECTED OFFICIALS

MEMORANDUM

TO: Tim Czerwienski, Project Manager
FROM: Michael Cannizzo, Senior Architect/Urban Designer (BPDA)
Jill Zick, Landscape Architect (BPDA)
Phillip Hu, Planner (BPDA)
James Fitzgerald, Senior Transportation Management Planner (BPDA)
Charlotte Fleetwood, Senior Planner (Boston Transportation Department)
SUBJECT: 12-28 Boylston Street (Fenway Theater) PNF Review Comments

DESIGN

- Explore strategies to improve the pedestrian experience on Lansdowne when roads are closed off. Consider options that maximize safety for the large crowds of people that frequently traverse Lansdowne Street after ballgames and events.
- Given the scale of this new theater building, more effort needs to be deployed in the public realm to address pedestrian scale. We do appreciate the elements that are added to the building to provide variety and scale; however, that needs to translate onto the sidewalk in the form of street furnishings and street trees to provide a comfortable pedestrian environment along Ipswich and Lansdowne Streets, both along the proposed building facades, and as they connect into the network at Fenway Park and beyond. For 100 days/nights of the year, this is a pedestrian-dominated area of the City, so pedestrian scale, comfort, and accommodation should be paramount in the design of the public realm.

  In the current design, there is a lack of street trees, generally, in the area. Understanding that these sidewalks and streets are often full of pedestrians on game days/night, these sidewalks need to be welcoming every day of the year. Streets trees can be of great help, providing scale, shade, and green relief in a very urban context. The plan should include street trees at a regular spacing, but detailed in a way such that they are not trampled during the ingress/egress for Fenway Park on game or event days. At minimum, street trees should extend from the proposed entry canopies, and make a connection to existing trees along the two adjacent streets.
- The project should consider placing illuminated signage only on Lansdowne Street, since it is designated as an entertainment district, and not on Ipswich, since it faces the neighborhood and the Boston Arts Academy (BAA). The ground floor edge should remain as transparent and active as possible.

- The project should look at an alternative that preserves the complete facade of the Laundry Building along Lansdowne and Ipswich Streets. An alternative would be to design a transition between the Laundry Building facade that remains and the new facade of the music hall.
- While the building occupies a triangular lot the current proposal is treating the legs facing Ipswich Street the same as Lansdowne Street. Both streets have different characters so the building should respond to these two different environments. In other words, the design doesn't need to be as symmetrical as it is.

TRANSPORTATION

Loading

- We are very concerned about large trucks entering and exiting the loading docks where students may be present. Large trucks have poor visibility and are responsible for a disproportionate number of fatal crashes on our streets. Please relocate the loading dock entrance so that it is not across the street from the school. The preferred location for the relocated loading dock would be Lansdowne Street and if necessary, secondary loading for small trucks/vans could be accommodated along the Ipswich Street curb when Lansdowne Street is closed to traffic.

- Curbside uses
    - To make the best use of limited curbside space, we suggest that a dedicated section on Ipswich Street be used for TNC pickup/dropoff that will not impact efficient and safe access to the bus stop.
    - Explore whether the BAA side of Ipswich can be a "flexible curb" space, providing parking during the day and TNC pickup/drop off in the evening.

- Currently there is an informal pedi-cab stand on Ipswich Street. Coordination with theses pedi-cabs is needed.

- We are pleased that the proponent is suggesting improvements to MBTA bus stops to improve the experience of users of the 55 bus. Careful consideration should be given to the placement of street furnishings (bus stop shelters, street lights, etc.), through an analysis of the larger context beyond the project's boundaries, to ensure that they are additive to the public realm and do not become impediments to pedestrian flow along the streets and sidewalks.

As a potential solution, if there is an overhang on the theater, seating under an awning could free up space on the sidewalk while providing shelter for users waiting for the bus.

- Analyze/design safety and pedestrian improvements for the rest of Ipswich Street (toward Back Bay from the site to Boylston Street), acknowledging the challenges that neighbors have faced on their streets in relation to vandalism and littering. This should include longer term and immediate/"tactical" improvement concepts.

Boston
Groundwater Trust

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

Board of Trustees

Gary L. Saunders
Tim Ian Mitchell
Co-Chairs

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

Executive Director

Christian Simonelli

March 11th, 2019

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

Subject: 12-28 Lansdowne Street (Fenway Theater) Expanded Project Notification Form (EPNF) Comments

Dear Mr. Czerwienski:

Thank you for the opportunity to comment on the 12-28 Lansdowne Street (Fenway Theater) Expanded Project Notification Form (EPNF) which is located in the Fenway. The Boston Groundwater Trust (BGwT) 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.

The project is located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code. The document states that the Project will include facilities to capture stormwater runoff and direct it to infiltration systems consistent with the requirements of Article 32, to the maximum extent practicable, with the goal of replenishing the groundwater table and will meet the GCOD requirement for no reduction in groundwater levels on Site or on adjoining lots.

GCOD requires both the installation of a recharge system to capture one (1) inch of rainfall across the portion of the Project Site and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots. The EPNF states that the limited below-grade space planned for the Project will likely require a temporary support of excavation system likely consisting of interlocking steel sheet piles (cantilevered). The type and design of both the temporary earth support system and foundation system will provide for adequate support of the structures and utilities and be compatible with the subsurface conditions.

Stormwater and groundwater within the excavation should be collected and discharged under appropriate permits.

The document states that prior to the issuance of a building permit, the Proponent will provide the BPDA, BWSC, and Boston Groundwater Trust a letter stamped by a professional engineer registered in Massachusetts that details how the Project will meet the GCOD requirement for no reduction in groundwater levels on Site or on adjoining lots.

As stated at the scoping session, the Project team will coordinate with the Trust to protect groundwater levels in the area. The proponent confirmed that they will ensure Trust observation well #22H-2035, located on Ipswich Street in the sidewalk, adjacent to the project site, will be preserved before, during, and following construction.

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 S. Simonelli

Christian Simonelli
Executive Director

CC: Kathleen Pederson, BPDA
Maura Zlody, EEOS

Mayor's Office of Arts and Culture

March 20, 2018

Dear Tim,

The Mayor's Office of Arts and Culture would like to suggest that the project team sponsor a study to evaluate the music industry's impact on our local economy. It would be valuable information to know how a performance space of its size will impact the ecosystem. Our goal is to understand its impact to other entities and complementary industries in order for the city to best support the overall health of the local music industry.

Additionally, we encourage them to formalize a partnership with the Boston Arts Academy that allows students meaningful access to space, professional development opportunities, and mentorship given the close proximity of their respective future locations.

Respectfully,

Courtney D. Sharpe
Director of Cultural Planning

Boston Water and Sewer Commission

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

March 21, 2019

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

Re: Lansdowne Cinemas, Fenway
Expanded Project Notification Form

Dear Mr. Czerwienski:

The Boston Water and Sewer Commission (Commission) has reviewed the Expanded Project Notification Form (EPNF) for the proposed development at 12-28 Lansdowne Street in Fenway.

The Project is to consists of approximately 1.5 acres (67,400 square feet) bounded by Lansdowne Street to the north, Ipswich Street to the south and east, and Fenway Park to the west. The Project Site is currently comprised of an open-air service area, referred to as the "Triangle Lot", and an existing building that abuts the Bleacher Concourse of Fenway Park and houses dining/function spaces, back of house service areas and parking for Fenway Park. The proponent, 175 Ipswich Street, LLC, proposes to demolish a portion of the existing Fenway Garage building, reconfigure existing ballpark functions located within the building, construct a new multi-purpose performing arts center, and create additional improvements to Fenway Park that will enhance the fan experience and improve accessibility in the Bleacher and Grandstand areas.

The Commission owns and maintains a 12-inch Southern Low PCI water main installed in 1899 and relined in 1990 in Ipswich Street and a 12-inch Southern Low PCI water main installed in 1899 and relined in 1990 in Lansdowne Street.

For sewage and storm drainage service, the site is served by a 24-inch storm drain and 30-inch sanitary sewer in Ipswich Street. The Commission owns and maintains 12-inch storm drain and 30-inch sanitary sewer in Lansdowne Street.

The EPNF states that the project is estimated to generate approximately 42,350 net new gallons per day of sanitary sewage. The Project will require approximately 46,600 gallons of water per day.

The Commission has the following comments regarding the EPNF:

General

1. Prior to the initial phase of the site plan development, 175 Ipswich Street, LLC should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.

2. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Cut and Cap General Services Application, available from the Commission.

3. All new or relocated water mains, sewers and storm drains must be designed and constructed at 175 Ipswich Street, LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.

4. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days

prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.

5. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes 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/

6. 175 Ipswich Street, LLC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, 175 Ipswich Street, LLC will be required to apply for a RGP to cover these discharges.

7. The project sites are located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.

8. 175 Ipswich Street, LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.

9. It is 175 Ipswich Street, LLC responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, 175 Ipswich Street, LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

Water

1. 175 Ipswich Street, LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. 175 Ipswich Street, LLC should also provide the methodology used to estimate water demand for the proposed project.

2. 175 Ipswich Street, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, 175 Ipswich Street, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If 175 Ipswich Street, LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.

3. 175 Ipswich Street, LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. 175 Ipswich Street, LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.

4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, 175 Ipswich Street, LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. 175 Ipswich Street, LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. 175 Ipswich Street, LLC must fully investigate methods for retaining stormwater on-site before the

Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

In conjunction with the Site Plan and the General Service Application the 175 Ipswich Street, LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the 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.

- Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.

2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. 175 Ipswich Street, LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.

3. The Commission encourages 175 Ipswich Street, LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.

4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. 175 Ipswich Street, LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, 175 Ipswich Street, LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.

5. 175 Ipswich Street, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, 175 Ipswich Street, LLC will be required to meet MassDEP Stormwater Management Standards.

7. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.

8. The Commission requests that 175 Ipswich Street, LLC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. 175 Ipswich Street, LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.

9. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. 175 Ipswich Street, LLC is advised to consult with the Commission's Operations Department with regards to grease traps.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/fd

cc: 175 Ipswich Street, LLC
Flink Consulting, LLC
VHB
K. Ronan, MWRA via e-mail
K. Pedersen, BPDA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail

Tim Czerwienski <tim.czerwienski@boston.gov>

BPRD Comments for the Fenway Theater at 12-28 Landsdowne Street

Carrie Marsh <carrie.marsh@boston.gov> Mon, Mar 25, 2019 at 4:04 PM
To: Tim Czerwienski <tim.czerwienski@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Michael Christopher <michael.christopher@boston.gov>
Cc: Christopher Cook <christopher.cook@boston.gov>, "Liza Meyer, ASLA" <liza.meyer@boston.gov>

Boston Parks and Recreation Department (BPRD) has reviewed the proposal for 12-28 Landsdowne Street which includes a new performing arts center adjacent to Fenway Park.

BPRD considered the proposal with regard to the potential impact of this use to the parkland in the Fenway, including general wear and tear on open space. BPRD also considered the proximity of the project to current planning initiatives for open space in the Charlesgate neighborhood.

Fenway Park is currently permitted for 12 concerts at 35,000 capacity, which totals 420,000 attendees. BPRD and the Fenway Civic Association previously met with the Red Sox and requested a contribution to mitigate impacts to parkland from this annual concert series.

Fenway Theater proposes 150 concerts at 5400 capacity, which is at least 810,000 attendees, plus another 75 events per year. The combined impact of Fenway Park and Fenway Theater can be estimated at 1.5 million attendees who will use the public realm, including the Back Bay Fens.

BPRD respectfully requests impact mitigation to be contributed to the Fund for Parks for ongoing maintenance, planning and improvements in the open space in the historic Fens.

Thank you for your consideration.

CARRIE M. MARSH
Executive Secretary
Boston Parks and Recreation Commission
1010 Massachusetts Avenue, 3rd floor
Boston, Massachusetts 02118
617-961-3074 (direct) 617-635-4505 (main)

On Fri, Mar 15, 2019 at 12:15 PM Tim Czerwienski <tim.czerwienski@boston.gov> wrote:
> Good afternoon,
>
> This is a reminder that the comment period for the 12-28 Lansdowne Street (Fenway Theater) project concludes on March 25. Please send your comments directly to me. Thank you.
>
> On Fri, Feb 22, 2019 at 3:52 PM Tim Czerwienski <tim.czerwienski@boston.gov> wrote:
> > Good afternoon,

CITY of BOSTON
Martin J. Walsh, Mayor

To: Tim Czerwienski, BPDA

From: Zachary Wassmouth, PWD

Date: March 25, 2019

Subject: 12-28 Lansdowne Street/Fenway Theater - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the 12-28 Lansdowne Street/Fenway Theater PNF.

Site Plan:
The 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 Right-of-Way (ROW):
All proposed design and construction within the Public ROW shall conform to Boston Public Works Department (PWD) Design Standards (www.boston.gov/departments/public-works/public-works-design-standards). Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the Public ROW 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:
The 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 ROW within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (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 ROW.

Specific Scope Considerations:

The developer should consider the following to be included in the scope for this project:

- Development of a consistent design standard for the streetscape (sidewalks, roadway, lighting, etc.) for the entire length of Lansdowne Street (Ipswich Street to Broookline Avenue) that that builds upon and is complementary to this project and is also complementary to the functionality of Lansdowne Street as a whole, particularly during events when this space is used as a shared street. The streetscape design standards can then be applied to any future plans for improvements along the Lansdowne Street corridor.

The developer shall work closely with PWD, the Boston Transportation Department (BTD), the Boston Planning and Development Agency (BPDA), and other agencies as required in regards to any proposed improvements and future streetscape design considerations within the Public ROW associated with this project.

Driveway Curb Cuts:
Any proposed driveway curb cuts within the Public ROW will need to be reviewed and approved by 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

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 within the Public ROW associated with this project must be processed through the PIC.

Landscaping:
The 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.

Street Lighting:
The 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. Please note that as mentioned above in the site specific comments, the City is developing plans lighting improvements along Blossom Street and the developer should stay coordinated with any City proposed designs. The developer should coordinate with the PWD Street Lighting Division for an assessment of any additional street lighting upgrades that are to be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

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 ROW. 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 ROW. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

Please note that these are the general standard and somewhat specific PWD requirements. 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,

Zachary Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD

APPENDIX B

COMMENTS FROM THE GENERAL PUBLIC

Tim Czerwienski <tim.czerwienski@boston.gov>

Fenway Theater 12-28 Landsdowne Street

Thomas Bakalars Mon, Mar 25, 2019 at 11:36 PM
To: tim.czerwienski@boston.gov

Tim;

I am writing to you as a Fenway Resident since 1993, a Fenway small business owner and as an IAG member for this project.

I am in general support for the location of this project.

The urban design is excellent.

The building design is respectful of the historically significant components of the ball park and is an outstanding improvement over the existing conditions.

However

There are many unanswered questions and unresolved issues regarding this project.

And

There are many unanswered questions and unresolved issues regarding overall activities programmed at Fenway Park.

The Red Sox and related organization activities generate the most vehicular and pedestrian traffic and Fenway Park is the largest light and sound polluter in the area.

This ownership group has systematically increased the capacity and the number of events with little planning oversite and no mitigation for the neighborhood.

The negative environmental impact of Fenway Park is already second to Logan Airport and to allow an increase in occupancy of this size without addressing the questions and the issues and mitigating the impact on the neighborhood is not responsible planning.

The review and comment period for this project should be extended until these primary issues and the resultant myriad of smaller issues are satisfactorily resolved.

At a minimum the Red Sox should enter into a Good Neighbor Agreement with the neighborhood.

This agreement should address

Event Programming

Light Pollution controls

Sound Pollution controls

Traffic controls including all the related components.

Crowd control, Patron Behavior and Litter

In addition there should be substantial mitigation payments to be used for the enhancement of the neighborhood.

These payments should be annual in perpetuity.

Thomas Bakalars

30 Fenway

Boston, MA

02215-4004

March 25, 2019

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

Dear Mr Czerwienski:

I write as a resident of the Fenway neighborhood and as a member of the Impact Advisory Group assigned to the Fenway Theater project. First, I strongly recommend that the public comment period for this project be extended to allow those who were not able to attend the public meeting on March 12 to fully absorb the entirety of the expanded project notification.

Secondly, this project will no doubt have drastic short- and long-term effects on 55 bus route: during construction, as the BAA across the street is rebuilt, as well as after, as the theatre looks to host 5,000+ attendees, even when there is a Red Sox game and/or another event at the House of Blues. There will also be a swell on the Green Line moving through the Fenway area. The plan presented to us represents the best case scenario and does not realistically account for the strain on public transportation, increased foot traffic in the Fenway, public safety impact, or the influx of rideshares, especially on nights when there could be two concerts and a baseball game letting out simultaneously.

Also important to note is the fan-centric language surrounding the public benefits associated this project. “Enhanced” fan experience is not a public benefit to those who live and work in the Fenway neighborhood. I encourage a further commitment to public benefits that directly impact residents, not just area venue ticket holders or students, such as support for area parks and access to performances or the space itself for community events.

This is an ambitious project for the neighborhood and as such there is also room for further ambition toward higher LEED certification and scheduling to ensure neighborhood access and safety impacts are minimized.

Thank you for your consideration.

Sincerely,

Sonya Bhabhalia
31 Peterborough St., Apt. 2

Molly Chase
96 Gainsborough St.
Unit #102W
Boston, MA 02115

March 24, 2019

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

Dear Tim Czerwienski,

As a resident in the Fenway area, I have enjoyed serving on the Impact Advisory Group (IAG) for the proposed project at 12-28 Lansdowne Street. After attending both the IAG meeting and the subsequent open gathering for the community, I have gathered my comments here for your consideration – to ensure the addition to the Fenway community adds to an already vibrant neighborhood, not detract from it.

My main comments are on 1.) the increased foot traffic in the neighborhood, 2.) the schedule coordination and logistics, 3.) the community benefit, and 4.) the size and purpose of the space.

Increased Foot and Car Traffic

First, it is important to truly consider a point that was made at the IAG meeting: *the renderings shown were a best-case scenario*. The project proposal does not show the mock-ups of what the traffic/streets look like after the Fenway game and two concerts let out. This will surely be a different story, and must be thoughtfully addressed. The additional 5,000 people on the narrow Fenway sidewalks will create an unpleasant pedestrian experience, for both the concert-goers and the local residents who just want to run errands or take a leisurely walk. Beyond the foot traffic, the streets will be jam-packed – as they already are after any Red Sox game. The neighborhood will struggle to effectively handle any additional car traffic. To that end, Boston Police said they would continue to make a concerted effort to fine and arrest people after games (and now, concerts) who are disruptive (public urination, littering, excessive noise, etc.). With the new theatre, there absolutely has to be an increase in security and police presence in the area. Security could help ensure everyone leaves the building in an orderly fashion and people do not linger in the area.

Schedule Coordination

I understand that coordination of House of Blues, Fenway Park, and the new Fenway Theatre cannot be precise in their scheduling, but I believe there needs to be enough coordination to avoid all three venues are not releasing people at the same exact time. This, of course, ties back to the aforementioned point about increased foot and vehicle traffic – as well as general unruliness – in the neighborhood. The theatre, unlike Fenway Park, will be in-use all year, so the residents, especially those right next to Lansdowne, will no longer get a much-deserved and needed break from the crowds during the winter.

Community Benefit

The language in the proposal, as well as in the presentations, is completely fan-centric, and there is no mention of finding ways for this theatre to benefit those of us who live there. It would be nice to let Fenway residents see shows and performances for free, or for a discounted admission rate to encourage a partnership and positive feelings with its neighbors. Another idea is to offer a discount for any nonprofit organization to book the Fenway Theater for a special event, performance, or fundraiser, especially one located in the area. In addition, I loved the proposal that one of the artists from Fenway Studios had: to turn the lobby of the theatre into an art gallery, featuring the art of local residents. It is clear that Fenway residents are interested in having a performing arts theatre in the neighborhood, but the project needs to be thoughtful and strategic.

Consideration of Size & Purpose

With strategy in mind, while I think the neighborhood could use a large space like this, it does seem to be *too* large for the area. Getting that many guests for each show is going to be a challenge, unless it is used exclusively for major headliners, which was not the intention laid out in the proposal. In short, I encourage the Theatre to develop a long-term strategy. To that end, the proposals and Red Sox representatives mentioned partnerships with the local colleges for performances and graduations – but I question whether these promises and/or contracts been solidified, and whether the venue is handicapped accessible for such events. As someone who works at a local college that could desperately use a new performance space, I would like to feel more confident that this promise will not simply be redacted. Red Sox representative could not clearly answer what types of acts would be using this theatre – I think this really needs to be clearer. The theatre is a good idea in theory, but it needs a long-term strategy plan.

Thank you for your consideration and your work on this project and the City of Boston.

Best,

Molly Chase
Impact Advisory Group Member

March 25, 2019

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

Dear Tim,

This letter serves to comment on the proposed Fenway Theater project on 12-28 Lansdowne Street as an Impact Advisory Group member for this project. Upon hearing the presentation at the public meeting on March 12th, 2019, I find that the current proposal will be a good addition to the area as it utilizes space already owned by Fenway Sports Group that currently does not serve a function to the public, and will create some additional culture and commerce to a very vibrant part of the city. That being said, I think there is a lot of potential for this project to benefit the neighborhood in ways that will help offset the negative impacts that the project will inevitably have.

The obvious major impact to the community will be the additional traffic that 5,400 more people will bring into the neighborhood. At the meeting it was announced that there will be times when events at Fenway Park, this new venue, and House of Blues will all be happening at the same time. This means there will be a 14% increase from 40,255 (37,755 at Fenway Park plus the 2,500 for House of Blues) to 45,655 in attendance simultaneously into an area that already has issues with traffic and congestion. There is also going to be a reduction of parking options with the removal of the lots and garages nearby due to developments in the neighborhood. I would argue that times when major events like Red Sox games and concerts at Fenway Park are not happening at Fenway Park, having this new theater would not be an issue at all. However, nights when all 3 venues are in use I can see the traffic and parking being a major issue given that these parking spots are not being replaced. As we know this leads to people parking illegally or taking away resident spots.

The presentation showed that there was a transportation study done to measure impacts on the neighborhood. Looking at the map with locations that were studied, Kenmore Square was excluded from the study. This is a major intersection that faces immense traffic 24/7, not just during Fenway events. I am wondering why this location was not included in the traffic study? As well as the length of Beacon Street connecting Kenmore Square and Park Drive? The EPNF says on page 4-1, "Due to the anticipated time of day…the majority of the Project's transportation demands are expected to occur outside of the commuter peak periods." I would just like to point out that statement is outrageous. Anyone who has ever been in the Fenway area between the hours of 4pm – 8pm during events at Fenway Park knows that traffic is a nightmare during the evening commute because people are leaving work but also coming to the events simultaneously. Traffic gets backed up all the way onto Storrow Drive out of Kenmore Square and Charlesgate.

I also serve on the board of the Audubon Circle Neighborhood Association and would like to echo one of the solutions that ACNA came up with to offset the reduced parking in the

neighborhood due to the new developments in the area. The EPNF states there are only 2,100 public parking spaces for event attendees to use. Where are the other 43,500 people going to park? ACNA proposed that Fenway Sports Group acquires a piece of land outside of the neighborhood either in another part of town, or even better one of the neighboring suburbs, and creates a satellite parking lot or garage with a shuttle service to the park similar to the Massport Logan Express system. This would reduce congestion in the neighborhood, and encourage attendees to not drive into the neighborhood but instead use the satellite lot and get shuttled in. Depending on the location they choose, this could serve to generate revenue year round for them as a pay to park lot, and then only implement the shuttle service as needed for events at Fenway and/or the Fenway Theater. This seems like an "everybody wins" scenario. Regarding the shared-ride initiative of geofencing, I think this should be a continued practice as long as studies are showing that it is safe and not forcing riders trying to get Ubers and Lyfts in dark, poorly lit and potentially unsafe areas.

I believe there was someone from BPDA taking notes at the public meeting, but wanted to take the time here to echo some of the comments made from those at the meeting. It is great that the project is going to improve sidewalks and lighting along Lansdowe and Ipswich, and would press that the lighting used is eco-friendly and does not add to light pollution. The idea of making them solar powered was mentioned. The new MBTA bus stops and shelters will be a key benefit to the community, and if there is a way to make it more reliable and used that would be even better. Other neighbors were concerned about the LEED-Silver certifiability and think they should aim higher for Gold or Platinum. Someone also commented that they should find a way to incorporate even more of the arts into the design somewhere. An example was showing off local art in the lobbies either in exhibitions or on the walls to add some more culture to the venue.

Overall, this project's exterior design will aesthetically fit in with the current neighborhood design while adding some life to that location. If they can time the construction schedule with the construction schedule for the new high school that is currently being built, it would be ideal for neighbors to minimize the length of time the area is undergoing major construction, which is extremely disruptive to daily life for residents. As the EPNF describes, there will be jobs created and learning opportunities for the high school students, which will greatly benefit many Boston residents. This new venue will also be great for local restaurants and businesses as it attracts guests to our lovely neighborhood.

Thank you for your consideration of my comments. I am looking forward to continued discussions on the project.

Sincerely,
Laura Fogg
857 Beacon Street, Apt 51
Boston, MA 02215

Tim Czerwienski <tim.czerwienski@boston.gov>

Kristen Mobilia comment letter for 12-28 Lansdowne Street (Fenway Theater)

Kristen Mobilia Mon, Mar 25, 2019 at 11:56 PM
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Hello Tim,

Please accept this email as an official comment letter for the 12-28 Lansdowne Street project.

My big issue is that we need to take a step back and require a transportation study (that includes high traffic baseball game days and concert nights) for all sides of Fenway Park and the areas around Hynes T Station where 5 parcels are being developed. Right now we are not being smart or strategic by pushing through more projects without a full transportation plan. Additionally, the Fenway community deserves and needs a GOOD NEIGHBOR AGREEMENT from the Fenway Sports Group (FSG). This should include the entire venue footprint (the existing ballpark and its various entertainment spaces plus the new proposed theater venue).

As residents of the Fenway, we bought into the seasonal baseball schedule and the impact that comes with it. However, the concerts and other non-baseball events have increased steadily, especially over the past five years. A heavily programmed ballpark (even without the addition of a 5,400- seat venue) greatly impacts our ability (and that of visitors to our homes) to access the neighborhood and maintain a reasonable quality of life.

On concert dates and during baseball games, we have significant safety and transportation issues. The neighborhood does not currently have the infrastructure to handle baseball games, non-baseball events, or the new proposed schedule for a 5,400-seat venue. As the December 18, 2018 letter from the FSG states "the proposed Project is located within the Fenway Triangle Neighborhood Development Area zoning sub-district of the Fenway Neighborhood District." We need all involved in this project to recognize that the neighborhood actually came before the baseball park and that many thousands of people call this community home.

Is it unreasonable to expect that an ambulance or fire truck reach your building? Should we be able to count on a regular schedule for the #55 MBTA bus that many older adults and accessible-challenged folks depend on? Or is it okay that it regularly skips stops during baseball games and concerts and would be further delayed by the proposed narrowing of Ipswich Street? Also, concert-goers vs. baseball attendees tend to arrive and leave concerts in smaller windows of time which creates even greater gridlock (as well as air and noise pollution) than baseball games. This in turn makes it harder for ambulances and firetrucks to get through (note: a woman at the March 12th meeting stated that twice her husband was in an ambulance that was stuck in Fenway traffic) - and we've been told by the FSG that it is possible that there could be a concert at Fenway Park, one at the proposed theater, and one at the House of Blues across the street. That creates a very unacceptable safety level for residents.

With each additional event the Fenway Sports Group makes exponentially more money, and those living in the neighborhood pay the price. Fenway Park was not intended to be a 24/7 entertainment destination – and the neighborhood (built before the now famous park) was not constructed to withstand the vibrating noise and excessive traffic. We need to move toward a Good Neighbor Agreement that offers balance to the surrounding community.

The design of the facility would no doubt bring curb appeal to the corner of Lansdowne Street and Ipswich Street. That is a positive. However, the design of the building is not as environmental as it could be. At the

March 12th public meeting, the FSG stated that they are building a state-of-the-art facility. If that's true, then they should be aiming for LEED platinum instead of silver, which quite frankly is below average as it is one step from the base level of 'certified'. We need to be building structures of the future, not ones that will have dated systems by the time they are built.

The following statement by the FSG says it all: "The surrounding neighborhood, notably home to Fenway Park, is a vibrant mix of cultural, retail, entertainment, education, and residential uses." Residents are mentioned last, and that seems to be where they fall in priority to the family-friendly park. The FSG has the opportunity to do the right thing. The over-programming of Fenway Park combined with the addition of a 5,400-seat venue will put further unwanted pressure on our neighborhood. I urge the FSG to sacrifice a small percentage of the millions in profits and make a major capital improvement within the Fenway that would not only serve local residents but also city visitors. My suggestion would be to bring the Agassiz Road duckhouse back to life and extend it's footprint.

Thank you in advance for your consideration of the above.

Best,

Kristen Mobilia

20-year Fenway Resident
19-year Fenway Garden Society Member (prior 6-year board member)
12-year Lincoln Halls Condo Association Trustee
9-year Fenway Civic Association Member
3-year Fenway CDC Member
Founding member of Fenway Quality of Life Alliance

Evan Saura Ramsey
61 Brookline Ave. Apt. 312
Boston, MA

March 24, 2019

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

Dear Tim Czerwienski,

As a resident of the Fenway community, I have been honored to serve my neighbors as a member of the Impact Advisory Group (IAG). I recommend additional measures be taken to ensure that the proposed project at 12-28 Lansdowne Street ("the Project") 1) creates lasting and impactful community benefits for the residents of the Fenway and 2) mitigates adverse effects. I have outlined my thoughts and reflections below.

I have been encouraged by the assurances from the Red Sox team that they are committed to continue working on measures that will make the Project a success both as a business venture and as a community anchor. I also recommend that the development team continue working directly with community organizations in the Fenway to learn how the Fenway Theater can collaborate with the surrounding community and its residents, including, but not limited to: Fenway Community Development Corporation, Fenway Civic Association, Fenway Studios, Fenway Victory Gardens, Fenway Community Center, and Fenway Alliance.

I welcome the addition of a new arts venue in the Fenway neighborhood. However, I recommend further measures for the Project pertaining to 1) the quality of jobs provided by the space, 2) the exacerbation of existing transportation problems immediately surrounding the Project and nearby event venues, 3) the Project's LEED certification, and 4) opportunities for additional community benefits.

Quality of Jobs at Fenway Theater

I strongly recommend the adoption of a living wage of $18.99/hour for all jobs resulting from the construction of the Project at both Fenway Theater and Fenway Park. According to MIT's Living Wage Calculator, $18.99/hour is the living wage required for a 2-working adult, 2-child household living in Suffolk County. Even though this living wage falls short of the wage required to afford a 1-bedroom, market-rate apartment in the Fenway, this wage would increase the likelihood that jobs provided by the Fenway Theater directly benefit residents of the Fenway and surrounding communities within Boston.

Exacerbation of Transportation Problems

I strongly recommend additional support from the Boston Police Department and partnerships with rideshare companies (e.g. Uber and Lyft Pick-up/Drop-off zones) to mitigate the transportation impact of the Fenway Theater on top of existing impact of events at Fenway Park, House of Blues, and other nearby event venues, bars, restaurants, and other businesses. Late-night ride-share traffic, and the resulting light and noise pollution, following events at Fenway

Park and the House of Blues is unacceptable - dramatically affecting Lansdowne Street, Ipswich Street, Brookline Avenue, Jersey Street, Van Ness Street, and surrounding arteries. These conditions adversely affect the safety and well-being of Fenway residents. At the Public Meeting, my neighbors at Fenway Studios described how one of their residents, facing a possible life-or-death situation, had great difficulty getting to Beth Israel Deaconess Medical Center's Emergency Department for treatment during a game because of traffic and road blockages. This event underscores the unacceptable transportation conditions surrounding existing events that must be addressed in addition to measures taken to mitigate the transportation impact of the Fenway Theater.

LEED Certification

I strongly recommend that the Project be constructed to attain LEED Platinum Certification to demonstrate commitment to energy efficient and environmentally responsible design and to keep our community green.

Additional Community Benefits

I strongly recommend further community benefits be added to the Project to help account for the taxpayer dollars used to subsidize its impact on public safety, public transportation, public parks, and public spaces. These community benefits could include measures such as:

- Providing in-kind use of Fenway Theater to local artists and students as a gallery, rehearsal, and performance space
- Offer a 50% discount for any nonprofit organization to book the Fenway Theater for a special event, performance, or fundraiser – e.g. Rehearsal for Life's Banned in Boston fundraiser at the House of Blues
- Collaboration with Fenway CDC's Walk to Work Program to provide jobs for residents of nearby affordable housing

Thank you for your consideration and the continued work you do on behalf of our great city.

Evan Saura Ramsey
Impact Advisory Group Member

JOHN STELLA
PO BOX 543
BEDFORD , MA. 01730

TIM CZERWINENSKI
PROJECT MANAGER
BPDA
ROOM 910
BOSTON CITY HALL
ONE CITY HALL SQ.
BOSTON , MA. 02201
RE: FENWAY PARK PROPOSAL TEARDOWN PARKING GARAGE

FEB. 19 , 2019

DEAR TIM :

I AM OPPOSED FENWAY SPORTS GROUP PROPOSAL TEAR DOWN PARKING GARAGE NEXT TO FENWAY PARK AND BUILD ARTS CENTER AND THEATRE .

THE RED SOX SHOULD KEEP THE PARKING GARAGE OPEN ONLY FOR PEOPLE WHO HAVE "H" HANDICAP PLATECARD SHOULD PARK THIS GARAGE ACCESS CLOSE TO FENWAY PARK FOR HANDICAP FANS TO PARK THERE AND ATTEND GAMES.

THE RED SOX MUST COMPLY WITH THE FEDERAL LAW KNOWN AS "ADA" MUST HAVE HANDICAP PARKING SPACE FOR HANDICAP DRIVERS TO PARK ACCESS TO FENWAY PARK WHEN THEY ATTEND GAMES.

BY TEARING DOWN PARKING GARAGE BY THE RED SOX IS A VIOLATION OF FEDERAL LAW "ADA" .

PLEASE CONTACT THE RED SOX OWNERS NOT TO TEAR DOWN THIS PARKING GARAGE NEXT TO FENWAY PARK AND SHOULD PROVIDE ACCESS ONLY TO HANDICAP DRIVERS WITH "H" PLATECARD .

THANK YOU FOR YOUR CONSIDERATION.

(Cover please)

SINCERELY,

JOHN STELLA

Residence
Inn®
Marriott.

2/27/19

To whom it may concern,

I write in support of the proposed Fenway Theater project, including the improvements to Fenway Park. This endeavor will play a vital role in providing additional business and employment to the community. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees.

The Red Sox have done a fantastic job managing home games and the Fenway Concert series ensuring there is minimal disruption to the community by keeping the area clean and safe for the residents and concert goers. I am confident these standards will continue to be exacted for the new venue. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our friends, partners, and neighbors at Fenway Park, and support the proposed project to begin.

Sincerely,

Kevin Matheson
General Manager
Residence Inn Boston Back Bay Fenway
125 Brookline Ave
Boston, MA 02215

RESIDENCE INN BY MARRIOTT®
BOSTON BACK BAY/FENWAY

125 Brookline Avenue | Boston, Massachusetts 02215

T 617.236.8787
Marriott.com/bosjn

Tim Czerwienski <tim.czerwienski@boston.gov>

Fenway Theater

Chivian, Eric Fri, Mar 8, 2019 at 3:05 PM
To: Tim Czerwienski <tim.czerwienski@boston.gov>

See revised text below
Thanks Tim

> Dear Tim Czerwienski,
> I have lived in Fenway Studios with my artist wife since the year 2000 and will attend the Fenway Theater
> meeting this coming Tuesday.
>
> I am a practicing physician and a former professor at Harvard Medical School, and I plan to raise the issue of how emergency access for all those who live in the Fenway is already compromised by Red Sox home games, not to mention the gridlock that can block ambulances from going to the largest concentration of hospitals in New England.
>
> If someone in the Fenway (I am almost 77 so it could be me) had a medical emergency, or if there were a major fire when a game ends, it could result in total disaster. There is no way that an ambulance or a fire truck could get through. We have learned to live as best we can with Red Sox home games, but I would like to know why this new project is being sited here, and whether there has been a thorough, professional, independent analysis about how this massive new auditorium, with thousands of people coming and going, (where will they park?) will affect a situation that already is a catastrophe waiting to happen.
>
> Do any of the developers or the owners of this project live in the Fenway? If they did, I wonder whether they would support this project. And I wonder what Mayor Walsh thinks about emergency access for those of us who live in the Fenway.
>
> best wishes
> Eric Chivian M.D.

--

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

--

Tim Czerwienski, AICP
Project Manager
617.918.5303

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

Tim Czerwienski <tim.czerwienski@boston.gov>

Concerns

Case, Robert Wed, Mar 13, 2019 at 2:25 PM
To: Tim Czerwienski <tim.czerwienski@boston.gov>
Cc: Mathew Thall Ruth Khowais , Mallory Macdonald , Nikki Flionis

Hello Tim,

I and others are concerned that, if the Red Sox performance building goes through, there will be insufficient planning and commitment to smaller spaces within the building for Fenway exhibits, performances, and promotion of the arts. This means not only access by local artists, actors, writers, musicians, but also the availability of the space and resources for the students of the Boston Academy of the Arts.

Although the local community has been and is now a dynamo of grassroots culture, it is too often given short shrift in official decisions.

Thank you in advance for putting this matter on the table.

Robert Case
149 Mass. Ave
Fenway

Tim Czerwienski <tim.czerwienski@boston.gov>

Impact Advisory Group - 12-28 Lansdowne Street

Tim Ney Wed, Mar 13, 2019 at 2:43 PM
To: Tim Czerwienski <tim.czerwienski@boston.gov>
Cc: Jonathan.Greeley@boston.gov

Tim,

Thank you for sending the list of IAG members for the 12-28 Landsdowne project.

Last night's presentation was most informative and well-organized. There is a lot of detail to absorb, however, and I do hope that the deadline for public comments will be extended to allow Fenway residents sufficient time to review the 333-page Notification Form and give proper feedback.

I wish Live Nation and House of Blues representatives would have spoken since they will be programming the proposed facility.

Best,

Tim Ney

"Twenty years hence you will be looking back to Muddy River as I do Central Park"

- Frederick Law Olmsted, 1893

On Mon, Mar 11, 2019 at 8:47 AM Tim Czerwienski wrote:

> The Fenway Theater IAG members are listed below:
>
> Thomas Bakalars
> Sonya Bhabhalia
> Kelly Brilliant
> Molly Chase
> Panos Demeter
> Laura Fogg
> Kristen Mobilia
> Michael Nichols
> Evan Ramsey
>
> On Fri, Mar 8, 2019 at 4:53 PM Tim Ney wrote:
>
> > Hello Mr. Greeley,
> >
> > Can you tell me who serves on the Impact Advisory Group for the 12-28 Lansdowne Street Fenway Theater project?
> >
> > Thank you,
> >
> > Tim Ney
>
> --

Christopher D. Strang
566 Commonwealth Ave., Unit 303
Boston, MA 02215

March 13, 2019

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Dear Mr. Czerwienski,

I write in strong support of the proposed Fenway Theater project and the proposed needed improvements to Fenway Park. As you may know, I have resided in the Kenmore Square area since 2010. I also owned a small business in Kenmore Square for seven years and currently work as a part time professor at Boston University. I am Treasurer of both the Kenmore Association and the Kenmore Community and Economic Development Corporation. I am currently serving on the BPDA's Boston University Task Force and recently served on the IAG for other Kenmore area development. In other words, I am intimately familiar with the neighborhood and the impact development projects have on it.

As a construction lawyer, I especially appreciate the opportunity for over 200 jobs for workers in the trades and related fields. However, the economic impact on the neighborhood goes far beyond that. The local small businesses rely heavily on those attending events at Fenway to survive and thrive. With the vast majority of Fenway events occurring in the warmer months this leads to seasonal unemployment for many workers and lean winters for the business owners. Having concerts and other events throughout the winter will provide needed consistency. In turn the residents get the benefit of a more vibrant community, with more options for dining and retail year-round.

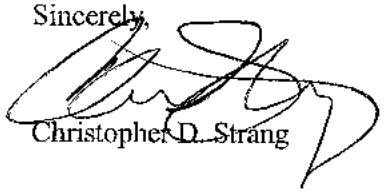
As a resident I enjoy having convenient access to arts, culture and entertainment, as most of my neighbors do as well. That's largely why we moved to the area in the first place. The additional concerts and events will bring alternatives for such things not really available at any other Boston venues. Being able to walk to and from such events is a huge benefit. As neighbors, we already often attend games and concerts at Fenway in groups, so I see as another opportunity to strengthen ties with others in my community.

The corner for the proposed new venue is frankly visually unappealing, to put it mildly. The plans for the new façade are exciting and vibrant. This will make that entire portion of the neighborhood more enticing to explore and make people traveling through feel more safe.

Fenway Sports Group and the Red Sox are fantastic neighbors. They effectively communicate upcoming activities and work closely with residents to mitigate any issues that arise during games and events. I get regular e-mails with updates, invitations to community meetings and someone will always answer my calls with questions or concerns. Given their stellar performance so far, I have complete trust that they will continue to do just that.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,



Christopher D. Strang

Tim Czerwienski <tim.czerwienski@boston.gov>

Fenway Theater

Mathew Thall Wed, Mar 13, 2019 at 11:44 AM
To: tim.czerwienski@boston.gov
Cc: "Josh Zakim (Josh.Zakim@boston.gov)" <Josh.Zakim@boston.gov>, Gregory Paulson Haig
Leah Camhi Richard Giordano , Evan Ramsey
>, Nikki Flionis "Case, Robert"

tim --

Tim,

I think the end of the comment period at March 25th is unreasonably short. The EPNF was submitted in mid-February. I do not believe there were any informal presentations by the Red Sox/Live Nation prior to the start of the formal Article 80 review process. The EPNF is 333 pages long.. There is . hardly enough time for individuals and organizations to review it by the end of the formal comment period. Notwithstanding your statement at yesterday's meeting that the end of the comment period is not really the end of opportunity to submit comments, hundreds of people who may be very interested in this project and its impact on the Fenway neighborhood will not have heard that and will conclude that if they have comments about the project on April 10th it will be too late to submit them.

Given that this is likely an as of right project, once the BPDA Board approves it the proponents can start building. Therefore there must be the utmost transparency around the BPDA and other City agency review and negotiation with the proponents.

Tim Czerwienski <tim.czerwienski@boston.gov>

Fenway development Ipswich St issues.

Beverly Sky Fri, Mar 15, 2019 at 6:42 PM
To: Tim.Czerwienski@boston.gov

Dear Tim
I am an artist resident at Fenway studios and was unable to attend the community meeting.
I hope you can come to Ipswich street when the baseball season begins and see for yourself the impact of thousands of people walking to and from Fenway Park. I
The Ipswich St sidewalk is only two people wide at some points and so our tree wells are trampled, trash and vomit are residues after the game as fans return to mass ave and bus and train transportation.
People are forced to walk in the street competing with two way traffic and bicycle drivers.
There is no sidewalk on the other side of the street abutting the train tracks, where the fence is rusted and broken in many places.
Perhaps, the Red Sox developers could put in another sidewalk and make Ipswich St one way.
The resident parking spaces are essential to our building as many of our residents are seniors.
Cordially
Beverly Sky
30 Ipswich Street
#studio 308

www.beverlysky.com
Sent from my iPhone

Cheers Beacon Hill

HAMPSHIRE HOUSE
Beacon Hill

Cheers Faneuil Hall Marketplace

75 on Chestnut Beacon Hill

75 on Liberty Wharf Boston Harbor

March 15, 2019

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Dear Mr. Czerwienski,

On behalf on the Hampshire House Corporation, I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

Gail Richman

Gail L. Richman
Director of Procurement & Distribution Logistics / Marketing
Hampshire House Corporation
75 Brand / Cheers Boston / Hampshire House

Back Bay
ASSOCIATION

March 18, 2019

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Dear Mr. Czerwienski,

On behalf of the Back Bay Association and the Back Bay business community, I am writing in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. Past concerts and events at Fenway Park have been a boon to Back Bay businesses and we eagerly look forward to more of these activities in the future.

Event-goers dine in Back Bay restaurants before and after concerts and festivals. Many visitors from out of town stay in Back Bay hotels, making an event at Fenway Park a fun focal point for a weekend away. This increases the foot traffic seen by Back Bay and area businesses, drawing people from all over the region to dine, shop, stay, and enjoy themselves in Back Bay, Fenway, and Kenmore. The proposed projects will only increase the benefits seen by the neighborhoods from positive, exciting activity at Fenway Park.

Further, by attracting more people to the area with exciting entertainment, Fenway area events make Boston a more vibrant and exciting place to work and live. Businesses in Back Bay – and all over the city – benefit when more bright, talented people of all ages make Boston their home because of the lifestyle that it has to offer. The area also benefits from the beautification of the Fenway, replacing a dark, uninviting corner of the neighborhood with a vibrant, lively new structure.

Fenway Sports Group and the Red Sox have worked closely with the community to address any neighborhood issues caused by Red Sox home games and Fenway Park events. I am confident that this open communication and good faith cooperation will continue with the new venue and that the Red Sox and Fenway Sports group will be responsible in their plans to manage the additional concert goers that will come to the Fenway area.

In light of these significant benefits brought to Back Bay and the surrounding area by increased activity at Fenway Park, I encourage the community to support the approval of the proposed project.

Sincerely,

Meg Mainzer-Cohen
President
Back Bay Association

229 Berkeley Street, Suite 410, Boston, MA 02116 T 617.266.1991 F 617.266.8750
www.bostonbackbay.com

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

The Inn
AT LONGWOOD MEDICAL

Dear Mr. Czerwienski,

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet.

The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore, a city more likely to attract talented people of all ages to make their home.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

B. Stiglets

Brian D. Stiglets
General Manager
The Inn at Longwood Medical

Tim Czerwienski <tim.czerwienski@boston.gov>

parking and traffic on Ipswich St.

Chivian, Eric Tue, Mar 19, 2019 at 10:52 AM
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Dear Tim,
Thank you for running a very good meeting last week on the Fenway Auditorium. I am glad some of the major issues were aired and discussed.

I wanted to know the name and contact information of the woman who talked about traffic and parking issues. I believe she represented the Red Sox.

My thought is to convene a meeting of some representatives of the Fenway Community with you, her, Captain Sweeney, and perhaps others (Kristen Mobilia?) to talk about what is a disaster waiting to happen for those who live on Ipswich St. and Charlesgate East if an ambulance or a fire truck needed to reach an emergency at the start or end of a home game, and perhaps for events at the Fenway Auditorium. The combination of re-building the high school and building the Auditorium, with added grid-lock from construction will only add to the problem. There are questions being raised about whether the city or the Red Sox or the developers of this new project would be liable.

The city closes our streets during parades and marches and other events. Why not during home games—access only to foot traffic, bicycles, and local residents who live here.

my best wishes and thanks
Eric

Eric Chivian M.D.
Director
The Program for Preserving the Natural World, Inc.

Associate
Department of Organismic and Evolutionary Biology
Harvard University

Founder and Director Emeritus
Center for Health and the Global Environment
Harvard Medical School

International Brotherhood of Electrical Workers

Local 103
OF GREATER
BOSTON

256 FREEPORT STREET • DORCHESTER, MASSACHUSETTS 02122
TELEPHONE: (617) 436-3710 FAX: (617) 436-3299
TOLL FREE: (800) 218-0075
WEBSITE: www.the103advantage.com

March 19, 2019

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Dear Mr. Czerwienski:

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community and residents of Boston. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have a proven track record of supporting local trade workers with the Fenway Park Improvements that have taken place every off-season over the past 15 years. I am confident these standards will continue for the new venue and that there will be the opportunity of employment for many local workers of the Boston area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

Considering the significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park and support the approval of the proposed project.

Sincerely,

Louis J. Antonellis
Business Manager

Operation P.E.A.C.E.

Partnerships in Education And Community Enrichment

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Dear Mr. Czerwienski,

On behalf of Operation P.E.A.C.E., a non-profit operating in the Fenway since 2001, we write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. While this project will certainly play a vital role in bringing additional business and employment to the Fenway community –especially during the winter months – we are excited for the cultural and educational opportunities the Fenway Theater will offer to the city and to the Fenway in particular.

The Red Sox currently strive to make Fenway Park events accessible to Fenway residents of all income levels. Through programs like the Neighborhood 9's and through partnerships with neighborhood organizations like ours, free and reduced price tickets are offered throughout the year to the community. We are certain that Fenway Sports Group and the Red Sox will continue this commitment to accessibility in Fenway Theater programming.

The Fenway is a vibrant community with a strong institutional and local arts presence. The Fenway Theater will offer an opportunity not only to showcase world-renowned talent, but also provide a spotlight on local artists. As stated in the Expanded Project Notification Form, "It is expected that thousands of students and performers will have the opportunity to perform in this new venue, pursue employment and internships, engage in professional development and educational programs, and enjoy live performances as both performers and audience members."

While increased traffic is definitely a concern for the neighborhood, Fenway Sports Group and the Red Sox have shown that they are willing to work with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. We are confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In light of these significant benefits that are anticipated with the completion of this project, we encourage the community to support the approval of the proposed project.

Sincerely,

Mallory Rohrig

Mallory Rohrig
Program Director

J. Ralph Cole (3/19/2019)

J. Ralph Cole
Board Director

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

RE: Fenway Theater Project

Dear Mr. Czerwienski,

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community, particularly during the winter months of the year when the Fenway/Kenmore area is typically quiet. My understanding is that the additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting tourism activity and making contributions local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

I am pleased with Fenway Sports Group and the Red Sox's response; they have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In light of these significant benefits that are anticipated with the completion of this project, I, as a resident and homeowner in Fenway, encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

Cole M. Young
566 Commonwealth Avenue
Boston, MA 02215

CAMBRIA®
hotels

Bernardo Gubert
General Manager

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Dear Mr. Czerwienski,

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concertgoers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

Bernardo

Cambria Hotel | Boston
6 West Broadway, Boston, MA 02127 | T:617-752-6681 | F:617-752-6680 | www.cambriaboston.com

Tim Czerwienski <tim.czerwienski@boston.gov>

12-28 Lansdowne Street (Fenway Theater) Comment Period Reminder

Leo Fonseca Fri, Mar 22, 2019 at 10:13 AM
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Hi Tim-
Would love to get a better understanding of how the ride share policy is going to work. I understand there will be pick up/drop off zones- where will they be, when will this be in use, how will this effect existing business on Lansdowne St, etc? please share any info you may have and thank you.

Leo Fonseca

Sent from my iPhone
[Quoted text hidden]

Tim Czerwienski <tim.czerwienski@boston.gov>

Fenway theatre

Terri North Fri, Mar 22, 2019 at 6:11 AM
To: tim.czerwienski@boston.gov

Hi Tim,

I want to express the support of my group for the Fenway theater.

Best,
Terri North
President Kenmore Residents Group

Fenway Studios
30 Ipswich Street
Boston, MA 02215

March 23, 2019

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

Dear Tim:

The artists of Fenway Studios appreciate the outreach efforts the Red Sox have made with their proposal. We had, and are scheduling, more conversations between Fenway Studios and the Sox. This is all good. Below, I have listed our comments on the project and related matters. We look forward to working with you.

Sincerely,
Teri Malo
President

Regarding comments and feedback on the Fenway Theater Proposal, we offer the following list:

Additional arts venues are a welcome addition to the Fenway neighborhood, but the artists propose including the visual arts at this new venue. We suggest a gallery space integrated into the lobby and waiting areas, with good lighting and suitable walls for hanging two-dimensional artwork. Fenway Studios would be interested in curating or providing exhibitions on a regular basis, along with other arts organizations.

Aesthetics: The proposed theater does a good job of integrating into the existing fabric of the street. Perhaps slightly less glass in the lobby would allow for more gallery use? We appreciate the industrial aesthetic and use decorative brick, with contrasting green metal sheathing.

Pedestrian access and effects of larger crowds – we are **extremely** concerned about the increase in traffic and pedestrian foot traffic down Ipswich Street, which has limited sidewalk width and already fails to service the crowds approaching and leaving the ballpark . Our residents have great difficulty coming home or leaving our building on **game and concert** days. Nearly every weekend there are events at the park, including in the off-season. Ipswich Street is narrow (especially at the turn on our end) and an emergency vehicle route to the hospital district. There has to more thought given to how crowds will arrive, and how traffic can be rerouted so that emergency vehicles can get through.

Example: One of our residents, with a suspected brain bleed, had great difficulty getting to Beth Israel Deaconness Medical Center's Emergency Department during a game even though he was travelling in a Boston ambulance. The distance is one mile. The ambulance staff had to clear barriers from the streets and attend to the patient. This is not fair.

Fenway Studios
30 Ipswich Street
Boston, MA 02215

Air quality: With the increasing gridlock, and increasing number of large trucks on Ipswich Street, air quality is suffering. During ball games, buses, and especially limousines, park in resident spaces and leave their engines idling for the duration of the game. Residents can't open their windows for the noise and fumes! We suggest maintaining the resident sticker designations, and for the traffic and parking department to enforce resident sticker requirements for parking. Idling engines should not be allowed for the duration of the gam/concert.

Widening sidewalks near the theater is welcomed. We suggest that with widened sidewalk, there may be room to plant an arcade of trees to encourage walking at all times of the year. Some sort of pedestrian bench, either as part of the building (see Berklee College of Music's new dormitory on Mass Ave) or freestanding will help the elderly, disabled, and families with small children, a population that is increasing in the Fenway.

Acoustics: We are concerned about the potential for noisy ventilation systems amping up the general din in our neighborhood. Perhaps there is a way to buffer or muffle this sound, depending on placement and what surrounds it?

Special events: Ipswich Street and our immediate neighborhood is the site for many road race fundraisers on the weekends, with parking restrictions for residents, street barriers, and often limited access for getting from one side of the neighborhood to the other. With increasing regularly scheduled concerts, etc. we feel there should be a reduction in the number of **road races and walkathons**. There are many times each year when residents can't exit the building to go to their jobs. Please!

Public transportation: We would like to see the Theater heartily endorse the use of public transportation whenever a ticket is purchased in advance of a concert. Trains are often overburdened already. We suggest modifications to the **#55 bus line**, extending it to the Longwood Medical area to the west and to the Boston Common 7 days per week. This route could carry game attendees and concertgoers going to the entertainment venues, but it could also transport residents and patients going to the medical area for jobs, appointments, and shopping in both directions. Our neighborhood is getting much denser, the population is surging, and we need a more effective bus route.

Approaches to the entertainment district from the east: We would love to see some thought given to the relationship of the Pike to Ipswich Street – currently defined by an assortment of rusted and falling chain link fences.

Tim Czerwienski <tim.czerwienski@boston.gov>

12-28 Lansdowne Street (Fenway Theater) Comment Period Reminder

Denise Lindquist Sat, Mar 23, 2019 at 7:56 PM
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Hello Tim, Thanks for the follow up. Some of the concerns from myself and the 46 members here is losing our resident parking to game and concert goers, no one is aware there's a $100 fine for non resident parking because it's not posted so plenty of signage is greatly needed. Not much of a deterrent for those choosing to park illegally if they're to discover the amount of the fine afterwards.

We've had a tremendous amount if vandalism over the years preventing us from putting up posters to ornamental planters in front of the building. Last year someone crushed a members windshield by jumping on it.

The most annoying is many, many men urinating on all four sides of the building. I feel it would be very helpful to have some sort of security personal making rounds of the neighborhood.

Again, thanks for your attention to these matters.

Denise Lindquist
30 Ipswich St. Boston.

[Quoted text hidden]

Kenmore Association, Inc.
P.O. Box 644
Kenmore Station
Boston, MA 02215
Telephone 262-6246

March 24, 2019

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

Re: 12-28 Lansdowne Street

Dear Tim:

We are writing to indicate our support for the Fenway Theater and the proposed improvements to Fenway Park.

The proposed Theater will dramatically improve the urban environment along Ipswich and Lansdowne Streets. The Theater will replace unattractive paved surfaces with a beautiful new facility that will activate these streets. The plans call for an iconic state of the art theater that will host a wide variety of performing arts, educational and civic events on a year round basis, something this community needs.

With regard to the improvements to the ballpark, we are thrilled that the Red Sox want to enhance the fan experience and improve accessibility in the bleacher and grandstand areas. We are also pleased that they are adding the 5 loading bays for off street delivery management.

In closing, we would like to add that the Red Sox and Fenway Sports Group are wonderful neighbors. They work very hard to mitigate any issues that arise as a result of games and events at Fenway Park and we are confident that they will continue with these efforts and refine them as needed. Accordingly, we urge the BPDA to approve this project.

Thank you for considering our opinion.

Sincerely,

Pam Beale

Pamela Beale
President

audubon circle
NEIGHBORHOOD ASSOCIATION

March 25, 2019

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

Dear Tim:

This letter serves to comment on the proposed Fenway Theater project on 12-28 Lansdowne Street on behalf of the Audubon Circle Neighborhood Association. Upon hearing the presentation at the public meeting on March 12th, 2019, ACNA finds that the major impact to the community will be the additional traffic that 5,400 people will bring into the neighborhood. It was announced that there will likely be nights that there will be events at both Fenway Park with a capacity of 37,755, and this new venue with a capacity of 5,400 people, as well as events at House of Blues, with a 2500 person capacity. These have the potential to be combined as well with events at Symphony Hall, with a 2,625 person capacity, Hynes Convention Center, with a 4,000 seat auditorium, and the Berklee Performance Center, with 1,215 seats. This means there will be nights with potentially up to 53,495 people flooding into the Fenway neighborhood that now will have even more reduced parking options with the removal of the lots and garages nearby due to this and other developments in the neighborhood, but with the same narrow and congested streets for cars to drive through. We feel that booking Fenway Park, Fenway Theater, and House of Blues specifically on the same nights or times will significantly increase the negative traffic impacts on the neighborhood.

The presentation showed that there was a transportation study done to measure impacts on the neighborhood. Looking at the map with locations that were studied, Kenmore Square was excluded from the study. This is a major intersection that faces immense traffic 24/7, not just during Fenway events. We are encouraging more research to be done that includes Kenmore Square in the equation, as well as other major thoroughfares into and intersections near the Square, such as Beacon Street, Park Drive and the Park Drive/Riverway interchange.

To offset the reduced parking in the neighborhood due to the new developments in the area, we propose that Fenway Sports Group use a piece of land outside of the neighborhood and create a satellite parking lot or garage with a shuttle service to the park similar to the Massport Logan Express. This would reduce congestion in the neighborhood, and encourage attendees to not drive into the neighborhood for events.

audubon circle
NEIGHBORHOOD ASSOCIATION

To offset the impact of the influx of visitors, we suggest improvements be made to pedestrian safety and public transportation. The Fenway green line T stop is currently located under Park Drive and, with Kenmore Square, is the MBTA station most heavily used by stadium attendees. This station is in urgent need of improvements to its design, lighting and aesthetics and would benefit from a more extensive enclosure to protect travelers from the outdoor elements as well as contain the impacts of its heavy use on adjacent residential buildings. How Fenway Sports Group can participate in on-going discussions with Samuels & Associates about Fenway station improvements should be explored. ACNA has also for many years advocated for a safe pedestrian crosswalk at the peak of the Park Drive bridge over Fenway station, where bus stops serving the CT2, 47, Massco, and BU Fenway bus routes are located. Senator Brownsberger and Representative Tyler currently are in discussions about this matter with MassDOT and MassDCR. The need for a safe crossing here, long unmet, will increase as the number of large events at Fenway Park increases and the new entertainment center begins operation. To the extent the City or Fenway Sports Group anticipates or encourages use of the public transit system, improvements to that system to encourage and accommodate the public are necessary. We recommend that Fenway Sports Group join in providing financial support for installation of a safe pedestrian crossing on the Park Drive bridge and much needed improvements to the Fenway MBTA station.

Thank you for your consideration of our comments.

Audubon Circle Neighborhood Association

P.O. BOX 15354 KENMORE STATION BOSTON MA 02215
audubooncircle@gmail.com • www.AudubonCircle.org

Dolores Boogdanian
452 Park Drive #16
Boston, MA 02215

March 25, 2019

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

RE: 12-28 Lansdowne Street

Dear Tim:

To the extent the proposed project at 12-18 Lansdowne Street is zoning compliant, the expectation is that Fenway Sports Group's performance center will become a new fixture in the Fenway neighborhood. There is a refreshing relief in not being faced with another monstrous building proposal, but the anticipated traffic consequences of a 5000 person capacity entertainment venue heighten the already pointed need for better transportation planning and implementation measures in the Fenway. The street impact of the proposed project further weights an over-burdened transportation and transit system and begs for a level of thoughtful and incisive planning and mitigation measures that has proven difficult to achieve. The long term consequences of not answering this need will be extremely difficult to overcome or reverse; overpasses and underpasses and their various reconfigurations are a testament to a city's inability to account for the traffic impacts of urban development.

FSG makes no bones that concert events or ball games will take place when events are scheduled at the new entertainment center. They apparently will take place regardless of other major events in the immediate area (such as at House of Blues or other clubs on Lansdowne Street) or in other parts of the Fenway, such as at Symphony Hall, Berklee Performance Center, or nearby Hynes Auditorium. Tens of thousands of people regularly converging on an already congested part of the city that is still undergoing large-scale development is a frightening prospect; it certainly goes beyond an inconvenience to be stoicly borne. This, coupled with large vehicles associated with these events navigating through the clogged streets or, worse, deposited on the street for others to somehow circumnavigate, promises a situation that will simply overcome the street system. Maybe for just a few hours. But for a few hours at every event, and in spite of the needs of all others who must travel through this area and this city. The answer to this must be on a scale that is commensurate with the impacts and in every way intended to and successful in significantly avoiding or mitigating them.

First, the transportation study area must be expanded. It must include Kenmore Square as well as the major thoroughfares to and from the Square, together with their major intersections. At a minimum, Beacon Street, Brookline Avenue, Boylston Street, their intersection at the Riverway interchange and with Park Drive should be included in the traffic study area. Points east of the site should also be included to the extent drivers enter the area via the Turnpike exit at Copley Square.

Second, FSG should establish satellite parking areas outside the neighborhood, and preferably outside the City, to which people can drive, leave their cars and take a shuttle service to the venue(s). This will be a welcome option for people who would prefer not to drive into the area, and is an obvious way to limit the number of cars on city streets. These parking areas should be put in strategic locations and large enough to hold a signficant number of vehicles.

Third, the City should be informed where the parking or storage areas that will be lost as part of this project will be recreated, or where or how or whether those who have used those spaces intend to recreate them. FSG likely has no role in finding a solution or alternate area for these persons or entities, so, for good planning purposes and to anticipate consequences, it is critical that the City get this information.

Fourth, the South Boston site available to Live Nation may be helpful, but not if (a) it is useful in theory only and not in practice, or (b) the vehicles to be parked there travel into and out of the area during peak travel times, *i.e*., at rush hour or when patrons are arriving or leaving the venue(s). FSG should be called upon to increase the amount of space in the new project to house trucks, buses and other vehicles used in connection with the events or their set-up so that the likelihood or possibility of double-parked, idling or obstructing vehicles is eliminated. Too many others need the City's streets to cede them to private persons or entities engaged in private ventures.

Fifth, the MBTA transit system to which FSG and many other developers point as 'well serving' the area is over-burdened and struggling. Improvements are anticipated, but these are in the future and cannot be assumed to fix the transportation problems that development in the area has created or will create. Nevertheless, the events at Fenway Park generate some of the heaviest use of the MBTA system and riders rely heavily on service at the Fenway and Kenmore T stations. What FSG can do to improve the T's services should be more thoroughly explored. As part of that analysis, FSG's partcipation in improvements at the Fenway T station, together with Samuels & Associates', could raise the bar of what is possible. The station is dark, wet when it rains, unpleasant and unattractive; the steps from Park Drive are in very bad repair. Reimagining the station – with an elevator – and enclosing it would provide a significant benefit to riders as well as adjacent residents, and could transform this station into the important portal to the City that it is. A new station, properly designed, also would better accommodate the large crowds that embark and disembark for Fenway events. The connection between the Fenway T station, Fenway Park, and the new entertainment center is obvious. Fenway Sports Group's additional investment in the station's renovation would be a true addition to 'vibrancy' in the neighborhood.

Sixth, immediately above Fenway T station are bus stops on the Park Drive bridge for the Route 47, CT2, MASCO and Boston University's campus buses. (During work on the D line, these stops also serve MBTA shuttle buses.) Hundreds if not thousands use these stops every day, and also cross the street to get to and from the T station, Fenway Park, Kenmore Square, Brookline and all points east, west, north and south. Nevertheless, there is no marked pedestrian crossing on the bridge, something residents in the area (and personnel at the MBTA) have decried for decades. MassDOT owns the bridge, and MassParks owns the roadway. Notwithstanding years of discussions, most recently with the offices of Senator Brownsberger and Representative Tyler, neither entity has taken any steps to address this unsafe condition. If movement into and around the city via mass transit and walking is to be encouraged, or is the manner in which traffic congestion can be ameliorated, then making mass transit and walking accessible and safe is key. FSG's involvement in and financial support for a safe pedestrian crossing at the Park Drive bridge will serve this goal, and is an appropriate measure to help address the impacts of events at Fenway Park and the new performance center.

Seventh, FSG's presentations about the project describe how City police and personnel will enforce parking, traffic and other rules or means by which traffic matters will be improved. This is both unrealistic and inappropriate. It is unrealistic in that police and parking enforcement has been inadequate in noticeably limiting the impacts of congestion or demand for parking; inappropriate to the extent the City is expected to mitigate the impacts of the project. Whatever mitigation is to be implemented, it must be by FSG or paid for by FSG, not the City – and by extension the City's residents and taxpayers – and it must be more meaningful and evident. Closing streets and setting off blocks of street parking have not much improved traffic flow.

Eighth, what's to be done about emergency vehicles? I cannot suggest a method to provide for safe and adequate passage. Somebody should. It is not possible to adequately mitigate someone's death or losing one's home to fire or suffering bodily harm due to immobilized or delayed emergency responders.

Lastly, after years of discussions with neighborhood residents and efforts to establish a good working relationship, it is time for FSG to enter into a good neighbor agreement to bring consistency and predictability to the neighborhood and to memorialize the commitments its made. FSG has a real opportunity to improve the neighborhood with good policies and a written accord, and in this way mitigate something else: the lingering friction and distrust that can surface when the subject of Fenway Park concerts and events are discussed. I highly recommend that the City use its power, of persuasion if by no other means, to convince FSG that an agreement is a good idea, and, if successfully executed, would go a long way towards establishing a mutually respectful and beneficial relationship between neighbors.

Respectfully submitted,

- *Dolores Boogdanian*

ec: Councilor Josh Zakim

BOSTON PRESERVATION ALLIANCE

Board of Directors

Christopher Scoville
Chair

Susan Park
President

Sean Geary
Treasurer

Beatrice Nessen
Secretary

Diana Pisciotta
Vice Chair

Roger Tackeff
Vice Chair

W. Lewis Barlow IV FAIA

William G. Barry

Nicole Benjamin-Ma

Nick Brooks AIA

Valerie Burns

Ross Cameron RIBA

Laura Dziorny

Minxie Fannin

Gill Fishman

Kay Flynn

Leigh Freudenheim

Peter Goedecke

Miguel Gómez-Ibáñez

Carl Jay

Michael LeBlanc AIA

David Nagahiro AIA

Regan Shields Ives AIA

Anthony Ursillo CFA

Peter Vanderwarker

Executive Director
Gregory J. Galer, Ph.D.

The Otis House
141 Cambridge Street
Boston, MA 02114
617.367.2458
bostonpreservation.org

March 25, 2019

Tim Czerwienski
Boston Planning and Development Agency
Boston City Hall
Boston, MA 02201

Re: Fenway Theatre, 12-28 Landsdowne Street

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 40 Organizational Members, 125 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 met with the proponent to discuss the project and has attended the Boston Civic Design Commission (BCDC) design committee meeting. Fenway Park, as well as its immediate surroundings, is a hallowed ground for baseball fans around the world. Unlike most other major sports venues, Fenway Park has been carefully stewarded for over 100 years, preserving the unique experience of America's pastime. The Alliance recognized the Red Sox ownership with our President's Award, our highest recognition, in 2017 for its successful park enhancements and modifications.

As a pending Boston Landmark, all changes to Fenway Park itself receive careful scrutiny by the Boston Landmarks Commission (BLC). We believe BLC's comments regarding this project will likely be limited to the impact on the ballpark, not the surrounding buildings or context. But we think the City should be sensitive to the fact that the success of the park is based on the experience of visiting the entire site and we should recognize that this experience also includes the approach to Fenway Park from surrounding corridors: the sounds, smells, and sights, and the ambience of the ballpark inside and out. To date the Red Sox and the City have stewarded this unique asset remarkably to the benefit of all Bostonians, baseball fans, and the Fenway neighborhood. As a major icon for the city of Boston, changes to the space, its context, and the experience should be carefully considered and executed.

Overall we believe the proposal is a creative and likely successful way to utilize an awkward open parking lot to enhance activity, particularly during non-game periods. We appreciate the efforts made to consider how the theater proposal fits within the

context of Fenway Park through materials and design. However, we have some concerns about the proposal that we request be addressed as well as some additional information we feel necessary before we can state an overall recommendation on the proposal.

First and foremost, the filing provides insufficient views of the proposal from perhaps the most critical vantage points- those within Fenway Park itself. The team has so far successfully made a wide range of enhancements without overly-impacting the historic look and feel for game attendees. It is imperative that we better understand the impact of the proposal to the essential view across the outfield, over the bleachers, and toward downtown. The proposed removal of six rows of c 1934 bleachers is not an inconsequential change to the historic fabric of the park. And while we understand the desire to provide enhanced amenities to fans in the bleachers, we ponder if this change is too drastic an alteration. Without renderings and perspective drawings from various levels and locations of seating it is impossible to make this determination. Also of benefit would be images like 2.4a and 2.4b from the PNF that show existing conditions as well as the proposed.

Additionally, while the theater itself isn't visible from inside the park, the overall proposal is. In particular the new bleacher overlook area and the function space above with its deck overlooking the field will certainly alter the look of the park. While Figure 2.6 of the PNF provides some understanding of this new arrangement we need views from actual locations that would be observed by fans – from seats in different sections rather than an aerial perspective. Without such renderings we are not able to satisfactorily review or render a complete opinion on the proposal.

In consideration of changes outside the park, we concur with concerns raised by members of BCDC about the loss of significant portions of the Fenway Garage building and the resulting challenge of the space between the remaining garage pieces and the new construction. We encourage the proponent to reconsider this aspect of the proposal and examine integrating the entirety of the 1913 Fenway Garage façade into the project. The building was designed by John E. McLaughlin, the same designer of Fenway Park, and we feel plays an important part of the overall character and context of the Park.

We also concur with BCDC suggestions about not including trees alongside the theater on Lansdowne Street. The industrial feel of the Park is an important part of the context, and while we agree that the long-term health of the trees in this location is of question, we also believe it is the wrong visual/design choice for this location.

We look forward to receiving additional information and to working collaboratively with the BPDA and the Red Sox to reach a proposal we can all support. However, additional information is required before we are able to support the proposal.

Thank you,

Greg Galer
Executive Director

CC:

Rosanne Foley, Boston Landmarks Commission
Kelly Brilliant, The Fenway Alliance
David Friedman, Boston Red Sox
Jonathan Gilula, Boston Red Sox

Tim Czerwienski <tim.czerwienski@boston.gov>

12-28 Lansdowne Street (Fenway Theater) Comment Period Reminder

Chivian, Eric Mon, Mar 25, 2019 at 8:40 AM
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Dear Tim,
Somehow my note that "all those who live on Ipswich St. and Charlesgate East need to have vehicle access to their homes" was left out of the final version. This is already the case when these streets are closed.
Thanks
Best wishes
Eric

Eric Chivian M.D.
Director
The Program for Preserving the Natural World, Inc.

Associate
Department of Organismic and Evolutionary Biology
Harvard University

Founder and Director Emeritus
Center for Health and the Global Environment
Harvard Medical School

On Mar 24, 2019, at 3:40 PM, Chivian, Eric wrote:

> Dear Tim,
> Thank you for doing this, and I would very much like to follow up with you about the issue of emergency vehicle access on Ipswich and Charlesgate East during home games and now during concerts at the new Fenway Auditorium. Thank you for suggesting to me the idea of setting up a meeting.
>
> Below is my comment, and you should understand that while I live with my artist wife in Fenway Studios and have since the year 2000, I am speaking here for myself, and myself alone, not for Fenway Studios.
>
> The new Fenway Theater provides an opportunity for Boston to evaluate what has been a neglected issue for Ipswich St. and Charlesgate East, where many people live, for a very long time. Boston Red Sox home games create grid-lock on these streets, particularly when games are beginning and ending. The streets are so narrow that should there be a medical emergency or a fire, ambulances and fire engines may not be able to get through the traffic, as there is no where for cars to go. The addition of people and more traffic with the new theater, plus all the people and traffic brought to the Fenway area by all the new buildings on Boylston Street exacerbate what has been a disaster already waiting to happen.
>
> As a practicing physician, I would like to propose that:
>
> 1. There be a comprehensive, professional, and completely independent of the Red Sox or of House of Blues (or whatever the entity putting up the new theater is called), study of the current emergency access situation on Ipswich St. and Charlesgate East during home games, and now also during concerts in the new theater. Will concerts be allowed at the same time as there are home games?
> 2. The Boston Fire Department and Boston EMS ambulance services should be a central part of this study, as should the Boston Police Department (as emergencies may also involve them)
> 3. Consideration should be given to closing Charlesgate East to all vehicular traffic during all home games, and perhaps also during concerts at the new Theater. The same should be done for Ipswich St. up to the point where it meets Van Ness St. The streets should be open only to pedestrians and to bicycles.
>
> I am not an attorney, but should there be a medical emergency, such as a cardiac arrest or a cerebral hemorrhage, where time is of the essence and should that person die as a result of not being able to reach

a hospital in time (we live in perhaps the most widely trafficked hospital corridor in New England, and one of the most trafficked in the country), or if there is a major fire and people are injured or killed in that fire because fire trucks could not reach them, I suspect the Red Sox, the House of Blues (should there be a concert then), and perhaps the City of Boston as well, could be held liable unless such a study were done that demonstrated clearly and conclusively that all adequate preparations had been made to insure emergency access to those of us who live here.

That is my opinion.

my best wishes and thanks,
Eric Chivian M.D.

From: Tim Czerwienski <tim.czerwienski@boston.gov>
Date: Friday, March 22, 2019 at 9:16 AM
Subject: 12-28 Lansdowne Street (Fenway Theater) Comment Period Reminder

Good morning,

This is a reminder that the comment period for the 12-28 Lansdowne Street project concludes on Monday, March 25. You can email your comments directly to me, or use the comment submission form on the bottom of the project website: http://www.bostonplans.org/projects/development-projects/fenway-theater

--

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

March 25, 2019

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

Dear Tim Czerwienski:

Re: Fenway CDC Urban Village Committee comment letter on the Fenway Theatre proposal

Fenway Community Development Corporation (Fenway CDC) is a 46 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. The Urban Village Committee is made of Fenway residents and people with design expertise who help review development proposals in the Fenway.

The Red Sox through its affiliates propose to build an approximately 86,000 square foot, approximately 5,000 person capacity performing arts center. The proposed project is located on a 64,700 square foot parcel at the corner of Ipswich and Lansdowne streets, adjacent to Fenway Park. The proposed project also entails improvements to Fenway Park, including a new area connected to the back of the ballpark's bleachers with concession stands, restrooms, and function space.

We have fewer concerns than usual around height, massing, density, floor area ratios, Zoning Code restrictions and etc. In this case there may not be much controversial with the exterior physical aspects of the proposal since it appears to be smaller and less dense than permitted by zoning.

However, numerous issues have been raised by community members at the Article 80 review meeting related to the operation of the project and its impact on pedestrians, car traffic and mass transit in the Fenway neighborhood. In addition residents expressed concerns that more efforts will need to be made to mitigate those impacts of the project. There were also issues raised regarding job creations, wage scale and issues related to community benefits.

Given that this is likely an as of right project, once the BPDA Board approves it the proponents can start building. Given the number and importance of operational issues that were raised at the public meeting we think that the comment period should be extended beyond March 25th and a further public comment meeting should be scheduled.

The renderings shown in the Extended Project Notification form were a best-case scenario – it does not show the mock-ups of what the traffic/streets look like after the Fenway game and two concerts let out. Under the current proposal, it seems entirely possible that that House of Blues, Fenway Park, and the new Fenway Theatre could all have programs on the same night. It should

be a condition of approval that the facility could not be used for concerts, performances or any general admission events when Red Sox home games are scheduled because it is highly unlikely that any measures can be taken to mitigate traffic, parking and public transit congestion with an additional 5000 plus individuals entering and leaving the area.

Further pedestrian flow improvements need to be spelled out in in order to accommodate the double or triple event bookings. Impacts on the MBTA operations, particularly the Green Line need to be considered. We will need more public transportation availability during major "events" on Lansdowne/Jersey/Ipswich/Van Ness Streets such as more frequent number 55 bus runs; shorter intervals between Green Line B, C, and D trains and commuter trains through Yawkey station. The Red Sox entities may need to consider subsidizing this extra service as well as late night operations.

Based on public comments of elected officials, there may be no real possibility of seeing increased capacity on the Green Line until about 15 years from now. Before the Fenway area can get the attention it needs, the long-promised Green Line extension has to be completed and operational. The tracks, the signaling system, the length of the platforms, work rules, must all be improved. Therefore, the proponents' transportation consultants must be required to rigorously demonstrate what specific transportation mitigations would be undertaken that could prevent a worsening of the transportation impacts that are currently experienced in the neighborhood and on the transit lines during Red Sox home games. In addition Uber and Lyft drop off and pick up will need to be tightly controlled in designated areas. Extra Boston Police details will need to be hired for the overlap of events.

Given both the nature of the proposed operator – Live Nation – and the size and design of the theatre it appears that this will be a venue for concerts and not the arts. Fenway residents are interested in having a performing arts theatre in the neighborhood and would like to see a more flexible space that could be adapted to theatrical performances, small concerts etc. They want to feel included in the process of designing and building it. Connections should be made to the artists at Fenway Studios to explore ways that the new venue could incorporate art and programs from the studio. Live Nation should consider as a community benefit creating their own version of the Red Sox Neighborhood Nines program so that residents of the Fenway could see shows and performances for a discounted admission.

The use of the roof top space needs to be clarified. The rendering shows it filled with people and suggesting a bar venue – information presented at the public meeting suggested this would act as a lobby for intermission and not operate as a separate venue with hours that extend beyond the concert scheduling. This needs to be clarified and settled as this could be a source of noise and other related problems if its use turns into a restaurant or bar that is open late into the night. The TV screens proposed for the roof need a fuller discussion, given their potential for creating undesirable light pollution.

We would encourage the Red Sox and Live Nation to commit that once the theatre is operational it would pay wages that will allow the workers to actually afford to live in the Fenway. The MIT Living Wage calculations would be a useful tool for setting those wages.

In conclusion, given the number and importance of operational issues that were raised at the public meeting we think that the comment period should be extended beyond March 25th and a further public comment meeting should be scheduled.

Sincerely,

Richard Giordano
Director of Policy and Community Planning
Fenway Community Development Corporation
70 Burbank St., Lower Level
Boston MA 02115

E.
W. http://www.fenwaycdc.org

For the Fenway CDC Urban Village Committee
Mat Thal
Eric Daniel
Ann Borst

Fenway Civic Association – P.O. Box 230435 – Astor Station – Boston, MA 02123

March 25, 2019

By Email

Tim Czerwienski, Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: 12-28 Lansdowne Street (Fenway Theater)

Dear Tim:

Fenway Civic Association ("FCA"), the Fenway's oldest volunteer organization that accepts no public or developer funds, would like to make the following comments regarding the Expanded Project Notification Form ("PNF") filed by Ipswich Street, LLC (the "Proponent") for the project located on 12-28 Lansdowne Street/175 Ipswich Street (the "Project").

FCA is represented on the IAG for this project and its board members have met with the Proponent as well as attended the single IAG and public meeting. We have weighed comments from public meetings and reviewed the PNF. We have concluded that this document is inadequate in describing the impacts of the Project and remedies to address them; for this reason, we cannot support the Project in its current form.

Scoping Determination

The Project has resounding and long-lasting impacts for our neighborhood and public realm. It proposes use that would bring as many as many as 150 concert events at a 5,400-person capacity in addition to 75 private events each year; these 810,000 attendees for proposed concerts alone are roughly double the 420,000 attendees for permitted 2019 concert events at Fenway Park. In real numbers, the combined ballgames and concerts at Fenway Park in 2018 (3,185,000 attendees), together with Fenway Theater projections will bring close to 4 million travelers through the Fenway – these numbers do not include additional traffic from planned collaborators at the House of Blues. Critical impacts of the Project include traffic, access, and safety. This proposal represents potentially the largest increase of use made by the Red Sox to the Fenway neighborhood. The Proponent seeks a waiving of further review, citing comprehensive analysis and addressing of impacts from the Project. FCA believes that transportation, safety, and environmental impacts are not comprehensively addressed in this filing. Because of the high impact of this Project, we request further scoping and additional reviews by the BPDA, IAG, and community. We offer additional comments as follows.

Transportation
FCA has concerns about multiple impacts from the Project to transportation and traffic, both for patrons of Fenway Theater and for Fenway residents. Because the Project significantly increases traffic counts and increases numbers of crowds gathering in a concentrated area, we request further scoping detailed below:

- The Project seeks a 7-day per week schedule of events, however, traffic studies have not included conditions for concurrent House of Blues and Fenway Park events which the Proponent communicated to us would be a likely and planned condition; they also have been conducted without including build conditions for the future Parcel 12 Air Rights Project, which proposes to utilize Boylston Street exclusively for vehicular entry and exits. Traffic counts at Ipswich and Boylston Streets should be performed to include these conditions, especially given that Ipswich Street experienced increases in demand by 350 vph north of Boylston Street under Project conditions.
- We believe traffic volume studies conducted between November 29 and December 2, 2018 are deficient quantifiers of transportation needs and impacts. A study that includes game day conditions must be performed to ensure safety and viability of a project that seeks to bring 5,400 individuals to an area that already experiences significant event congestion.
- We request a copy of the Standard Operating Procedure (SOP) for the MBTA for Fenway events. We request to understand how SOP changes for Fenway Park events affect the residents of the Fenway. If Red Sox have a similar SOP with MASCO, we request a copy of that document.
- The encouragement of alternative modes of travel must be more than informational, although email promotion of public transit instructions to the theater should be required. FCA suggests incentivizing these modes by providing benefits to patrons who utilize alternate transit, both to Fenway Theater and to Fenway Park.
- Shared ride management plans should be communicated to the neighborhood and IAG for evaluation and feedback in advance of BTD discussions and decisions.
- General use loading dock schedules should be better understood to evaluate the feasibility of their placement along the sidewalks proposed for access along Ipswich Street. Additional information about the current use of the alley opposite the planned dock would inform any potential conflict; no description of this use is contained within the PNF.
- While no new parking is being provided, relocation of broadcasting trucks to parking areas currently in use by the Red Sox have not identified replacement areas for these vehicles. A plan to accommodate MASCO buses currently using existing parking spaces should be discussed and proposed so that the community better understands comprehensive reworking of parking and vehicular use resulting from these reconfigurations.
- The brief mention of a joint venture between House of Blues and Fenway Theater and their close coordination does not provide any context to understanding the impacts of transportation under this coordination. Further details on agreements

between these locations should be presented for better understanding of transportation needs and impacts.

- Importantly, Ipswich Street conveys emergency vehicles traveling from the Back Bay and East Fenway areas through to the Longwood Medical area and serves as the sole bus route for the #55 bus linking the East and West Fenway. Access to these services and to the Boston Arts Academy should be prioritized in planning.
- The pedestrian circulation outlined in Figure 4.14 is unrealistic. Lines at the House of Blues queue beyond the intersection of Lansdowne Street and Brookline Avenue; the marked dots indicating patrons in the PNF render does not depict a queuing system as much as a crowded gathering. Presumptively these crowds will be channeled through turnstiles within the point of the Project entry. A revision of the entry plan should be provided to more realistically depict how crowd queuing impacts the public realm and anticipates safety concerns when crowds are funneled through a narrow entry point. Again, because of the significant number of events planned for the theater and its proposed capacity, a circulation plan that defines controlled entry and exit of patrons should be included in further scoping.
- Other methods of minimizing queues, including phased entry times and employment of innovative entry systems including personalized entry times, should be part of this filing. A venue that presumes 7-day use should provide crowd control options at its outset. We look forward to reviewing refinements to these plans.

Nowhere in the PNF does the project evaluate impacts to traffic, access, pedestrian crossing analyses, and safety for days where Fenway Park, House of Blues, and Fenway Theater events coincide. As the Proponent suggests these conditions may occur, we request that projections and crowd control and dispersion plans incorporate these conditions and be presented in further scoping. FCA assumes these conditions will create overcrowding, therefore, unless the Proponent can demonstrate **no adverse impacts**, we request that no concurrent scheduling between Fenway Park and Fenway Theater events be allowed until there is an opportunity to evaluate real life impacts and problems created by these concurrent uses.

Statements in section 4.6.2 that assume that concurrent events will precipitate street closures should not be assumed or permitted; FCA opposes the further 'privatizing' of public ways for commercial purposes and believes this taking directly harms the neighborhood by limiting residential access to public ways and restricting the ordinary movement of residents in their own neighborhood.

Summary of Public Benefits

A performing arts center that generates 150 events with 5,400 attendees at a minimum of $50 per ticket grosses approximately $40,500,000 each year. The creation of the center and enhancement of Fenway Park are benefits that directly serve the Proponent and not the public. Further, the removal of Right Field Bleacher seats removes affordable seats from Fenway Park while enhancing overall services for banquets and other high-cost

events. No planned commitment for dedication to affordable ticket programs to address this loss is included with this filing.

Urban Design/Public Realm and Accessibility

Improved sidewalks benefit the public only during non-event times; otherwise, the improvements directly benefit the Project. Fenway Park Improvements again benefit the Proponent and remove affordable seats.

Transportation

Wide, accessible sidewalks again benefit the Project. While we appreciate narrowed pedestrian crossings and support no-parking conditions, the impacts of an additional 5-6,000 event goers seven days a week are insufficiently planned for; please see our transportation comments above.

Social and Economic Benefits

Details of the benefits of the Theater to nearby schools and arts programs are mentioned in multiple sections of the filing; beyond mention of expectations of opportunities, no concrete plan to extend these opportunities is mentioned and no responsibility for ensuring these opportunities are promised. We request the Proponent describe plans to extend opportunities to nearby arts organizations and to the community. The enjoyment of live performances is not a public benefit, but a private benefit afforded to those who actively purchase tickets to these events.

New Job Creation

We appreciate the projection of full time and part time positions created through the Project. We ask that local hiring practices that prioritize Fenway residents be part of the Project commitment.

Development Impact Project

We ask for further clarification on the designation of uses that trigger Development Impact Project (DIP) linkage. Fenway Civic believes that the designation of Groundwater Conservation Overlay District, developed after Article 66, was never meant to trigger zoning variances that have determined DIP designation in the Fenway, and that the overlay was meant solely to meet environmental requirements raised by groundwater concerns in Boston.

Urban Design

Architecture and Design

We appreciate the iconic design and the chamfered façade of the project. Concerns involve the lack of exits and entry points as well as the turnstiles contained directly within the entry way. This design intentionally moves crowds onto the public sidewalks. More thought into how crowd control can be accommodated within the Project footprint would be welcome in further scoping, including the location of ground floor turnstiles further within the building and a two-tiered entry that brings ticket holders into the Theater and moves them indoors through to appropriate seating levels first with additional turnstiles at 2nd floor entry points. We do not support the open-air concept at the top level and instead request this area to be enclosed to minimize noise – this will benefit both the Project by allowing for all-weather use and mitigation of noise for the public, including residences along Boylston Street. The marquee and awning areas similarly should be investigated to extend awnings throughout the length of the project

because of crowd behavior and density. In hot sun or rain, people will compact in sheltered areas and need better protections to avoid a crush. We hope the next iterations of this project bring improvements in these areas.

Pedestrian Access/Circulation
The delivery of crowd safety should start in the design phase of projects or earlier; risks from poor design cannot be mitigated by operational afterthought or be addressed through signage alone. The current plan describes queuing ticket holders along Lansdowne Street, yet drawings indicate lumps of patrons without describing the system of entry. Our observations of House of Blues activity are that lines queue along the entire width of the sidewalk continuing past the corner of Lansdowne Street and Brookline Avenue. Pedestrians who traverse Lansdowne Street towards Brookline Avenue are forced into the roadway or to the south side of the street; expected queues for the Theater will occupy that south sidewalk. Emergency vehicles accessing the Lansdowne Street area already face obstructions. Adding a venue roughly 2.5 times House of Blues capacity onto current conditions without adequately housing crowds or employing innovative measures to limit crowd spillover into the public realm is potentially dangerous and at best, promises to significantly impede any access for residents seeking travel through public sidewalks along Lansdowne Street. We ask the Proponent to revisit their pedestrian access, crowd management, and circulation plan and present an improved plan that minimizes impact to the public realm. When exiting the venue, we believe that exit through a single concentrated point is dangerous, we recommend that side exits be employed for safety reasons. We additionally discourage the employment of drop off areas next to the venue, given the nearby MBTA #55 bus stop, and instead promote the Pilot Project employed by the City to develop a dedicated pick up and drop off for Uber and Lyft drivers at Boylston and Kilmarnock Streets. We ask the Proponent to explore the feasibility of a footbridge connecting Ipswich Street to Newbury Street over the Massachusetts Turnpike to better disperse traffic.

Streetscape Improvements
We appreciate the planned improvements for the Project however observe that these improvements benefit primarily the Project and the Proponent by accommodating future customers. We also believe that the planned loading dock areas may potentially impede both vehicular access and circulation of the #55 bus and the future 1241 hotel project and pedestrian use of Ipswich Street. Refined plans for dock use should be presented to evaluate the relative feasibility of these circulation plans. Additional bollards to protect pedestrian safety should be employed throughout the Project area.

Sustainability
We appreciate the Project's prioritization of sustainability in its design goals and commend the Project's commitment to attaining a minimum of LEED Silver Certification. We encourage the Project to commit to solar PV to optimize planned resiliency measures. There is a lack of detail of location for building level mechanical equipment and its potential elevation under resiliency planning.

Environmental Protection
The key impacts from the Project may not be contained within the building envelope or its shadow, glare, or wind impacts, and are caused by anticipated increase in demands for transportation and access of publicly held property.

- We request details on whether microscale analysis predicting carbon monoxide concentrations included the cumulative expected conditions of Fenway Park, Fenway Theater, and House of Blues events. Idling is anticipated based on VHB analysis showing reduced travel counts to be associated with events in the Fenway; we request analysis be performed to show these impacts on Ambient Air Standards
- We again believe the analysis conditions for traffic data that excludes Parcel 12 Air Rights projections and the combined events for Fenway Park and House of Blues events is insufficient to assess air quality impacts, as delays and speeds will likely be compromised.
- The location of mechanical equipment, including chillers, cooling towers, air handling units, exhaust fans, and generators should be detailed in further scoping. We ask that the siting and use of low-noise mechanicals as well as emergency generators also employ both acoustical enclosures and silencers. This project could set important noise standards for future area projects. Further detail of exhaust systems should be provided to the IAG and community; exhaust and venting should be projected through upper levels and away from Ipswich Street.
- Mitigation of noise impacts from the theater are a primary concern to the community. We request that further information to the IAG and the community of measures to not only mitigate but to eliminate exterior noise impacts from theater operations be provided in additional scoping.
- The Project's open roof area should be enclosed to minimize noise impacts to residential multifamily units opposite the Project area on Boylston Street.

Historic Resources
FCA believes the impacts to the Back Bay Fens have not been addressed through this filing or from past projects conducted by the Boston Red Sox. Cumulative impacts to this valuable public resource should be evaluated and include the impacts of the ballpark's more than 80 ball games, 10 or more concert events that bring 35,000 patrons per event through the neighborhood, and numerous other private activities which bring in upwards of 5-10,000 patrons per event.

Proposed Improvements/Mitigation
Improvements outlined in the PNF benefit the Project and Proponents. Operations at Fenway Park have never sufficiently mitigated, addressed, or even acknowledged the cumulative impacts of use to the Back Bay Fens, the oldest park within Frederick Law Olmsted's Emerald Necklace. While stadium concerts are currently limited to 12 per year in 2019, estimating 420,000 annual attendees, the Fenway Theater proposes roughly double again this number (810,000 attendees) over a planned 150 annual events, in addition to 75 private events and over 80 home games. These numbers, together with ball

games and other special events propose more than 4 million visitors through the Fenway each year.

The accounting of total Red Sox-related events, including non-concert events such as Crashed Ice, Spartan Race and others, should be detailed in additional scoping. These details should include: total number of home games, total number of concerts, and total number of non-concert special events at Fenway Park; they should calculate the cumulative impacts of these events together with House of Blues and projected Fenway Theater events. These additional performance dates trigger special event parking rates at area parking garages. As these pricing structures occur whether patrons drive or not, FCA believes this will disproportionately affect people who need the assistance of family, friends, or caregivers in the community. We ask the Proponent to outline remedies for these populations.

Additional public realm improvements should extend beyond the improvement of the project envelope. Significant traffic will continue to the venue year-round; these travel routes should be improved by the Proponent.

Once required information and actions are satisfied, discussion of mitigations should include the following items, with highest priority given to vital resources for the Fenway community, the Back Bay Fens and the Fenway Community Center:

- Investment in sound barriers along Ipswich Street between Boylston Street and Lansdowne Street. These barriers can be implemented with the input of stakeholders and residents, and potentially shared as a mitigation measure with Air Rights Parcel 12 proponents and the developer of the 2 Charlesgate West property.
- Improvement of lighting from Ipswich Street between Boylston Street to Lansdowne Street. Existing cobra head light posts should be upgraded to double acorn fixtures.
- Sponsorship for the construction of a high-quality pedestrian footbridge to span the width of the Massachusetts Turnpike, connecting Ipswich Street to Newbury Street near 145 Ipswich Street to disperse pedestrian traffic; FCA requests that feasibility for this amenity be provided. This additional outlet could ease congestion and confirm the Red Sox's statements about the importance of promoting pedestrian and green travel in a way that minimizes community impact.
- Investment in MBTA upgrades to promote alternate transport to events and concerts.
- While event management is not a public realm improvement and belongs in the traffic and safety section of the PNF, FCA and the community recognize that police details provided to the Red Sox for game events alone have been insufficiently deployed to control crowds and traffic. Because of the volume of travel anticipated during these events, we ask that detailed plans for intersection and traffic assistance employing private, city, and state support, *including how the Proponent will assure staffing at these locations,* be provided through additional

scoping. These details should include the numbers of individuals providing support and the time start and finish of these shifts.

- We appreciate the designation of a Transportation Coordinator to oversee transportation-related operations for the theater. We ask that this position be assured, and that the measures to optimize alternate travel modes include incentivizing the use of train and support and collaboration for ride share services.
- The full and part-time jobs proposed by the Project should prioritize local hire. We ask the Proponent commit to prioritizing the employment of Fenway and Boston residents.
- The Project mentions multiple times the benefit provided to the community through the creation of the Theater and expectation for synergistic relations between its operations and the community. We ask that these benefits be detailed and that opportunities for employment, use of the theater by civic and arts groups, and hands-on learning experiences for students be described for the IAG and community in further scoping.
- The Parks Department has met with the Boston Red Sox to detail cumulative impact to the park from its Fenway Park concerts; these impacts, existing ball game, traffic, and proposed Fenway Theater activity are significant and should be addressed through discussion with the Parks and Recreation Department, Boston.
- The Project will result in increased visitor volume, transportation demand, and potential loss of access of public ways by the Fenway community. We ask that significant contributions be made to the Fenway Community Center, the Fenway's only community resource, for their continued operation in the Fenway neighborhood.

We look forward to learning more about how this Project addresses the significant concerns of this community in its additional scoping. Thank you for this opportunity to comment.

Sincerely, Tim Horn

Tim Horn, President, Fenway Civic Association

CC:
Josh Zakim, Boston City Council
Jon Santiago, Massachusetts House of Representatives
Will Brownsberger, Massachusetts Senate
Yissel Guerrero, Mayor's Office of Neighborhood Services

Tim Czerwienski <tim.czerwienski@boston.gov>

12-28 Lansdowne Street (Fenway Theater) Project

Brenda Lew Mon, Mar 25, 2019 at 8:52 AM
To: tim.czerwienski@boston.gov

To: Tim Czerwienski
Project Manager
Boston Planning and Development Agency

From: Brenda Lew
Fenway Resident

Re: 12-28 Lansdowne Street (Fenway Theater) Project

The proposed Fenway Theatre is NOT a good project for this site or the Fenway.

A theatre with 5400 seats will only add more to the traffic and pedestrian traffic congestion in the Fenway.
In the news, Boston in 2018 had the worst rush-hour traffic in the country.
What happens on game days and Fenway Park events, especially with over 37,000 fans and 5400 theatre attendance? Walking home to the Fenway after a game already can be overwhelming
when you are walking against all the fans leaving.

The Red Sox appear not to have any control over the theatre.

No more alterations to Fenway Park. 600 seats should not be removed. The proposed site could be
used for a Red Sox/Sports Museum with more fan amenities. Such a project would provide the same staffing and
economic opportunities and more in keeping with historic ballpark. Upgrades can be made to the streetscape.

The theatre is not a community benefit.
How about more affordable housing community benefit?

March 25, 2019

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

Re: 12-28 Lansdowne Street (Fenway Theater)

Dear Mr. Czerwienski,

It was the Red Sox' good fortune that the sale of the team by the Yawkey Trust to the Henry group in 2001 prevented the destruction of Fenway Park and allowed for the remarkable renovation of the ballpark to take place. Over the course of the 10-year project Fenway Park was brought back to life and the team has won the World Series not only for the first time in 86 years but four times since the sale. To go from an ownership group who declared that 'we have to have a new stadium in order to compete,' to this level of success is beyond anyone's dream. Inventive use of existing space in the three buildings that comprise Fenway Park and cooperation from the city in permitting air rights usage on Lansdowne Street for the seats on the Wall and the closing of Jersey Street for game day concessions have provided the team with all of the space baseball fans need.

However, the current proposal for a tower over the Right Field Bleachers is a step too far as it risks turning Fenway into something it is not. Fenway represents Boston and baseball at its purest. The tower proposed to be built over a substantially demolished Fenway Garage, along with the removal of the back wall of the right field bleachers, will alter the atmosphere that exists there, an atmosphere focused on the diamond and thrill of a game. From high up in those seats you see the sky and every blade of grass. You can turn and look over the wall and see to downtown. Whether in the breeze or the baking sun, the bleachers are the fans' summer home. And, this tower will ruin that atmosphere.

The project destroys the Fenway Garage (1913), designed by Fenway Park's architect James E. McLaughlin, and innovative in its day for the turntables for the automobiles stored there, the ramp system for moving them about, the electric charging stations and the lounges provided for the chauffeurs. Its destruction is as egregious as is the proposed loss of six rows of seats at the back of the right field bleachers (1934) in order to connect the ballpark to the Garage and the theater that will replace it. After years of alternative uses including a laundry service company for the nearby hospital district, it currently serves again as a garage, back -of-house operations for the ballpark, and home to the 'Royal Rooters Club,' which houses team memoribilia. The Fenway neighborhood, despite dramatic changes over time, still holds evidence of the stables,

garages, and car dealerships of its past, visible in the design of the showroom windows of Fenway's adjacent Smith (Jeano) Building (1914), in the existing garages in the neighborhood, and in the neon/LED automotive signs in Kenmore Square - the lost 'White Fuel' oil derrick and the Citgo sign. The Garage was restored during the 2002-2012 renovations to Fenway Park and the Smith Building, and it deserves the same care and consideration now. Why not expand the current Club into a true museum and Red Sox hall of fame? Currently, only 'members' have access to both the Royal Rooters Club and the club areas behind home plate where the hall of fame plaques are on display. As evidenced by the exhibits throughout the ballpark's concourses, fans are drawn to ephemera of their team's history; the photographs, ledger books, hot water tanks, and narrative plaques mean more to fans than a few new additional points of sale and toilets accessible behind the bleachers might. Cementing the relationship between fans of all generations can be assured by exhibiting more of the treasures the team holds. Why not share them?

That ground level drawings of the view from inside the ballpark toward the new structure are not included in the proposal is most troubling. Specific critique as to design and impact on Fenway Park cannot be made. There should be an additional comment period to the BPDA after such drawings are presented to the public. Regardless of its design, this project will be unique in its having an impact on everyone in the ballpark.

Just as the residents' concerns of what a concert venue of this size brings to their neighborhood should be considered in the permitting of this project, so should visual impact on the experience of a game at Fenway be of great concern to the BPDA as well as to the team. If a concert venue which may bring shared benefits to the Red Sox and to the neighborhood is the team's true intention, then building the theater in another location is an obvious compromise which permits the venue's construction without damage to the historic Garage and ballpark buildings and to the rare experience of watching a ballgame at Fenway Park.

Sincerely,

Erika Tarlin

7 Bradford Ave., Somerville, MA 02145

ReplyForward

Tim Czerwienski <tim.czerwienski@boston.gov>

12-28 Lansdowne Street (Fenway Theater) Comment Period Reminder

Leslie Mon, Mar 25, 2019 at 1:48 PM
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Hi Tim,
Thank you for the reminder and opportunity to offer input - much appreciated.
Please find my comments below (somewhat longer than can be uploaded on the website).
I'd be glad to discuss further.
All best,
Leslie Pond
Fenway resident at 27 Park Drive

Comments on 12-28 Lansdowne Street (Fenway Theater) plan

Opinion: Oppose

While there may be merits to the proposed theater, these are currently overshadowed by residents' concerns as expressed at recent meetings. The proponents have a great opportunity, and an obligation, to address anticipated (and current) impacts on the Fenway neighborhood. Below are the concerns, questions, and recommendations underlying my opinion.

Traffic congestion, transportation, and commitment to Carbon Free Boston

- Since the plan is for concerts to occur on the same days as Red Sox games and other events in the Fenway area, the proponents must coordinate with other venues to address congestion issues, rather than considering the proposed theater in isolation. The Fenway neighborhood already experiences heightened traffic congestion on Red Sox game days, and it is anticipated that there will be overlap in arrival and departure times across venues (based on Figure 4.13 of the plan). The impact of Red Sox games with and without concurrent events already extends beyond the Fenway neighborhood and includes traffic backed up on the Mass Ave Bridge. The increased car and foot traffic severely impacts residents and is unfair and unacceptable. Are the Red Sox front office staff able to go home early on event days? Fenway residents do not have this option.

- The proponents must satisfactorily specify how they will commit to addressing residents' concerns about the further increase in car and pedestrian traffic that would be caused by the addition of up to 5400 potential theater-goers to the ~37,700 attendees at Red Sox games, especially on days with concurrent events at other local venues, including House of Blues (capacity ~2500), Symphony Hall (capacity >2300 for Pops concerts), etc.

- As a basis to improve planning, a more thorough traffic impact study must be conducted with input from Fenway residents and businesses and including peak days in the spring and summer, e.g., with direct comparisons based on the day of the week - Wednesdays with and without Red Sox games, and with and without Boston Pops concerts and other major events, and similarly for Thursdays and Fridays. It is important to go beyond comparing a Wednesday with a Thursday and a Friday, as there may be different baseline traffic on different days of the week.

- The proponents must commit to incorporate more substantial and innovative measures to reduce congestion and carbon emissions due to car traffic, beyond simply to "encourage" alternative modes of travel to events, "providing information and promotional material on its website", and to "encourage" patrons to take public transportation to the venue. Clearly, the current efforts are insufficient to stem congestion in our neighborhood due to Red Sox games and other events. The amount of car exhaust is a major pollution and public health concern. I challenge the proponents to do more and work with residents and other venues to inspire patrons and design measures with a vision consistent with a Carbon Free Boston.

- The #55 MBTA bus service is already severely disrupted on Red Sox game days. This is unacceptable. The proponents must specify how they would work to ensure that the buses run on schedule for residents - this should be done whether or not the theater plan moves forward, i.e., for Red Sox game days.

- Car traffic, including ride-hail pick-up and drop-off, must be directed away from Boylston Street, especially between the two intersections with Park Drive, Park Drive itself, and Ipswich Street (Fenway Studios) as these are adjacent to the residential areas. Attendees must enter and exit the proposed theater only on Lansdowne Street (except for necessary emergency exits), to avoid traffic and pedestrian noise toward the residential areas of Fenway, in particular after 9pm in the evening.

- Figure 4.14 shows that patrons waiting to enter the proposed theater would take up the sidewalks on Ipswich and Lansdowne streets. This is totally unacceptable, and I believe is counter to what the proponents said at the public meeting about the proposed lobby having the capacity to accommodate patrons pre-event and minimize queues. In addition, it is important to factor in days when House of Blues has a concurrent event and a queue on the opposite sidewalk of Lansdowne Street. Since the proposal is a

collaboration with Live Nation, which owns House of Blues, it seems reasonable for the proponents to provide a comprehensive plan that includes the impact of both venues. The proponents must commit to no attendee queues at least on Ipswich Street due to its proximity to the residential areas. If there may be a need for a queue on Lansdowne Street, the proponents must specify how they would make Lansdowne Street accessible to pedestrians, including residents and non-attendees, e.g., by closing Lansdowne Street to car traffic on event days, as envisioned in the opening image of the plan. Also, what is the capacity of the proposed lobby areas that will be accessible to patrons before the event? Is this capacity consistent with "minimal" or no queues?

- The proponents must commit to conducting pilot studies of potential solutions to address the traffic issues and share all results broadly in a readily digestible format to Fenway residents and businesses for comment, e.g., on the BPDA website and in public meetings. Two ideas that have been proposed are "don't block the box" and deploying police details before and after events to direct traffic - why not conduct pilots and collect meaningful data now and after the Red Sox season starts to determine if these measures reduce congestion?

- The proponents must provide an explanation for why the plan aims for the lowest LEED certification of Silver instead of LEED Platinum certification.

A theater that better serves the Boston community

While a theater that accommodates up to 5400 concertgoers would have benefits from the revenue perspective, it would also be important to consider benefits from a social equity perspective, e.g., by configuring the proposed theater to be adaptable and meet the needs of a broader range of the Boston performing arts community, including music, theater, and dance groups, for which there is a lack of affordable rehearsal and performance space, especially in the 500 - 1000 seat range. Working with community groups and residents to develop such a theater would be one approach to making a positive contribution to the fabric of our community.

Estimate of economic benefits

The proponents need to show the calculation supporting the claim that "The Project is estimated to generate tens of millions of dollars annually in increased business for local restaurants and retail establishments, particularly in the Fenway and Kenmore neighborhoods" (page 1-8), since "Fenway Park and House of Blues survey data did reveal that a segment of patrons (5 to 10 percent) come to the Fenway area in advance of events to have dinner, shop, or go to bars" (pages 4-12 and 4-13). How would spending by 270 to 540 patrons (5 - 10% of the up to 5400 patrons for the proposed project) result in "tens of millions of dollars annually in increased business for local restaurants and retail establishments"?

Attempt at branding: "Lansdowne Street Entertainment District"

I strongly recommend respecting the diversity of the area by removing the term "Entertainment District". Lansdowne is a single street, not a district, and the area is home to much more - e.g., Boston Arts Academy, Fenway Studios - than the entertainment on Lansdowne Street.

[Quoted text hidden]

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Dear Mr. Czerwienski,

On behalf of the Boston Arts Academy community, I write to express our full support for the Fenway Theater project and the related improvements to Fenway Park.

As you know, the Fenway is home to the Boston Arts Academy and our new purpose built facility which will be constructed across the street from the proposed Fenway Theater. We cannot think of a greater sign to our students, that in Boston, investment in performing arts facilities continues as the city's rich artistic landscape grows.

The Red Sox have long been a community partner that our school could count on. When the Fenway Theater was still in its conceptual stage, the Red Sox leadership invited us to preview their plans and discuss the manifold opportunities that existed for our growing partnership. We have discussed their support for our students through internships at the new facility and opportunities for the Boston Arts Academy to utilize the space for our own convenings.

With the Fenway Theater in place, there will be a performing arts anchor that will help establish this part of the Fenway as an artistic hub for our city. In this section of the Fenway neighborhood you will have a world class performing arts center for large audiences, one for smaller audiences, Berklee College and the New England Conservatory, and the only public arts high school in the city. This ecosystem will be accretive to the neighborhood, our city, and the Commonwealth.

Sincerely,

Anne Clark
Headmaster
Boston Arts Academy

THE COPLEY GROUP
Managing Agent

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Dear Mr. Czerwienski,

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

Norman A. Levenson

President

896 Beacon Street, Boston, Massachusetts 02215-3139
Office (617) 262-3930 • FAX (617) 927-6930
www.thecopleygroup.com

EQUAL HOUSING OPPORTUNITY

March 25, 2019

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Dear Mr. Czerwienski,

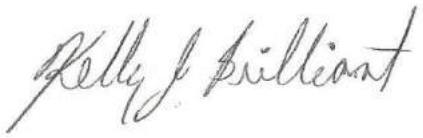
On behalf of the 21 members of the Fenway Alliance, I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. The Fenway Alliance was established in 1977 as a consortium of academic, cultural and community organizations all coming together to enhance the neighborhood. In addition to managing the membership organization, The Fenway Alliance also manages the Fenway Cultural District—an official Commonwealth-wide designation by the Massachusetts Cultural Council. We were the first such designated cultural district in Boston in 2012, and the first of five across the Commonwealth. Our goal with the designation is it to create a vibrantly, welcoming cultural community for all.

We believe this new Theater will add to the rich array of already existing performing arts resources in our neighborhood, in fact it is our hope that it builds upon these fantastic resources. We expect the project to play a vital role in bringing additional business and employment to the Fenway community. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting new visitors and tourists to our neighborhood, with that the economic boon of adding to an already existing vibrant creative economy that helps to support dozens of eateries, other local businesses and their employees. We would also like to see partnerships between the existing cultural organizations that are the creative backbone of our neighborhood, so that the new Theater becomes truly a community and neighborhood resource, as well as a showcase for national talent. We envision that many Alliance academic and cultural institutions could partner in innovative ways with Fenway Theater to bring exposure to local talented up- and -coming performers, and that these nonprofit institutions might utilize the Theater space in creative and community-building ways. As you know, we are home to Berklee College of Music, the Boston Symphony Orchestra, New England Conservatory, Boston Arts Academy—the list of performing training institutions is without peer in Boston and in any other city in the United States. We can also envision ways in which our wonderful visual arts institutions could collaborate with the Fenway Theater –the Museum of Fine Arts, School of the Museum, Isabella Stewart Gardner Museum, MassArt, Fenway Studios (a close neighbor) all may have potential ways to create programming and events. We would like to see the Theater dedicate some resources to directly serving its local community, in addition to serving audiences it is likely to attract from the New England region. We would welcome and assist such efforts.

Fenway Sports Group and the Red Sox have been responsive to the community to mitigate issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. We believe that they have the expertise to manage the inevitable additional pedestrian and particularly vehicular traffic that the new venue will bring. We recognize this will add a layer of complexity to their planning. We are also confident in our smart activist residential community, and believe the Red Sox will work closely with them to address concerns and resolve issues before and as they arise.

We see the development of the Fenway Theater as a continuation of the cultural riches of our neighborhood, and hopefully as a way to serve both a larger segment of Bostonians, New Englanders, but also local community performing artists, students, and young people who are enlivened by the Arts, and bring that life to us.

Sincerely,



Kelly Brilliant, Executive Director

The Fenway Alliance, Inc.

BostonUSA.com

GREATER BOSTON
CONVENTION & VISITORS BUREAU

Mr. Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Dear Mr. Czerwienski,

On behalf of the Greater Boston Convention and Visitors Bureau, I express our support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston and attract visitors from outside the area who will patronize local hotels, restaurants and attractions. The proposal would also enhance a dark corner of the neighborhood with a vibrant, exciting new structure.

Over the years, Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live, work and visit.

Mr. Czerwienski, based on the benefits articulated above, particularly those that relate to Boston's tourism and hospitality industry, I support approval of the proposed project.

Sincerely,

Martha J. Sheridan
President and CEO

TWO COPLEY PLACE, SUITE 105, BOSTON, MA 02116
617.536.4100 Fax: 617.424.7664 888.SEE.BOSTON

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Dear Mr. Czerwienski,

As neighbors of Fenway Park, I write in support of the proposed Fenway Theater project and the proposed improvements to the park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Like baseball games, concerts and events bring customers to the restaurants and stores in the local neighborhood. This extra business greatly impacts the small local businesses in the area. Many of the employees working in these businesses are area residents and derive additional, much needed, income from the added business. When visitors from throughout New England and beyond come to Fenway, for concerts and events, they eat in our restaurants and shop in our stores.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

Garrett Harker

Hotel Commonwealth
BOSTON KENMORE SQUARE

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Dear Mr. Czerwienski,

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the revenues that it generates for the hotel by causing demand for our guest rooms, it subsequently allows us to employ staff that otherwise might not work. Employees in Housekeeping, Engineering, Front Desk, Bell and Door and Food and Beverage all rely on the hotels occupancy to earn a living. The majority of these employees are Boston city residents as well. In addition, the guests of this hotel will spend money at many local businesses in Kenmore Square during their stay

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

Adam Sperling
General Manager
Hotel Commonwealth

500 COMMONWEALTH AVE
BOSTON MA 02215
T 617.933.5000
F 617.266.6888
R 866.784.4000
hotelcommonwealth.com

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Dear Mr. Czerwienski,

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway/Kenmore area is typically quiet. This additional revenue is vital to our staff. Many of whom are parents, students etc.. The additional concerts and events that will take place in this venue will bring top quality entertainment to the residents of Boston, attracting valuable tourism activity and making major contributions to dozens of local businesses and their employees. The proposal would also replace a very unattractive, dark corner of the neighborhood with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. In the event we have had concerns either day of or leading up to the communication with the Red Sox has been top notch. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits include businesses in the Fenway and Kenmore neighborhoods, but also extend to the Back Bay and well beyond. This venue will make Boston a more vibrant place to live and work, and therefore a city more likely to attract talented people of all ages to make their home.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

Ryan Jones

Director of Operations

The Lyons Group

DISCLAIMER: The timeline feature displays key milestone dates, documents, events, pictures, and public comment forms related to the selected project. Please note that this new format is a beta version and may not reflect the most up to date information. For further information or general questions, please contact the Project Manager listed above.

Submit Your Comments

Comment period ends Mar 25,2019

First Name: Nicholas

Last Name: LiVolsi

Organization: - elizbd Trust

Email: elizbdTrust@yahoo / nlivolsi@yahoo.

Street Address: 111 Rutherford St

Address Line 2:

City: Boston

State: MA Massachusetts

Phone: ( )

Zip: 02215

Opinion: Support ✓

Comments:

Jason Simpson
General Manager
Wahlburgers, Fenway
132 Brookline Ave
Boston, MA 02215

Tim Czerwienski
Project Manager
Boston Planning & Developmeny Agency (BPDA)
One City Hall Sq
Boston, MA 02201

Dear Mr. Czerwienski

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the surrounding community, especially during the winter months when the Fenway/Kenmore area tends to quiet down significantly. The addition concerts and events will bring quality entertainment to the residence of Boston, attracting valuable tourism activity and making major contributions to dozens of local business and the people they employ. The proposed would also replace a very unattractive, dark corner of the neighborhood that we've all grown accustomed to, replacing it with a vibrant, exciting new structure.

Fenway Sports Group and the Red Sox have done a great job working with the community to alleviate any issues that the Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident that these standards will continue to be exacted for the new proposed venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city. These benefits included businesses in the Fenway and Kenmore neighborhood, but also extend to the Back Bay area and well beyond. This venue will make Boston a more vivacious place to live and work, and therefore a city a city more likely to attract talented people of all ages to make their home.

In light of these compelling benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

Jason Simpson

*DISCLAIMER: *The timeline feature displays key milestone dates, documents, events, pictures, and public comment forms related to the selected project. Please note that this new format is a beta version and may not reflect the most up to date information. For further information or general questions, please contact the Project Manager listed above.*

Submit Your Comments

Comment period ends Mar 25,2019

First Name: MARTIN

Last Name: THORNTON

Organization: THORNTONS FENWAY GRILLE

Email: [redacted]

Street Address: 75 Peterborough st

Address Line 2: # 104

City: Boston MA

State: Massachusetts

Phone: [redacted]

Zip: 02215

Opinion: Support

Comments: The theater will be a great addition to the developing Fenway Neighborhood. Not only for the entertainment but also for transforming a scrubby loking corn

Tim Czerwienski, AICP
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Dear Mr. Czerwienski,

I write in support of the proposed Fenway Theater project and the proposed improvements to Fenway Park. This project will play a vital role in bringing additional business and employment to the Fenway community especially during the winter months of the year when the Fenway area is typically quiet.

Fenway Sports Group and the Red Sox have done a great job working with the community to mitigate any issues that Red Sox home games and the Fenway Park Events cause in the surrounding neighborhood. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional thousands of concert goers that will come to the Fenway area.

In addition to the artistic and entertainment value of concerts and other entertainment options provided by the new venue, this will generate additional revenue for local businesses and additional tax revenue for the city. Much of this economic activity directly benefits small businesses and working families in the city.

In light of these significant benefits that are anticipated with the completion of this project, I encourage the community to stand behind our neighbors at Fenway Park, and support the approval of the proposed project.

Sincerely,

David Doyle
Regional Director

Tony C's Sports Bar & Grill - Fenway
1265 Boylston Street
Boston, MA 02215
T. 617.236.7369 F. 617.867.7805

Save Fenway Park!

March 25, 2019

Tim Czerwienski
Boston Planning and Development Agency
Boston City Hall
Boston, MA 02201

Re: 12-28 Lansdowne Street

Dear Mr. Czerwienski:

In 1998 the founders of Save Fenway Park! enacted the mission statement, 'To preserve the unique character of Fenway Park while allowing its modernization and expansion to meet contemporary needs.' Over the past fifteen years that mission has been accomplished thanks to the extraordinary efforts and wise stewardship of the Red Sox led by John Henry and Tom Werner. We have witnessed both the rebirth of Fenway Park and four World Series Championships.

During the course of upgrading and renovating Fenway there have been many notable successful improvements – from the breathing room provided in the Big Concourse, to the Green Monster seats and refurbishment of the Grandstand. Fenway has been renovated, modernized and expanded without negatively impacting its historic character.

But unlike the successful renovations to date, the changes to the ballpark put forward by the Red Sox in the current PNF will significantly alter the historic fabric of Fenway. The removal of the top six rows of the 1934 bleachers will change the look of the ballpark for nearly every fan attending a game. Likewise, the construction of a new addition at the top of the abbreviated bleacher sections, and signage atop the addition, will dramatically alter how the bleachers are perceived from within the ballpark, and experienced by fans attending games. These changes are considerably more intrusive and less respectful to Fenway's storied past than bleacher improvements undertaken to date, which have included a sizable expansion of concession areas and restroom facilities on the Big Concourse beneath the bleachers, and the installation of new seats, concrete repair and waterproofing. These changes have been successful because they have been almost seamlessly incorporated into the park without injury to its historic features.

Fenway is the premier venue for watching a Major League Baseball game as well as a cultural touchstone for Bostonians for whom Fenway is a consistent comfort, generation after generation. It is a draw for well over three million fans a year who attend a variety of sporting events and concerts, and many thousands more who tour the ballpark between events. It is the historic integrity of the ballpark which makes it beloved and which makes the Fenway Park experience unique and memorable. Altering the look and historic authenticity of the ballpark in such a dramatic way as the Red Sox now propose, will detract from the Fenway experience.

Evaluating the full impact of the ballpark changes proposed in the PNF is not possible without views of those changes from within the ballpark. Fenway Park is listed on the National Register of Historic Places. Before a significant alteration of this national treasure can even be considered, it is necessary that the visual impact of the changes be made clear in renderings viewing the bleachers from seats along the third base line, behind the plate, along the first base line and from other locations within the bleachers themselves.

As a first step, the Red Sox should be required to provide views of their proposal from seating locations within Fenway Park. Then, a careful review and re-working of the plan should be undertaken to ensure that any bleacher changes be done without damaging Fenway's historic character and without detracting from the authenticity of the Fenway Park experience.

Sincerely,

Dan Wilson
Director

♦P.O. Box 15300, Boston, Massachusetts 02105 ♦Phone: 617-367-3771♦

Tim Czerwienski <tim.czerwienski@boston.gov>

12-28 Lansdowne Street (Fenway Theater) - FGS Comments

Elizabeth Bertolozzi Tue, Mar 26, 2019 at 7:48 AM
To: Tim Czerwienski <tim.czerwienski@boston.gov>
Cc: "Durant, Claire"

Tim Czerwienski, AICP, Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston, MA 02201

Dear Mr. Czerwienski:

Thank you for giving us the opportunity to share our comments on the above project. Rick Richter, our VP of the Park, and I were in attendance at the March 12 public meeting; we had also attended the Red Sox "Neighborhood Advisory Meeting" on February 7 where the details of the project were presented and discussed in a smaller setting.

As those in the neighborhood know, the FGS has a long and proud history in the Fenway, and it is our hope that our continued work in, and stewardship of, this parkland provides a significant benefit to our entire community. The expectation is that our work--which is an all-volunteer effort--also communicates how much we value this unique space in the Fenway and in the City of Boston.

As additional background, we are a small non-profit with a modest budget, and we rely on the generosity of members and corporate and community partners. That support helps us preserve the beauty of the historic Fenway Victory Gardens for our members, neighbors and for all the other stakeholders who use this space for recreational and restorative needs:

a. tourists and other visitors to the Fenway neighborhood and to Boston whose experience in our community we wish to enhance, including students, Red Sox fans and Fenway Park event and concert attendees;
b. volunteers (both inside and outside our Boston community), who we educate/train with hands-on learning experiences and who, subsequently, share this learning with others;
c. community and corporate partners who support and participate by (i) informing their constituencies and employees of our activities and projects, and (ii) by attending our free events;
d. other local non-profit organizations who act as resources, and which, in their own way, educate and contribute to this community; and

e. all of our City of Boston partners and representatives, including our Mayor's Office, BPD District-4, Parks and Recreation, Park Rangers, Public Works, Boston Fire and Boston Public Health Departments--all of whom provide daily guidance, support and services for this parkland and for our activities.

We do not have a building or lease space—the Gardens are our "office". Most of our administrative work by our all-volunteer Board and organization is done in our own homes, on our own time. Monthly Board and Security Meetings are organized and take place in various locations in the Fenway in whatever available space we can find. Twice a year, we go out to the local community to request space for our General Meetings with the entire membership; attendance in recent years is approximately 125-135 people per meeting.

During the growing season, the Gardens are a hub of activity for all of these stakeholders. Outside of the growing season, the Gardens see less foot traffic, and the bulk of our organizational work becomes administrative as we wrap up the prior season and start to plan for the year ahead.

To the extent the proposed Fenway Theater project and the proposed improvements to Fenway Park are made, we expect these changes will play an important role in bringing additional business and employment to the Fenway community, and in attracting valuable tourism benefiting both the Fenway and the entire City. This would seem to be particularly true during the winter months of the year when the Fenway/Kenmore area is typically quiet. Based on the designs shared during the presentations, the proposal would also replace a very unattractive, dark corner of the neighborhood with an appealing new structure.

As a member of the FGS Executive Board the last 2 years and the Red Sox Neighborhood Advisory Group the last year, I want you to know we greatly appreciate the continued Neighborhood meetings and the Red Sox' commitment to continuing the conversation with all of our neighbors on matters where people have expressed concern. My experiences are that the Fenway Sports Group and the Red Sox are listening and assessing needs and feedback from this group and the community, and they are working on solutions, often in tandem with our City partners. I am confident these standards will continue to be exacted for the new venue and that they will be responsible in their plans to manage the additional numbers of event and concert goers visiting the Fenway area.

Our primary concerns in the Gardens are litter and vandalism related to fans and concert-goers; based on our first-hand observations, their cleaning crews again did a wonderful job last season. We visited the

Gardens early mornings after virtually every special event and concert, and we did not identify any vandalism that would have been attributable to attendees and concert-goers.

In summary, following are several final comments relative to the project's impact on the Fenway Victory Gardens (FGS):

1. Litter and Vandalism

It is not clear to us whether or how the additional performances at the proposed Fenway Theater project will have an impact on litter and vandalism in the Gardens. We ask that the FSG and Red Sox continue to work with us and our neighbors and City partners on any needed solutions.

2. Meeting Space

We are interested in knowing whether the FSG will make the proposed Theater space available for community use and meetings by non-profits in the neighborhood such as FGS.

3. Cultural Use

Given many of our members live and/or spend leisure time in the Fenway, and the proposed Fenway Theater creates enormous possibilities, we would also speak in favor of incorporating some cultural and community use in response to this community's strong interest.

We appreciate the opportunity to submit comments on behalf of our membership and all of the stakeholders in our community that enjoy this magical space in the Gardens. We recognize the significant benefits that are anticipated with the completion of this new project, and we support our neighbors at Fenway Park in creating this new space.

Regards,

Elizabeth Bertolozzi, President
Fenway Garden Society, Inc. (501c3), (1942-2019)

Address:
P.O. Box 230038, Astor Station, Boston MA 02123-0038
FGS Phone (voicemail):
--
Regards,

Elizabeth Bertolozzi, President
Fenway Garden Society, Inc. (501c3), (1942-2019)

Address:

P.O. Box 230038, Astor Station, Boston MA 02123-0038
FGS Phone (voicemail):

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
2/23/2019	Thomas	Jones		Support	Thank you for this proposal! I am behind this 100%. This is a fantastic idea and can fill many cultural needs in the city. My suggestion is to confer with Boston Lyric Opera to see if the stage, fly space, loading docks and possible retractable orchestra pit might suit the needs of a world-class opera company. Why not build in a way that the space can be used year round and for more than just visiting acts/groups? Please consider investing in public transportation issues by constructing a possible pedestrian walkway over the Mass Pike to connect to the Kenmore Square "T" stop. Perhaps even a dedicated ramp to parking facilities could be incorporated into this game-changing addition to the city. As a professional musician who has made his living as a performer for more than 3 decades, I am thrilled to see this proposal on paper! Thank you! Consider me a passionate advocate. Thomas M Jones
2/26/2019	Tommy	Barth		Support	I strongly support this initiative! As a 11 year resident of Fenway and alumni of Boston University and Boston Conservatory, this would be a wonderful addition to my neighborhood. I do hope that infrastructure issues will be mitigated with the creation of this property. We need better transportation in the Fenway neighborhood! Best, Tommy

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/3/2019	Aram	Donabed	Student	Support	I fully support this project. Boston already has a robust entertainment scene, but I believe the Fenway Theater would take it to the next level. Live Nation has done an incredible job in Boston already under the supervision of Don Law. This theater will fill the gap in the venues offered by the city of Boston: the only other of the same capacity are Blue Hills (outdoors, not year round). Most are around the 2500 range. As for the concern of over congestion in the area, I would like to point out that I most often than not ride the T to Kenmore whenever I go to a Red Sox game (coming from the South Shore). I think it would be smart to execute additional promotion and marketing for the T and stress it as THE way to get to Fenway Theater. This may entail offering later trains as well. Also, because Blue Hills is approximately the same size, one could say that the Fenway Theater would most often be utilized during the Winter (which is when Fenway is rarely in use). I myself am a student that is pursuing a career in the music industry. I grew up outside of Boston and I hope to return to live there there and raise a family there in the future. This project is the next step in reigniting what was once a lively music industry in Boston and bringing in more job opportunities for people like me.
3/9/2019	Peter	Steinberg		Support	Looks like a good use of the space. Main issue is construction impact on traffic in the neighborhood.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/13/2019	Robert	Mann	1952	Support	I support the Fenway Theater project, but I am concerned about the increased approximately 20% increase of people who will converge at Fenway Park and Fenway Theater while evening Red Sox games, which start at 7:10PM at Fenway Park and entertainment shows which will start at 8:00PM at Fenway Theater. Also my concerns are when both Red Sox Games and Fenway Theater entertainment events end between 10:00PM to 10:30PM. I have: 1) adequate security concerns 2) sufficient public transportation concerns(MBTA green line trains+MBTA 55 bus route running only every 30 minutes now) and 3) emergency vehicles access(ambulances or firetrucks) will be able to drive through during Red Sox games+Fenway Theater entertainment events. These three(3) concwrns must be planned for during Fenway Theater construction completion for Summer 2021.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/14/2019	Eric	Daniel		Neutral	Based on attendance at the meeting of March 12, 2019, these comments highlight two crucial topics about the Fenway Theater that seemed slighted at the meeting. There was no real attempt to explain the design and nature of the theater. A question about what kind of acts the theater would be booking was not well answered. It is not enough to say that it would be a great place for graduations and that programming will become clear over time. And it is not really clear that the research into the need for a 5000 seat theater went much beyond discovering that the Boston area doesn?t have a theater of that approximate size. Equally important, there needs to be a full discussion of the theater design. The current sketch, with banks of seats bracketing a proscenium arch, seems to work very poorly in terms of sight lines. Size of the Theater Comparing the size of the proposed 5,000 seat-plus theater with sizes of a number other venues indicates that it may be something of an outlier. ?The Fenway theater will have more than twice the number of seats as Symphony Hall. ?The Fenway Theater will have about 50% more seats than the Wang Center, which feels like a very big house with its 3400 seats. ?The Gershwin Theater in New York is one of the bigger Broadway theaters. It seats about 1,900 people. The Fenway Theater will be more than two and a half time its size. ?The Fenway Theater will have 40% more seats than the Metropolitan Opera House. The vast size of this theater was identified as a problem shortly after it was opened, and the size continues to be regarded as problematic. While you might be able to hear orchestra and opera stars from the highest seats at the rear of the house, you can't see the back half the stage and the singers appear to be at a great distance. Programming the Theater Perhaps, there are so few 5,000

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
					at the rear of the house, you can't see the back half the stage and the singers appear to be at a great distance. Programming the Theater Perhaps, there are so few 5,000 seat theaters because audience members just don't get the intimacy and connection that they would get in a smaller theater. To be sure there are certain acts that the people would go to see almost anywhere. The question that needs to be answered is whether there are going to be 100 to 150 acts, each year, that want to come to Boston and appear in the huge space planned. Design of the Theater The theater is not well thought out. There are an extraordinary number of seats placed too far to the left and too far to the right of the stage. For example, seats 1?15 or so in the balcony have terrible sight lines, covering only one-third of the stage. The seating plan might work with a thrust stage but it works very poorly with the traditional proscenium stage shown. Proscenium theaters typically widen out gently from the sides of the stage, so that most seats can have adequate sight lines. Placing the stage at the narrower end of the proposed building would open up the possibility for a theater that could widen out gradually and have decent sight lines. Another alternative would be to consider an arena stage for this space. An arena stage would bring performers and audience members closer together since the audience would surround the stage. Summation I hope that there can be an in-depth discussion of the theater design and its scheduling. There seemed to be general support at the meeting for having a performance space in the neighborhood. And the discussion of traffic control and
					similar issues was excellent.
3/20/2019	Ryan	Hatcher	--None--	Support	I support this development!

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/22/2019	Fredericka	Veikley		Oppose	The proposed location of the Fenway Theater on Ipswich St., a constricted roadway with many competing uses and circulation impediments due to existing usage from schools, commuters, MBTA and MASCO buses, Medical area employees, Pedicabs, and the 100 days a year when 35,000 people attend Fenway Park entertainment. Congestion is exacerbated by the Red Sox closures of two public streets, Jersey St. and Lansdowne Street, pushing cars and people onto other circuitous routes. I urge the BPDA, Live Nation, and Red Sox proponents to ride the 55 bus from Queensberry St. to and from Copley Square on multiple evenings during home baseball games or Fenway Park concerts. The proposed theater location is inappropriate for another entertainment venue with capacity nearly twice that of Symphony Hall. The Red Sox own a large parcel on Brookline Ave. next to Yawkey Station currently being rented out for parking that is more accessible. Why not build there? The piling on of another huge entertainment venue at the Ipswich location, when the impacts from existing functions that keep on expanding year after year continue to escape adequate mitigation, seems to be based on some perceived economic benefit at the expense of everyone else who lives, works, visits, and passes through. I do not support the Fenway Theater with the proposed capacity at this location.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/23/2019	jason	boddie		Support	I work in the Fenway neighborhood and i feel that this theatre will help keeping my job busy to support my family all year round. I always have a big decline in income once the baseball season is over and if we could add another attraction to bring more foot traffic to the area i think it would a major help. It helps keep me employed and working more hours cause i would be needed more at work and in turn i would be able to grow more in my life. I think with the Red Sox being in charge of the venue we will see a great venue that is run correctly and safely. Also i believe the Red Sox do everything in their power during Concerts and other such Fenway activities to make it less intrusive to the surrounding businesses and community. I look forward to the opening of the Fenway Theatre and thank you for taking the time to read my thoughts on the situation. Sincerely, Jason Boddie (Boston Resident and Fenway area worker)

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/24/2019	Iory	Allison	Mr.	Support	A theater for the Fenway Neighborhood is a good idea if it includes facilitie, intentions and solid commitments for all kinds of performances such as dance in all it's forms, Spoken word theater, Musical theater, Operas and visual art exhibitions, poetry readings, etc. in addition to pop music concerts. Especially as the proposed facility will be adjacent to Boston Arts Academy and the new purpose built Boston Conservatory Building. (BAA.) " is the city?s only public high school for the visual and performing arts, serving more than 450 students who reflect the diversity of Boston?s neighborhoods. It offers pathways to success to urban students who otherwise might not have access to both formal arts training and a college preparatory education." Boston Conservatory's new building at 132 Ipswich Street is filled with promise. The school?s second construction project in fewer than five years opened its doors on September 5, 2014 debuting state-of-the-art practice rooms, teaching studios, spacious dance studios and a vital orchestra rehearsal room/performance space. But just as important are the intimate shared areas where visitors will find a dancer stretching alongside an actor rehearsing a monologue. ?It?s about synthesis,? said Richard Ortner, president of the Conservatory, whose vision for a synergistic student environment is embodied at 132 Ipswich. ?I?ve always felt it?s important that music, dance, and theater students be together in a space where they can interact informally, outside of the classroom. That?s exactly what the new building does?it allows students across all of our disciplines to connect and collaborate

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
					on exciting cross-platform creations. By virtue of proximity of these spaces, this kind of engagement will happen every hour of every day.? Cultural diversity as expressed in diverse theatrical experiences is essential for the health of our over-all urban environment. It is very important that the Main-line commercial performance businesses embrace the dynamic of all theatrical experiences which began, way back in history, as religious and spiritual expositions celebrating and expounding on the human experience. If we are to synthesis and combine our creative energies to enrich the spirit of our great city we will have to include all disciplines of performing arts. What better opportunity do we have to ensure this success than to have Big Brother nurture his siblings. This would not be possible at just another crass night club. Iory Allison
3/25/2019	Lauren	Dewey Platt		Oppose	This proposed development as presented at the public meeting is not appropriate for the neighborhood as the developers have not conducted a thorough transportation study. I am convinced that the number of additional vehicle trips into and out of the Fenway to this destination will increase exponentially, and there is nothing that can appropriately mitigate the effects of the increased particulate pollution that will result. How will the BPDA assure me that I and the other residents of the Fenway will be able to breathe fresh air? How does the City intend to mitigate the additional particulate pollution? I am astounded that the proposed developer has made no commitment to a photovoltaic system on the roof. An unequivocal commitment must be made to create such a system. Additionally, the development should have LEED Platinum certification--nothing less will suffice. The City of Boston has acknowledged the need to prepare for the effects of global climate change on our city. No further development anywhere in the City of Boston should be approved unless it meets the highest standard of LEED certification. I do not approve this project as presented.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/25/2019	Charles	Ferrara		Oppose	This project has merits, but it should be tied to a Good Neighbor Agreement between the Fenway Sports Group and the Fenway/ Kenmore residents, limiting the number of non baseball game events in the park - especially big concerts. The neighborhood suffers from gridlock before and after events at the park. MBTA 55 bus is often on "diversion" schedule which eliminates some stops and the route cannot stay on time. Please consider some mitigation as this project will flood our neighborhood with more traffic - it's already choking with development.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/25/2019	Eric	Daniel		Neutral	In hopes of having a better project from the perspective of both the the neighborhood and the proponent, I would like to amplify my earlier notes on the proposed Fenway Theater. The recent book Theater Design by Gene Leiterman is the basis for the discussion of theater design.* I would also like to express concern about the seeming disconnect between the presentation at the recent community meeting and the plans shown in the PNF. A Limiting Design The Fenway Theater is best characterized as a large proscenium theater. Ranging in size from 1,500 to 5,000 seats, this type of theater is suited for live entertainment, a broad category including magic shows, acrobatics, animal acts, comedians, and rock concerts. The large proscenium theater is not suitable for events that require an intimate environment or that rely on acoustic sound. Any kind of musical theater, running the gamut a Broadway show to grand opera, is going to require a suitable orchestra pit. With no plans for an orchestra pit apparent, the Fenway Theater is not going to be suitable for musical theater. Modern theaters can be built so that the front rows of seats can be rolled away, and an orchestra pit be raised into place. The diagrams in Chapter 10 of Leiterman give an excellent picture of how these arrangements can work. By these criteria is not possible to regard the proposed Fenway Theater as being either flexible or state of the art. Equally important, the design limits the value of the theater in terms of community benefits. It would never be suited for local theater groups, student productions, and the like. Nebulous Responses to Community Concerns There are a

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
					couple of areas where the PNF runs counter to remarks made at the community meeting, and I am very uncomfortable about going forward based on fleeting statements at a meeting. After all, the diagrams are part of the record. ?The plans for balcony level show the roof deck directly adjacent to a rectangular area designated as a bar (not as a waiting area). It is almost certain that this set-up will lead to patrons circulating, drinks-in-hand, on the roof top, and so on. We need a sufficient guarantee that the roof deck will be an alcohol-free waiting area. ?The proponent said that the theater could be used for graduations. Graduations require easy access from audience seats to the stage, but the Fenway Theater does not provide this sort of access. Is the proponent planning on having portable stairs and a portable lift available to support the circulation requirements of a graduation? Pedestrian and Vehicular Traffic I don?t think anyone would regard a 10% increase in the number of seats at Fenway Park lightly; yet that is roughly the way simultaneous event at theater and the ballpark will affect the neighborhood. Small improvements to public transit, the surrounding roads, and key intersections are welcome; yet they are not providing a 10% jump in capacity. (Senator Brownsberger pointed out a recent meeting that the improvements to green lines would not bring significant additional capacity for another 15 years.) It seems imperative that the theater and the Red Sox coordinate schedules that so there are no events overlapping on the same day. Conclusion I think that another community meeting is required to advance the discussion of the theater design,
					scheduling at the theater, mitigating traffic impacts, and defining community benefits. *Leiterman, Gene. 2017. Theater Planning: Facilities for Performing Arts and Live Entertainment. London and New York. Routledge, Taylor and Francis Group.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/25/2019	Bonnie	Thryselius		Support	As a 19 year resident of the Fenway neighborhood, I have witnessed the over programming of Fenway Park and it?s neighboring streets. There has been a constant addition and influx of pedestrian and automotive traffic into the Fenway neighborhood with no consideration of the environmental impact, including light, noise, human and vehicular pollution. We need a good neighborhood agreement with Fenway Sports Group to help mitigate the impact on our Fenway neighborhood from not only the over programming of Fenway Park , but the Fenway Theatre which could dump up to 5000 people into our neighborhood on any given night. This is what the residents of Fenway deserve. This is our community and we are invested in a decent and good quality of life. We are tired of being overlooked while developers get whatever they want. It?s time the City of Boston started to pay attention to the people who live here.
3/25/2019	Donna	D		Oppose	Here are my reasons for opposing this project: 1) Traffic and gridlock! I don't think it's fair that every time there is an event going on we as residents have to sacrifice the bus re-routing (or as it often happens, the bus cancellation) . 2) You say that there will be no parking, and instead the people will be asked to take public transportation and/or Walk. That itself also creates NOISE traffic. I have to heal with people's noise outside my window every time an event is finished. 3) We keep saying that the Fenway Park is "America's beloved and first ballpark". Yet this building is just yet another constructions that is slowly overshadowing the historical aspect of the ballpark. Not to mention the removing of "6 bleacher rows"? You might as well just tear down the entire Fenway ballpark and create new businesses and theaters. 4) All the new businesses around the neighborhood just focus on the new shops and money-making business. Why can't we focus first on the increasing drug and homelessness situation in the neighborhood?

Appendix B: BPDA Checklists

Contents

- BPDA Accessibility Checklist
- BPDA Climate Resiliency Checklist
- BPDA Smart Utilities Checklist
- Broadband Ready Building Checklist*

***The Broadband Ready Building Questionnaire was submitted electronically on June 12. A hard copy of the questionnaire has not been provided as part of this DPIR**

BPDA Accessibility Checklist

This Page Left Intentionally Blank

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA)
Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BDPA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
   http://www.ada.gov/2010ADAstandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
   http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html
3. Massachusetts State Building Code 780 CMR
   http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html
4. Massachusetts Office of Disability – Disabled Parking Regulations
   http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf
5. MBTA Fixed Route Accessible Transit Stations
   http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
   http://bostoncompletestreets.org/
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
   www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
   http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
   http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. ***Accessible Route*** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. ***Accessible Group 2 Units*** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. ***Accessible Guestrooms*** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. ***Inclusionary Development Policy (IDP)*** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: http://www.bostonplans.org/housing/overview
5. ***Public Improvement Commission (PIC)*** – The regulatory body in charge of managing the public right of way. For more information visit: https://www.boston.gov/pic
6. ***Visitability*** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

Article 80 | ACCESSIBILTY CHECKLIST

1. Project Information: *If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.*			
Project Name:	12 – 28 Lansdowne Street		
Primary Project Address:	12 – 28 Lansdowne Street, Boston MA 02215 (Also having the address 175 Ipswich Street)		
Total Number of Phases/Buildings:	One Building, One Phase		
Primary Contact (Name / Title / Company / Email / Phone):	Michael Lamphier Jones Lang LaSalle, michael.lamphier@am.jll.com, 617-523-8000		
Owner / Developer:	175 Ipswich Street, LLC c/o Fenway Sports Group Real Estate		
Architect:	D'Agostino Izzo Quirk Architects, Inc.		
Civil Engineer:	VHB		
Landscape Architect:	VHB		
Permitting:	Flink Consulting/VHB		
Construction Management:	Gilbane		
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? ***If yes,*** identify and explain.	No		
2. Building Classification and Description: *This section identifies preliminary construction information about the project including size and uses.*			
What are the dimensions of the project?			
Site Area:	*67,400 SF*	Building Area:	*Approx. 146,000 GFA*
Building Height:	*Fenway Theater: 67 Ft.*	Number of Stories:	*Fenway Theater: 3 Stories.*

	Fenway Park Improvements: 67 Ft.			*Fenway Park Improvements: 4 Stories*
First Floor Elevation:	*Approx. 17.00 Ft*	Is there below grade space:		*One (1) Story*
What is the Construction Type? (Select most appropriate type)				
	Wood Frame	**Masonry**	**Steel Frame**	**Concrete**
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and **Other**	**Performing arts center, function room, Fenway Park fan amenity space**	
List street-level uses of the building:	**Fenway Theater and back of house areas, lobby, and service and loading areas.**			

3. Assessment of Existing Infrastructure for Accessibility:

This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	**The Project is to be located on certain property at 12-28 Lansdowne Street (also having the address 175 Ipswich Street) in the Fenway neighborhood of Boston, consisting of approximately 1.5 acres (67,400 square feet) bounded by Lansdowne Street to the north, Ipswich Street to the south and east, and Fenway Park to the west (the "Project Site"). The Project Site, and the adjacent roadways are very flat with little grade change.**
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	**The Project Site is well served by public transportation, including the following:** • **MBTA Subway: Kenmore Station, Fenway Station, Hynes Convention Center Station** • **MBTA Commuter Rail: Lansdowne Station** • **MBTA Bus Routes: 8, 19, 55, 57, 60, 65 and the CT2** **Three Green Line branches are available for inbound and outbound travel (B, C, and D Branches) at Kenmore Station, which is located within a 10-minute walk from the Project Site on Commonwealth Avenue.**
List the surrounding institutions: hospitals, public housing, elderly and disabled housing	**<u>Educational facilities:</u> Boston Arts Academy, Berklee College of Music and Boston Conservatory at Berklee, New England Conservatory, Boston**

developments, educational facilities, others:	**University, Northeastern University, Simmons University, Emmanuel University, Boston Latin, and Winsor School.** **Senior Housing: West Fenway Elderly Housing, Sant Cecilia's House, Peterborough Senior Center.** **Hospitals/Medical Institutions: The Longwood Medical Area (including Beth Israel Deaconess Medical Center, Boston Children's Hospital, Brigham and Women's Hospital, and Dana-Farber Cancer Institute).**
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	**Parks: The Emerald Necklace, The Fenway Victory Gardens, Charlesgate Park.** **Community Centers: Fenway Community Center** **Museums: Isabella Stuart Gardner Museum, The Museum of Fine Arts.**
4. Surrounding Site Conditions – Existing: *This section identifies current condition of the sidewalks and pedestrian ramps at the development site.*	
Is the development site within a historic district? ***If yes,*** identify which district:	**No**
Are there sidewalks and pedestrian ramps existing at the development site? ***If yes***, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:	**Yes, public concrete sidewalks and pedestrian ramps occur on both Lansdowne (+/- 16 ft. wide) and Ipswich (+/- 13 ft. wide) Streets.**
Are the sidewalks and pedestrian ramps existing-to-remain? ***If yes,*** have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? ***If yes,*** provide description and photos:	**Existing sidewalks immediately adjacent to the Project Site will be modified to accommodate accessibility to/from the facility and within the public way. All existing ADA ramps adjacent to the project site and their receiving counterparts are to be reconstructed as part of the Project.**
5. Surrounding Site Conditions – Proposed *This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.*	

Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? ***If yes***, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.	Yes, the proposed sidewalks will be consistent with the Neighborhood Connector Street Type. During Fenway Park events, Lansdowne Street is shut down to vehicle traffic and operates as a pedestrian, shared space.
What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:	The existing sidewalks are to be reconstructed and will be upgraded to follow Boston complete streets guidelines. The proposed cross slopes range from one (1) to one and one half (1.5) percent, with all cross slopes under two (2) percent. All proposed sidewalk widths/frontage are as follows: <u>Lansdowne Street</u> Overall: Ranges from 16 to 24 ft. wide Furnishing Zone: N/A Pedestrian Zone: Ranges from 16 to 24 ft. wide Frontage Zone: N/A +/- 325 Linear Feet (LF) of frontage <u>Ipswich Street</u> Overall: Ranges from 13 to 20 ft. wide Furnishing Zone: 5.5' Pedestrian Zone: +/- 14' Frontage Zone: N/A 420 LF of frontage (West) 250 LF of frontage (East) At the proposed loading bays along the western sidewalk of Ipswich Street the sidewalk dimension is reduced to 9 feet.
List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	The majority of the existing concrete sidewalks along Ipswich and Lansdowne Streets are within the City of Boston public right-of-way. The existing sidewalks on the western side of Ipswich Street and south side of Lansdowne Street, within the proposed limit of work, will be reconstructed as part of the Project. A short portion of the sidewalk along the eastern side of Ipswich will also be reconstructed as part of the Project. The Project streetscape design proposes the following materials for each Zone: • Furnishing Zone: permeable unit pavers and tree grates • Pedestrian Zone: scored concrete
Will sidewalk cafes or other furnishings be programmed for the	No

pedestrian right-of-way? ***If yes,*** what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?	
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	No
Will any portion of the Project be going through the PIC? ***If yes,*** identify PIC actions and provide details.	At this time, the anticipated PIC actions for the Project are: • Specific Repairs • Projection License • Vertical Discontinuance • Pedestrian Easement
6. Accessible Parking: *See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations*.	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	No new parking will be provided by the Project. The Project will result in the net reduction of approximately 105 vehicle parking spaces.
What is the total number of accessible spaces provided at the development site? How many of these are "Van Accessible" spaces with an 8-foot access aisle?	No new parking will be provided by the Project. The Project will result in the net reduction of approximately 105 vehicle parking spaces.
Will any on-street accessible parking spaces be required? ***If yes,*** has the proponent contacted the Commission for Persons with Disabilities regarding this need?	No on-street accessible parking spaces are anticipated to be required, and none are provided at this time.
Where is the accessible visitor parking located?	No dedicated visitor parking will be provided on site.
Has a drop-off area been identified? ***If yes,*** will it be accessible?	Yes, a drop-off area for the Fenway Theater will be provided along the north side of Ipswich Street adjacent to the Project's loading and service area.

7. Circulation and Accessible Routes: *The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors.*	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	**Flush condition will be provided at all entrances.**
Are the accessible entrances and standard entrance integrated? ***If yes,*** *describe.* ***If no,*** what is the reason?	**Yes, all primary entrances and exits are integrated and will be ADA-accessible.**
If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.	**Accessible Routes and entrances will be provided along Lansdowne and Ipswich Streets. Refer to Figure B.1, Diagram of Accessible Routes for additional details.**
8. Accessible Units (Group 2) and Guestrooms: (If applicable) *In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.*	
What is the total number of proposed housing units or hotel rooms for the development?	**0 (zero)**
If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?	**NA**
If a residential development, how many accessible Group 2 units are being proposed?	**NA**
If a residential development, how many accessible Group 2 units will also be IDP units? ***If none***, describe reason.	**NA**
If a hospitality development, how many accessible units will feature	**NA**

a wheel-in shower? Will accessible equipment be provided as well? ***If yes,*** provide amount and location of equipment.	
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. ***If yes,*** provide reason.	NA
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? ***If yes,*** describe:	NA
9. Community Impact: *Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.*	
Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?	The Project proposes to design and fund streetscape improvements along Lansdowne Street and Ipswich Street and at the intersection of Lansdowne and Ipswich Streets to include: new wide, accessible sidewalks, improved street lighting, street bollards to protect pedestrians from vehicles, street trees, to the extent feasible, and improved pedestrian crossings, consistent with the Boston Transportation Department's (BTD's) Complete Streets guidelines.
What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?	The Fenway Theater will provide a wide array of common and amenity areas for employees and patrons of all abilities. The Proponent is committed to ensuring all areas are welcoming and fully accessible to persons with disabilities. Fenway Park Improvements will provide additional seating options for persons with disabilities and enhanced circulation systems.
Are any restrooms planned in common public spaces? ***If yes,*** will any be single-stall, ADA compliant and designated as "Family"/	No

"Companion" restrooms? ***If no***, explain why not.	
Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? ***If yes,*** did they approve? ***If no,*** what were their comments?	**The proposed plan has not yet been reviewed with the City of Boston Disability Commissioner.**
Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? ***If no,*** what recommendations did the Advisory Board give to make this project more accessible?	**The Project has not yet been presented to the City of Boston Disability Advisory Board.**

10. Attachments

Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.

Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances. **Refer to Figure B.1**
Provide a diagram of the accessible route connections through the site, including distances. **Refer to Figure B.1**
Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) **Refer to Figure B.1**
Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. **Not Applicable**
Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.

This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

The Mayor's Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682

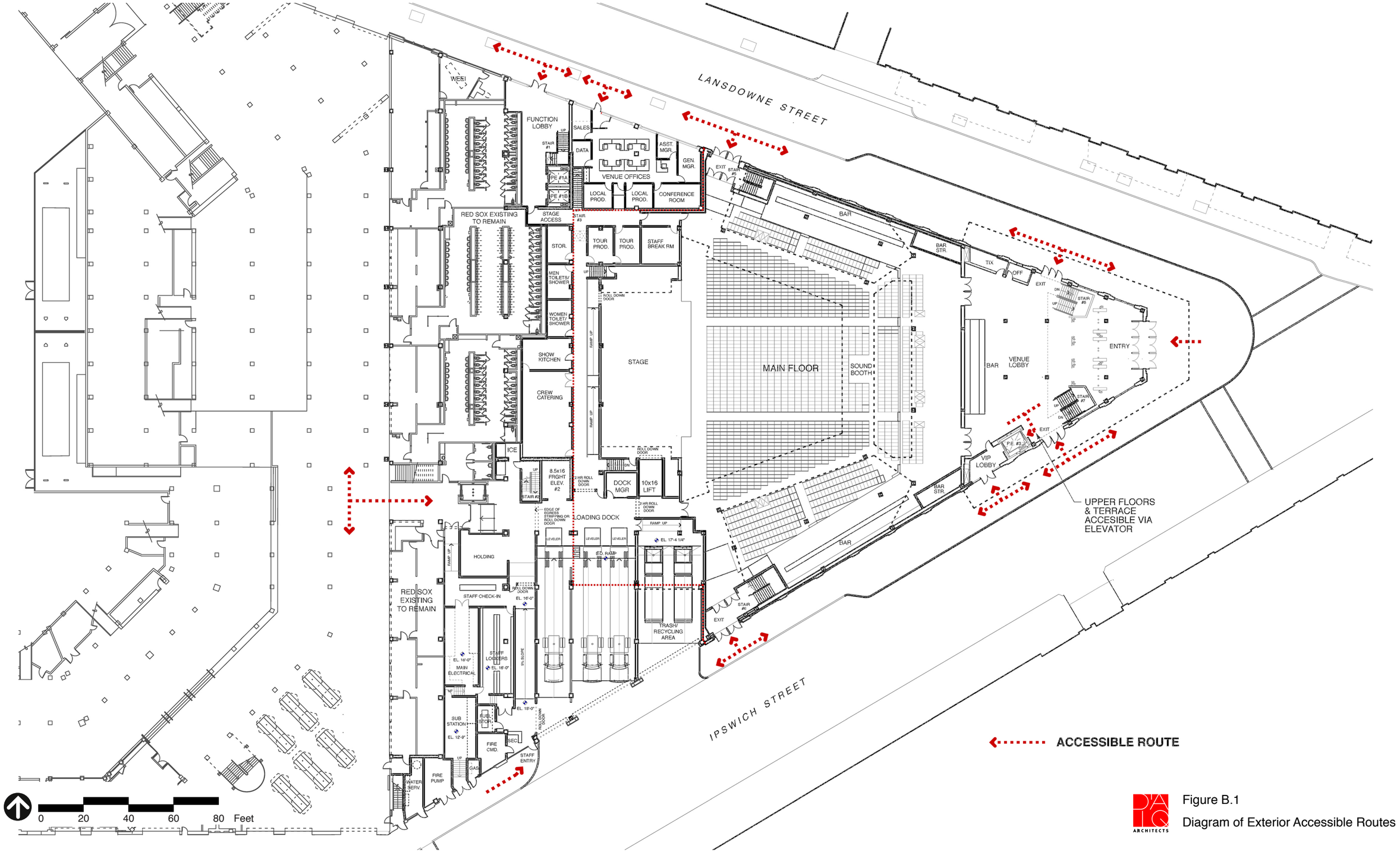


Figure B.1

Diagram of Exterior Accessible Routes

12-28 Lansdowne Street
Boston, Massachusetts

This Page Left Intentionally Blank

BPDA Climate Resiliency Checklist

This Page Left Intentionally Blank

boston planning & development agency

Climate Resiliency Checklist

A.1 - Project Information

Project Name:	12 – 28 Lansdowne Street			
Project Address:	12 – 28 Lansdowne Street, Boston MA 02215 (Also having the address 175 Ipswich Street)			
Project Address Additional:				
Filing Type (*select*)	*Initial (PNF, **EPNF**, NPC or other substantial filing)* *Design / Building Permit (prior to final design approval), or* *Construction / Certificate of Occupancy (post construction completion)*			
Filing Contact	*Name* ***Kyle***	*Company* ***VHB***	*Email* ***kgreaves@vhb.com***	*Phone* ***617-607-2988***
Is MEPA approval required	*Yes/**NO***		***N/A***	

A.3 - Project Team

Owner / Developer:	175 Ipswich Street, LLC c/o Fenway Sports Group Real Estate
Architect:	D'Agostino Izzo Quirk Architects, Inc. (DAIQ)
Engineer:	WSP
Sustainability / LEED:	WSP
Permitting:	Flink Consulting / VHB
Construction Management:	Gilbane

A.3 - Project Description and Design Conditions

List the principal Building Uses:	Performing arts center, function room, Fenway Park fan amenity space
List the First Floor Uses:	Fenway Theater and back of house areas, lobby, and service and loading areas.
List any Critical Site Infrastructure and or Building Uses:	N/A

Site and Building:

Site Area:	***67,400 SF***	Building Area:	***Approx. 146,000 GFA***
Building Height:	***Fenway Theater: 67 Ft.*** ***Fenway Park Improvements: 67 Ft.***	Building Height:	***Fenway Theater: 3 Stories.*** ***Fenway Park Improvements: 4 Stories***
Existing Site Elevation – Low:	***16.79 Ft BCB***	Existing Site Elevation – High:	***18.08 Ft BCB***
Proposed Site Elevation – Low:	***17.00 Ft BCB***	Proposed Site Elevation – High:	***17.75 Ft BCB***
Proposed First Floor Elevation:	***17.00 Ft BCB***	Below grade levels:	***One (1) Story***

Article 37 Green Building:

LEED Version - Rating System :	**LEED v4 for: New Construction**	LEED Certification:	**TBD**
Proposed LEED rating:	***Gold***	Proposed LEED point score:	**60**

Building Envelope:

When reporting R values, differentiate between R discontinuous and R continuous. For example, use "R13" to show R13 discontinuous and use R10c.i. to show R10 continuous. When reporting U value, report total assembly U value including supports and structural elements.

Roof:	***25.0 c.i.***	Exposed Floor:	***10 c.i.***
Foundation Wall:	***7.5 c.i***	Slab Edge (at or below grade):	***10 c.i.***

Vertical Above-grade Assemblies (%'s are of total vertical area and together should total 100%):

Area of Opaque Curtain Wall & Spandrel Assembly:	***0%***	Wall & Spandrel Assembly Value:	***N/A (U)***
Area of Framed & Insulated / Standard Wall:	***84%***	Wall Value	***R18ci (R)***
Area of Vision Window:	***15%***	Window Glazing Assembly Value:	***0.42 (U)***
		Window Glazing SHGC:	***0.4 (SHGC)***
Area of Doors:	***1%***	Door Assembly Value:	***0.42 (U)***

Energy Loads and Performance

For this filing – describe how energy loads & performance were determined	***eQuest energy modeling: Proposed design vs ASHRAE 90.1-2013 App. G baseline with MA Amendments***		
Annual Electric:	***1,558,892 (kWh)***	Peak Electric:	***52 (kW)***
Annual Heating:	***686 (MMbtu/hr)***	Peak Heating:	***24.6 (MMbtu)***
Annual Cooling:	***49,083 (Tons/hr)***	Peak Cooling:	***70.4 (Tons)***
Energy Use - Below ASHRAE 90.1 - 2013:	***21%***	Have the local utilities reviewed the building energy performance?:	***Not yet***
Energy Use - Below Mass. Code:	***17.2%***	Energy Use Intensity:	***37 (kBtu/SF)***

Back-up / Emergency Power System

Electrical Generation Output:	***500 (kW)***	Number of Power Units:	**1**
System Type:	***Diesel (kW)***	Fuel Source:	**Diesel**

Emergency and Critical System Loads (in the event of a service interruption)

Electric:	***400 (kW)***	Heating:	***N/A***
		Cooling:	***N/A)***

B – Greenhouse Gas Reduction and Net Zero / Net Positive Carbon Building Performance

Reducing GHG emissions is critical to avoiding more extreme climate change conditions. To achieve the City's goal of carbon neutrality by 2050 new buildings performance will need to progressively improve to net carbon zero and positive.

B.1 – GHG Emissions - Design Conditions

For this Filing - Annual Building GHG Emissions: *620 Short Tons/Year*

For this filing - describe how building energy performance has been integrated into project planning, design, and engineering and any supporting analysis or modeling:

The Project components will be designed to be energy efficient to the extent possible. Buildings will include a high-performance envelope designed specifically for the building use and orientation. The Proponent plans to register the proposed buildings with the ENERGY STAR Portfolio Manager® program to record and monitor whole-building electricity, gas, and water use.

Describe building specific passive energy efficiency measures including orientation, massing, envelop, and systems:

The Fenway Theater building will include a high-performance envelope designed specifically for the building use and orientation. The Fenway Theater includes minimal fenestration due to program, reducing heating and cooling demand from the environment.

Describe building specific active energy efficiency measures including equipment, controls, fixtures, and systems:

The Project aims to achieve a reduction in stationary source CO_2 emissions below an ASHRAE 90.1-2013 baseline, currently estimated at seventeen (17) percent, by reducing overall energy consumption through the incorporation of Energy Efficiency Measures ("EEMs") and energy-efficient design strategies, such as:

- High-performance glazing and increased insulation;
- Condenser water plant that exceeds base energy code efficiency with variable speed technology;
- High-efficiency chillers with variable speed compressors;
- Low lighting power density;
- Ventilation air heat recovery;
- Commissioning to help ensure major energy-using equipment is installed correctly.

Whole building energy modeling was used for a preliminary analysis of possible energy efficient measures. Proposed HVAC systems significantly increase energy performance over MA Stretch Code baseline by incorporating variable air volume distribution and variable speed chilled water pumping.

Describe building specific load reduction strategies including on-site renewable, clean, and energy storage systems:

The Proponent is committing to installing a rooftop solar PV system as part of this Project and will continue to evaluate the feasibility of additional clean and renewable energy sources as the design progresses.

The proposed solar PV system has not been included in the base design assumptions of the preliminary energy models. The proposed building design

achieves the energy savings and GHG reductions shown here without these systems included in the preliminary energy models.

A detailed technical analysis will be included in subsequent design phases that will take into account building peak load draw and duration, and will provide additional details on the preliminary solar PV system.

Describe any area or district scale emission reduction strategies including renewable energy, central energy plants, distributed energy systems, and smart grid infrastructure:

N/A

Describe any energy efficiency assistance or support provided or to be provided to the project:

Early in the Project's design, the Project team engaged with Eversource, the local utility, and held a Design Charrette to learn more about the Mass Save initiatives available to the Project, including the Solar Massachusetts Renewable Target (SMART) program. The SMART program provides incentives that encourage projects to incorporate solar PV to generate electricity on-site, which reduces pressure on the local utility grid. The Proponent is committing to installing a rooftop solar PV system as part of this Project and will continue to evaluate the feasibility of additional clean and renewable energy sources as the design progresses. Additionally, Eversource is currently analyzing the results of the energy model presented in the EPNF to determine if additional incentives and rebates may be available to the Project.

B.2 - GHG Reduction - Adaptation Strategies

Describe how the building and its systems will evolve to further reduce GHG emissions and achieve annual carbon net zero and net positive performance (e.g. added efficiency measures, renewable energy, energy storage, etc.) and the timeline for meeting that goal (by 2050):

Strategies to potentially achieve carbon net zero or net positive performance need to be evaluated further for the Proposed Project.

C - Extreme Heat Events

Annual average temperature in Boston increased by about 2˚F in the past hundred years and will continue to rise due to climate change. By the end of the century, the average annual temperature could be 56° (compared to 46° now) and the number of days above 90° (currently about 10 a year) could rise to 90.

C.1 – Extreme Heat - Design Conditions

Temperature Range - Low:	7 ºF	Temperature Range - High:	87ºF
Annual Heating Degree Days:	5512	Annual Cooling Degree Days	776

What Extreme Heat Event characteristics will be / have been used for project planning

Days - Above 90°:	15	Days – Above 100°:	*0*
Number of Heatwaves / Year:	1 per year	Average Duration of Heatwave (Days):	3

Describe all building and site measures to reduce heat-island effect at the site and in the surrounding area:

At the street level, the Proponent aims to reduce the heat island effect through the use of reflective roof materials and light-colored paving materials and integration of street trees.

C.2 - Extreme Heat – Adaptation Strategies

Describe how the building and its systems will be adapted to efficiently manage future higher average temperatures, higher extreme temperatures, additional annual heatwaves, and longer heatwaves:

Incorporation of reflective roof materials and/or vegetated roofs will reduce heat island effect in Project vicinity. The Project's design team will run the HVAC load calculations to make sure that building systems can maintain safe indoor temperatures during heat wave conditions. This analysis will account for cooling capacity of the HVAC system, and building envelope performance.

Describe all mechanical and non-mechanical strategies that will support building functionality and use during extended interruptions of utility services and infrastructure including proposed and future adaptations:

- This building is not intended to be used as an event space during extended interruptions of utility services.
- As part of the energy modeling process, climate files that reflect the predicted increase in temperature will be used to better understand how the buildings and their systems would perform under different climate conditions. (This understanding may then be considered when designing major plant and overall HVAC systems.)
- The Proponent is exploring a variety of clean and renewable energy sources that could provide backup power in the event of an outage. Backup power coupled with peak demand reduction capability and flexible HVAC system control would allow the buildings to run HVAC system to create safe indoor temperatures for occupants in the case of a simultaneous heat wave and grid outage, which could enable the use of the space as a place of refuge.

D - Extreme Precipitation Events

From 1958 to 2010, there was a 70 percent increase in the amount of precipitation that fell on the days with the heaviest precipitation. Currently, the 10-Year, 24-Hour Design Storm precipitation level is 5.25". There is a significant probability that this will increase to at least 6" by the end of the century. Additionally, fewer, larger storms are likely to be accompanied by more frequent droughts.

D.1 – Extreme Precipitation - Design Conditions:

10 Year, 24 Hour Design Storm: 6.0 inches

Describe all building and site measures for reducing storm water run-off:

The Project will cover the majority of the Project Site. As such, in the proposed condition, the majority of rainfall will be collected on the roofs and will not flow overland. The stormwater runoff from the roof areas will be directed to stormwater detention facilities via a series of roof drains. This will reduce the peak discharge rate of runoff from the Project Site. The Proponent will also explore opportunities to infiltrate a portion of the stormwater runoff collected from the proposed roof areas. This would significantly reduce the volume of and improve the quality of stormwater runoff from the Project Site compared to existing conditions, and would include groundwater recharge in accordance with provisions applicable to the GCOD to the maximum extent practicable.

D.2 - Extreme Precipitation - Adaptation Strategies

Describe how site and building systems will be adapted to efficiently accommodate future more significant rain events (e.g. rainwater harvesting, on-site storm water retention, bio swales, green roofs):

Refer to the response to D.1 above. The Project is anticipated to make use of on-site stormwater retention in order to reduce the peak discharge rate of runoff. The Proponent will explore opportunities to infiltrate a portion of the stormwater runoff collected from the proposed roof areas in order to reduce the volume of stormwater runoff from the Project Site.

E – Sea Level Rise and Storms

Under any plausible greenhouse gas emissions scenario, sea levels in Boston will continue to rise throughout the century. This will increase the number of buildings in Boston susceptible to coastal flooding and the likely frequency of flooding for those already in the floodplain.

Is any portion of the site in a FEMA SFHA?	**NO**	What Zone:	
Current FEMA SFHA Zone Base Flood Elevation:			

Is any portion of the site in a BPDA Sea Level Rise - Flood Hazard Area? Use the online BPDA SLR-FHA Mapping Tool to assess the susceptibility of the project site.	**NO**

If you answered YES to either of the above questions, please complete the following questions.
Otherwise you have completed the questionnaire; thank you!

E.1 – Sea Level Rise and Storms – Design Conditions

Proposed projects should identify immediate and future adaptation strategies for managing the flooding scenario represented on the BPDA Sea Level Rise - Flood Hazard Area (SLR-FHA) map, which depicts a modeled 1% annual chance coastal flood event with 40 inches of sea level rise (SLR). Use the online BPDA SLR-FHA Mapping Tool to identify the highest Sea Level Rise - Base Flood Elevation for the site. The Sea Level Rise - Design Flood Elevation is determined by adding either 24" of freeboard for critical facilities and infrastructure and any ground floor residential units OR 12" of freeboard for other buildings and uses.

Sea Level Rise - Base Flood Elevation:	*Ft BCB*		
Sea Level Rise - Design Flood Elevation:	*Ft BCB*	First Floor Elevation:	*Ft BCB*
Site Elevations at Building:	*Ft BCB*	Accessible Route Elevation:	*Ft BCB*

Describe site design strategies for adapting to sea level rise including building access during flood events, elevated site areas, hard and soft barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe how the proposed Building Design Flood Elevation will be achieved including dry / wet flood proofing, critical systems protection, utility service protection, temporary flood barriers, waste and drain water back flow prevention, etc.:

Describe how occupants might shelter in place during a flooding event including any emergency power, water, and waste water provisions and the expected availability of any such measures:

Describe any strategies that would support rapid recovery after a weather event:

E.2 – Sea Level Rise and Storms – Adaptation Strategies

Describe future site design and or infrastructure adaptation strategies for responding to sea level rise including future elevating of site areas and access routes, barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe future building adaptation strategies for raising the Sea Level Rise Design Flood Elevation and further protecting critical systems, including permanent and temporary measures:

A pdf and word version of the Climate Resiliency Checklist is provided for informational use and off-line preparation of a project submission. NOTE: Project filings should be prepared and submitted using the online Climate Resiliency Checklist.

For questions or comments about this checklist or Climate Change best practices, please contact: John.Dalzell@boston.gov

BPDA Smart Utilities Checklist

This Page Left Intentionally Blank

Boston Smart Utilities Checklist

Date Submitted:	June, 2019
Submitted by:	kgreaves@vhb.com

Background

The Smart Utilities Checklist will facilitate the Boston Smart Utilities Steering Committee's review of:

a) compliance with the Smart Utilities Policy for Article 80 Development Review, which calls for the integration of five (5) Smart Utility Technologies (SUTs) into Article 80 developments

b) integration of the Smart Utility Standards

More information about the Boston Smart Utilities Vision project, including the Smart Utilities Policy and Smart Utility Standards, is available at: www.http://bostonplans.org/smart-utilities

Note: Any documents submitted via email to manuel.esquivel@boston.gov will not be attached to the pdf form generated after submission, but are available upon request.

Part 1 - General Project Information

1.1 Project Name	12-28 Lansdowne Street
1.2 Project Address	12 – 28 Lansdowne Street, Boston MA 02215 (Also having the address 175 Ipswich Street)
1.3 Building Size (square feet) **For a multi-building development, enter total development size (square feet)*	146,000 square feet (SF)
1.4 Filing Stage	Draft Project Impact Report

Boston Smart Utilities Checklist

1.5 Filing Contact Information

1.5a Name	Kyle Greaves
1.5b Company	VHB
1.5c E-mail	kgreaves@vhb.com
1.5d Phone Number	617-607-2988

1.6 Project Team

1.6a Project Owner/Developer	175 Ipswich Street, LLC c/o Fenway Sports Group Real Estate
1.6b Architect	D'Agostino Izzo Quirk Architects, Inc. (DAIQ)
1.6c Permitting	Flink LLC, VHB
1.6d Construction Management	Gilbane

Part 2 - District Energy Microgrids

Fill out this section if the proposed project's total development size is equal to or greater than 1.5 million square feet.

Note on submission requirements timeline:

Feasibility Assessment Part A should be submitted with PNF or any other initial filing.

Feasibility Assessment Part B should be submitted with any major filing during the Development Review stage (i.e., DPIR)

District Energy Microgrid Master Plan Part A should be submitted before submission of the Draft Board Memorandum by the BPDA Project Manager (Note: Draft Board Memorandums are due one month ahead of the BPDA Board meetings)

District Energy Microgrid Master Plan Part B should be submitted before applying for a Building Permit

Boston Smart Utilities Checklist

Please email submission to manuel.esquivel@boston.gov

2.1 Consultant Assessing/Designing District Energy Microgrid (if applicable)	N/A
2.2 Latest document submitted	N/A
2.3 Date of latest submission	N/A
2.4 Which of the following have you had engagement/review meetings with regarding District Energy Microgrids? (select all that apply)	N/A
2.5 What engagement meetings have you had with utilities and/or other agencies (i.e., MA DOER, MassCEC) regarding District Energy Microgrids? (Optional: include dates)	N/A

Part 3 - Telecommunications Utilidor

Fill out this section if the proposed project's total development size is equal to or greater than 1.5 million square feet OR if the project will include the construction of roadways equal to or greater than 0.5 miles in length.

Please submit a map/diagram highlighting the sections of the roads on the development area where a Telecom Utilidor will be installed, including access points to the Telcom Utilidor (i.e., manholes)

Please email submission to manuel.esquivel@boston.gov

Boston Smart Utilities Checklist

3.1 Consultant Assessing/Designing Telecom Utilidor (if applicable)	N/A
3.2 Date Telecom Utilidor Map/Diagram was submitted	N/A
3.3 Dimensions of Telecom Utilidor (include units)	
3.3a Cross-section (i.e., diameter, width X height)	N/A
3.3b Length	N/A
3.4 Capacity of Telecom Utilidor (i.e., number of interducts, 2 inch (ID) pipes, etc.)	N/A
3.5 Which of the following have you had engagement/review meetings with regarding the Telecom Utilidor? (select all that apply)	N/A
3.6 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding the Telecom Utilidor? (Optional: include dates)	N/A

Part 4 - Green Infrastructure

Fill out this section if the proposed project's total development size is equal to or greater than 100,000 square feet.

Please submit a map/diagram highlighting where on the development Green Infrastructure will be installed.

Please email submission to manuel.esquivel@boston.gov

Boston Smart Utilities Checklist

4.1 Consultant Assessing/Designing Green Infrastructure (if applicable)	VHB
4.2 Date Green Infrastructure Map/Diagram was submitted	To be submitted at a later date.
4.3 Types of Green Infrastructure included in the project (select all that apply)	The Project will incorporate Green Infrastructure, where feasible, to assist in absorbing, delaying, detaining and treating stormwater to reduce flooding and pollution at the Project Site. At this time the Project is exploring the potential for permeable pavement along strategic sections of Ipswich Street. The Smart Utilities Policy recommends that projects utilize Green Infrastructure to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the total impervious area, prior to discharge.
4.4 Total impervious area of the development (in square inches)	1.55 acres (9,722,592 square inches) total (0.00 acres net new).
4.5 Volume of stormwater that will be retained (in cubic inches)* **Note: Should equal to at least "Total impervious area (entered in section 4.3)" times "1.25 inches"*	As recommended by the BPDA, the Proponent will work with BWSC to evaluate Green Infrastructure elements capable of retaining the required 1.25 inches over the Project Site impervious area, or approximately 7,021 cubic feet (CF).
4.6 Which of the following have you had engagement/review meetings with regarding Green Infrastructure? (select all that apply)	BPDA, BWSC, PIC

Boston Smart Utilities Checklist

4.7 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding Green Infrastructure? (Optional: include dates)	N/A

Part 5 - Adaptive Signal Technology (AST)

Fill out this section if as part of your project BTD will require you to install new traffic signals or make significant improvements to the existing signal system.

Please submit a map/diagram highlighting the context of AST around the proposed development area, as well as any areas within the development where new traffic signals will be installed or where significant improvements to traffic signals will be made.

Please email submission to manuel.esquivel@boston.gov

5.1 Consultant Assessing/Designing Adaptive Signal Technology (if applicable)	VHB
5.2 Date AST Map/Diagram was submitted	N/A – The Project does not propose any new signals, or upgrades to existing signals at this time.
5.3 Describe how the AST system will benefit/impact the following transportation modes	
5.3a Pedestrians	N/A
5.3b Bicycles	N/A
5.3c Buses and other Public Transportation	N/A
5.3d Other Motorized Vehicles	N/A

Boston Smart Utilities Checklist

5.4 Describe the components of the AST system (including system design and components)	N/A
5.5 Which of the following have you had engagement/review meetings with regarding AST? (select all that apply)	N/A
5.6 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding AST? (Optional: include dates)	N/A

Part 6 - Smart Street Lights

Fill out this section if as part of your project PWD and PIC will require you to install new street lights or make significant improvements to the existing street light system.

Please submit a map/diagram highlighting where new street lights will be installed or where improvements to street lights will be made.

Please email submission to manuel.esquivel@boston.gov

6.1 Consultant Assessing/Designing Smart Street Lights (if applicable)	TBD
6.2 Date Smart Street Lights Map/Diagram was submitted	All street lights created or modified as part of the Project will be documented in a smart street lights diagram that will be submitted at the appropriate time as the Project design advances.
6.3 Which of the following have you had engagement/review meetings with regarding	BPDA

Boston Smart Utilities Checklist

Smart Street Lights? (select all that apply)	
6.4 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding Smart Street Lights? (Optional: include dates)	N/A

Part 7 - Smart Utility Standards

The Smart Utility Standards set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The Smart Utility Standards are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities. The Smart Utility Standards will serve as the baseline for discussions on any deviations from the standards needed/proposed for any given utility infrastructure.

Please submit typical below and above grade cross section diagrams of all utility infrastructure in the proposed development area (including infrastructure related to the applicable SUTs).

Please submit typical below and above grade lateral diagrams of all utility infrastructure in the proposed development area (including infrastructure related to the applicable SUTs).

Please email submission to manuel.esquivel@boston.gov

7.1 Date Cross Section Diagram(s) was submitted	To be submitted at a later date.
7.2 Date Lateral Diagram(s) was submitted	To be submitted at a later date.

Appendix C: List of Abutters and Interested Parties

Contents

- List of Abutters and Interested Parties

This Page Left Intentionally Blank

- 7-11 Lansdowne Street – New Roulet Limited Partnership (Lucky Strike, Cheeky Monkey Brewing, Bills Bar, Loretta's Last Call)
- 15-41 Lansdowne Street – House of Blues
- 45-47 Lansdowne Street – Twins Real Estate Holdings
- 49-67 Lansdowne Street – Lansdowne Garage
- 48-62 Lansdowne Street – Cask 'n Flagon
- 132 Ipswich Street – Boston Conservatory
- 160 Ipswich Street – Town Taxi Garage
- 176 Ipswich Street – Boston Arts Academy
- 51-53 Brookline Street – Fifty One B LLC.
- 61-65 Brookline Street – Soho Realty LPS (Demeter at the Park)
- 1249 Boylston Street – Fenway Enterprises
- 1271 Boylston Street – The Verb Hotel
- 1295 Boylston Street – David J. Hegarty
- 19-23 Jersey Street – Twins Real Estate Holdings
- 25-27 Jersey Street – Twins Realty Trust
- 31-37 Jersey Street – Twins Realty Trust
- 63 Jersey Street – Fenway Enterprises
- 70 Van Ness Street – NESV Real Estate LLC.
- 85 Van Ness Street – Anita D'Angelo
- 2 Charlesgate West – Steven B. Belkin Trust
- 1209-1163 Boylston Street (Residential)

Organizations

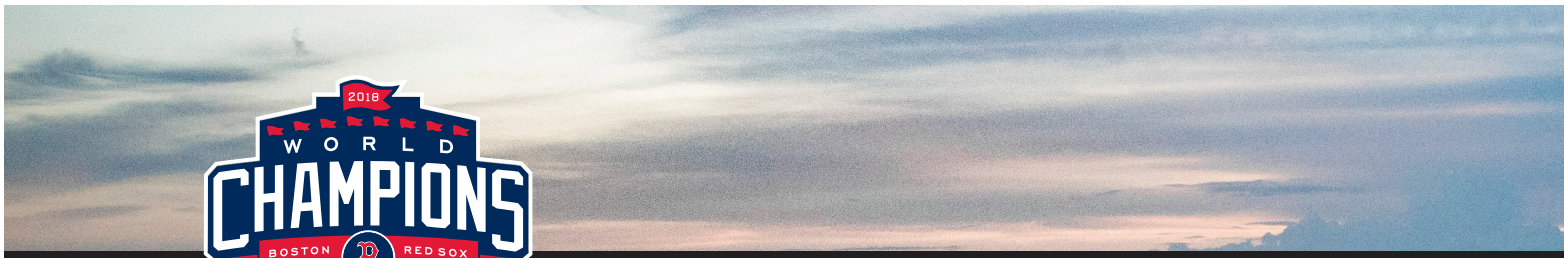
- Back Bay Association
- Boston Preservation Alliance
- Livable Streets
- Fenway Community Development Corporation
- Fenway Civic Association
- Fenway Garden Society, Inc.
- Fenway Studios
- Save Fenway Park
- Fenway Community Center
- Audubon Circle Neighborhood Association
- Kenmore Association
- Fenway Alliance

Appendix D: 2018 Neighborhood Affairs Summary

Contents

- 2018 Neighborhood Affairs Summary

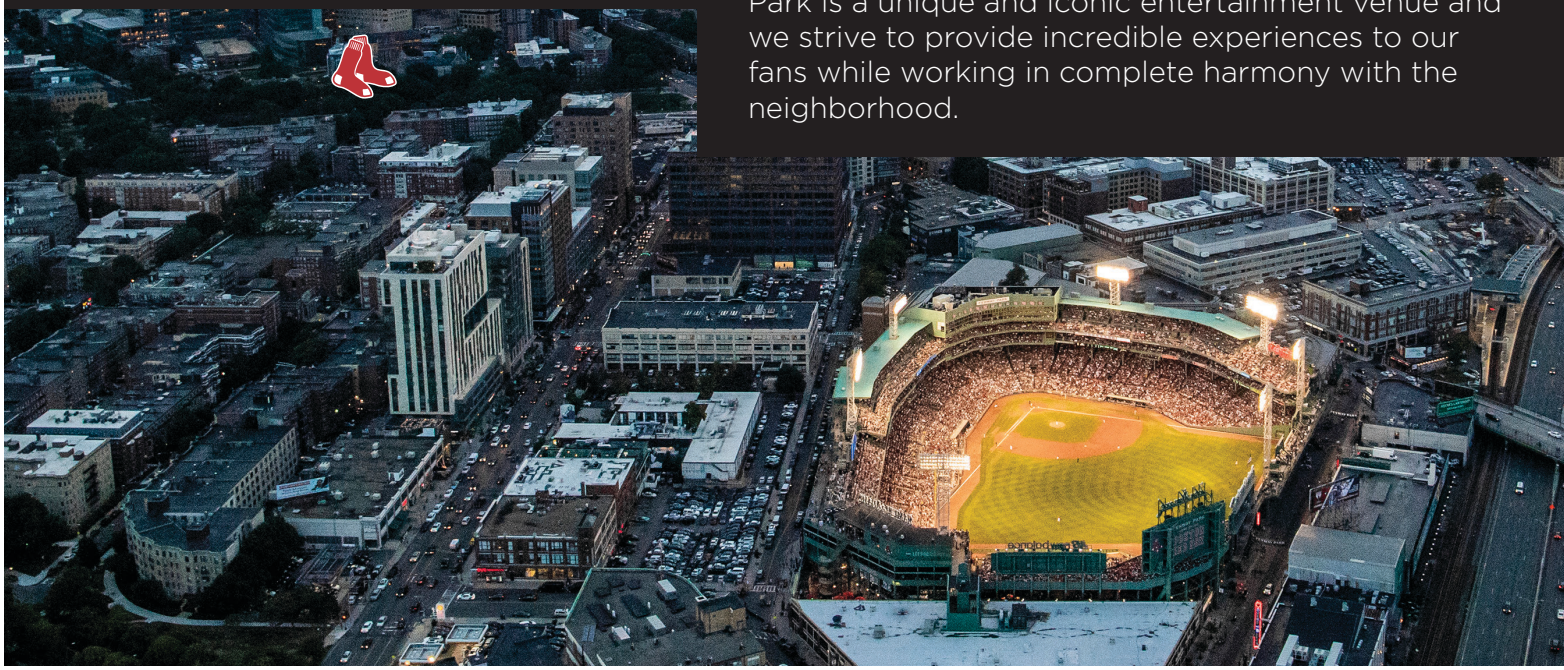
This Page Left Intentionally Blank



RED SOX
FENWAY/KENMORE NEIGHBORHOOD SUPPORT & RELATIONS

2018 ANNUAL REPORT

2018 was an incredible year for the Boston Red Sox, as we capped a fun-filled, excitement-laden season with a World Series championship and Duck Boat parade. Just as we strive for on-field baseball success every year, we work for success in continuing to support the Fenway and Kenmore neighborhoods and building stronger relationships with everyone who lives and works here. Fenway Park is a unique and iconic entertainment venue and we strive to provide incredible experiences to our fans while working in complete harmony with the neighborhood.



We are committed to offering our neighbors access to games and other events at Fenway Park, working as partners to support neighborhood organizations, and addressing local concerns and impacts from our events. We remain committed to open and direct communication with those who live and work here. We do all of this work in close partnership with the many city and state officials and agencies who serve our neighborhood.

This annual report offers a summary of our neighborhood engagement efforts and the support provided by the Boston Red Sox Baseball Club and the Red Sox Foundation, our official team charity. We look forward to continuing to work with you.

NEIGHBORHOOD SUPPORT
FOR ORGANIZATIONS & PROGRAMS

As an active neighbor in the community, we are committed to supporting the City of Boston and local organizations that make this a special place to live, work, play and enjoy world-class entertainment.

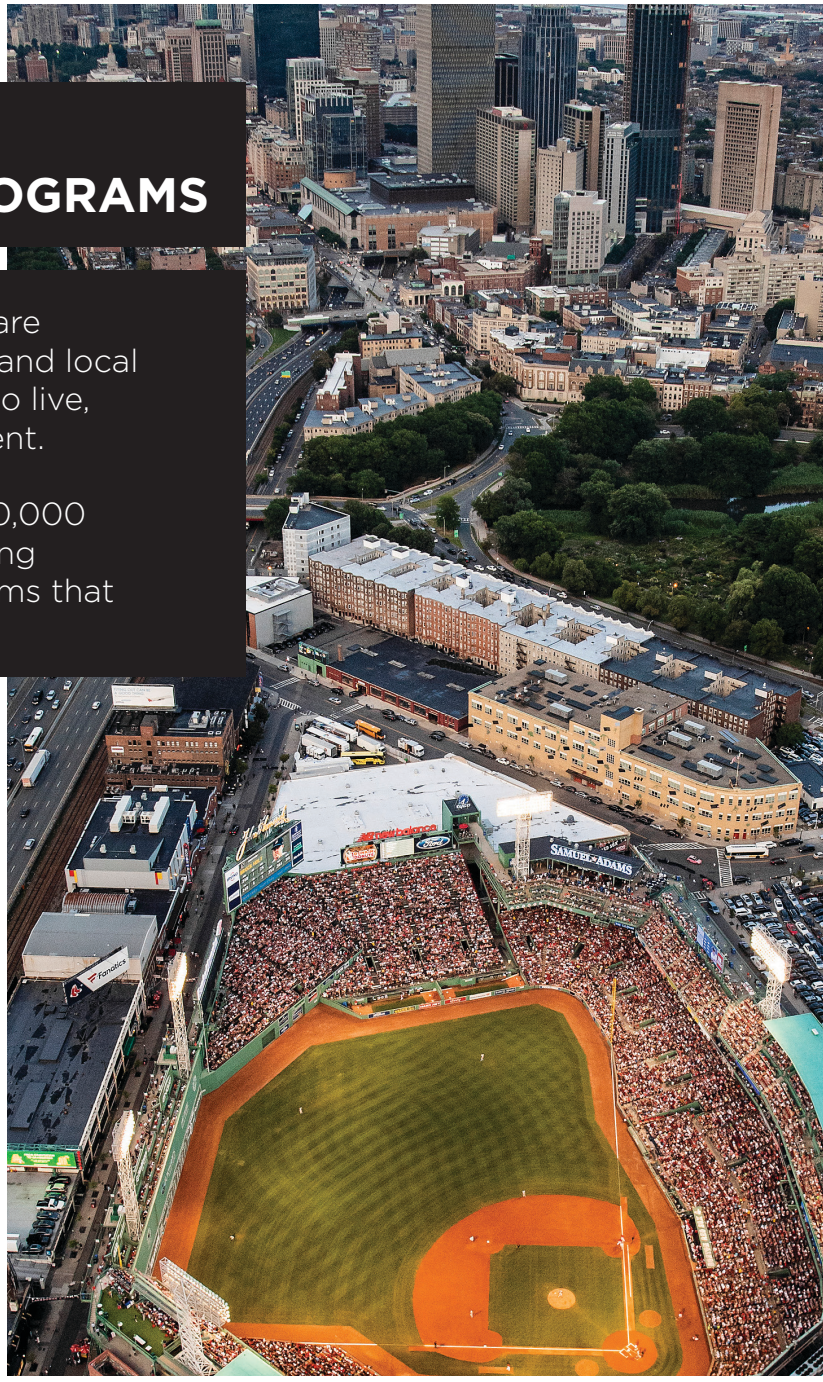
In 2018, we provided a total of more than $60,000 in direct financial contributions to the following neighborhood organizations and City programs that serve our neighborhood:

Art Resource Collaborative for Kids (ARCK);
Back Bay Association;
Boston Arts Academy;
City Fund for Parks & Recreation;
City of Boston – Love Your Block program;
Emerald Necklace Conservancy;
Fenway Alliance;
Fenway Community Development Corporation;
Fenway Community Center;
Fenway High School;
Partakers – Longwood Symphony Orchestra.

In addition to this financial support, we also provided in-kind support to many local organizations, including valuable items and experiences used by recipients to raise funds, and special entertainment support, such as appearances by our mascots Wally and Tessie and visits with the World Series Trophies.

Since 2016, the Boston Planning & Development Authority has distributed $500,000 to neighborhood organizations from a portion of funds paid by the Red Sox for the Fenway Park Demonstration Project. The following organizations received funds in 2018 for neighborhood projects/programs:

Community Workshops
The Charlesgate Alliance
Fenway Garden Society
Fenway Community Development Corporation
Friends of Ramler Park
The Friends of the Public Garden



NEIGHBORHOOD **COMMUNICATIONS**

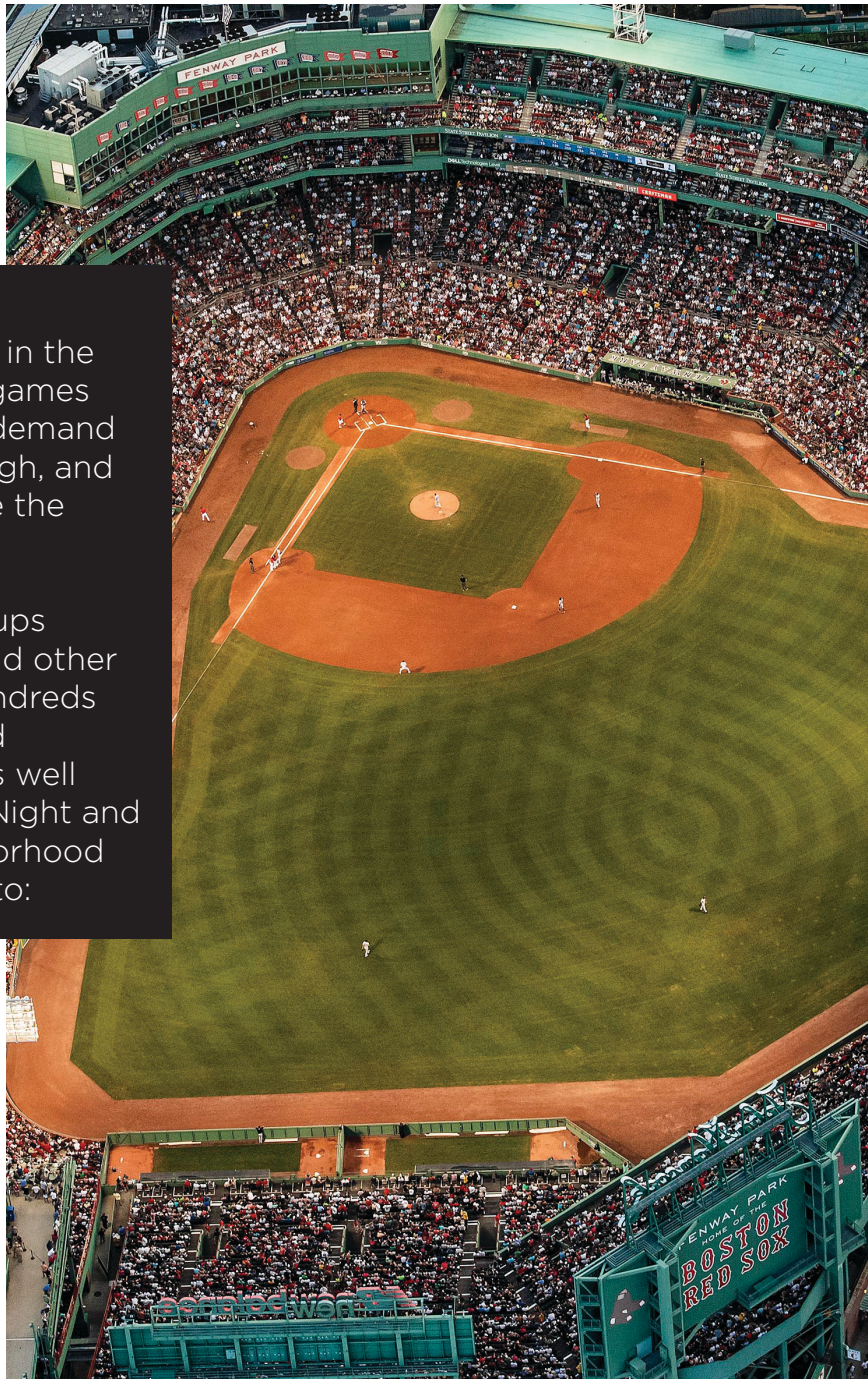
Open and honest communication is critical to our neighborhood relations. We have open public neighborhood meetings on a regular basis and have had dedicated staff available to speak directly with anyone who lives or works in the neighborhood. In recent years, we have expanded our communication and outreach efforts to ensure that we are providing as much information as possible to neighbors. We ask for and appreciate feedback, including concerns and complaints.

- Two annual neighborhood public meetings;
- Weekly emails informing neighbors of news and events at Fenway Park;
- Concert pre-sale invitations;
- Notices of game changes and rescheduled game dates;
- Participation in various neighborhood and organizations' meetings.

Neighborhood Advisory Committee
To supplement all of these communications strategies, in 2018 we established a neighborhood advisory committee, which includes our district City Councilor, Josh Zakim, the City's Neighborhood Services liaison, Yissel Guerrero, and representatives of approximately a dozen neighborhood organizations and groups. We convened meetings of this committee on a regular basis, with a special focus on eliciting feedback and engaging in detailed discussions about specific ideas to address various concerns raised by neighbors.

Call/Email/Text/Visit Us!
Dave Friedman and Claire Durant are available and accessible to answer any questions and respond to any issues you may have, and other colleagues assist us with neighborhood communications as well. We have shared our cell phone numbers with every neighborhood organization. Someone from our organization is available on a 24/7/365 basis to talk and address any issues.

NEIGHBORHOOD **TICKET ACCESS**



Over the years we have expanded various initiatives to give those who live and work in the neighborhood special access to Red Sox games and other events at Fenway Park. Ticket demand for Fenway Park events is typically very high, and we believe that our neighbors should have the opportunity to join us for these events.

Every year, we provide neighborhood groups with complimentary tickets to concerts and other special events. In 2018, we distributed hundreds of complimentary tickets to neighborhood organizations and charities for concerts as well other events such as Fenway Park Movie Night and the Fenway Hurling Classic. These neighborhood organizations include, but are not limited to:

Audubon Circle Neighborhood Association;
Back Bay Association;
Boston Arts Academy;
Charlesgate Alliance;
Fenway Alliance;
Fenway Community Center;
Fenway Community Dev. Corp.;
Fenway Garden Society;
Kenmore Association;
Neighborhood Association Back Bay;
Operation P.E.A.C.E;
Project Place.

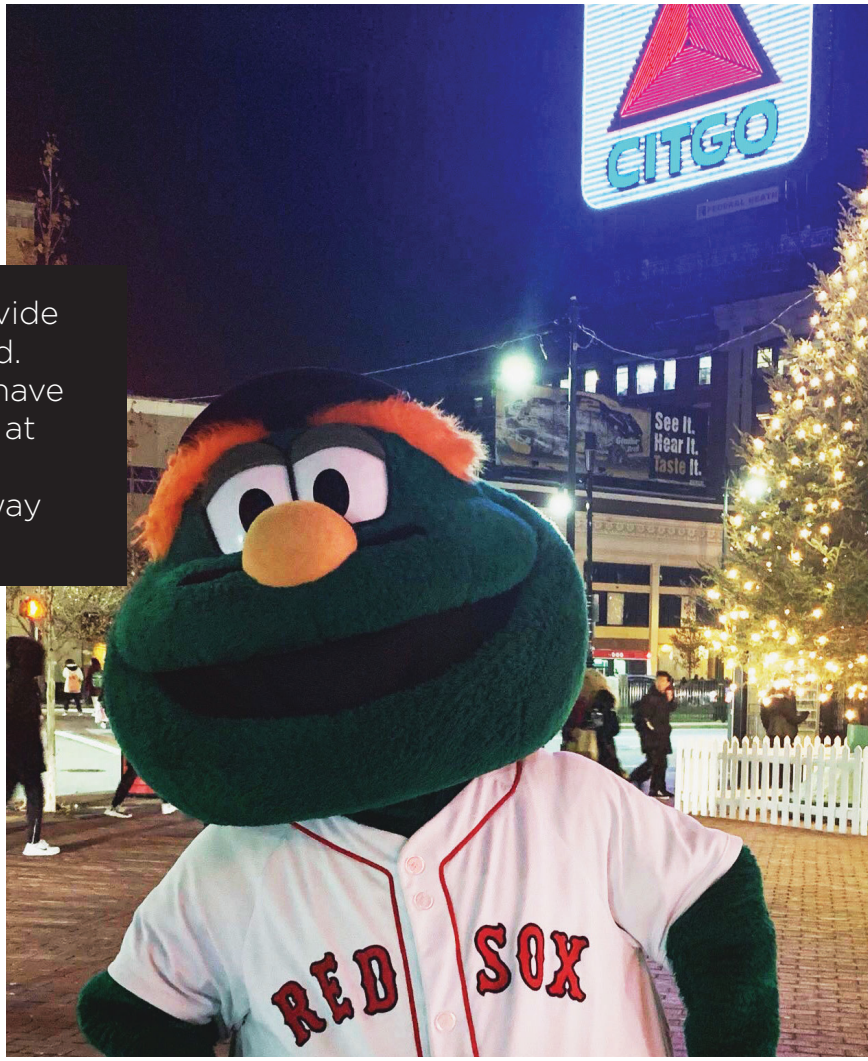
Red Sox Games
In ***2018***, ***3,372*** discounted tickets were purchased by neighbors through the Neighborhood 9s ticket program. A total of ***817*** local residents registered for the program in 2018.

Concert Presale Opportunities
Our Fenway Park concerts feature world-renowned talent, and due to very high demand, these shows often sell out very quickly. To ensure that neighbors have the opportunity to attend concerts, working with LiveNation, we have given local residents the opportunity to purchase concert tickets through special presales. Overall, residents of the Kenmore and Fenway neighborhoods purchased a total of 18,335 concert tickets to our Fenway Park concerts in 2018.

What is Neighborhood 9s?
Since 2016, we have offered $9 discounted tickets to Fenway residents. The purpose is to make it easy and affordable for neighbors to watch a game using a convenient online system to purchase these special tickets in advance. Tickets are available for right field box seats, bleacher seats and standing room for all regular season games – even Red Sox-Yankees matchups.

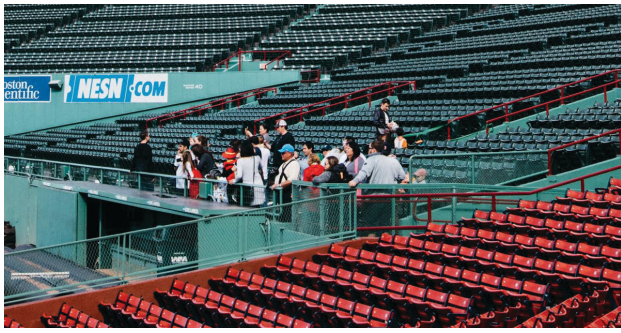
GOOD NEIGHBOR **EVENTS**

Each year, we host special events and provide unique opportunities for the neighborhood. Additionally, our mascots, Wally & Tessie, have been known to make special appearances at neighborhood events, such as the Fenway Community Center Birthday and the Fenway Neighborhood Tree-lighting.



March 23, 2018
We opened up Fenway Park for Fenway Neighborhood Tour Night. Sixty guests from the neighborhood joined us, along with Wally & Tessie, for a free private guided tour of the ballpark.

May 13, 2018
We opened Fenway Park for a free Mother's Day "Walk in the Park," giving fans the opportunity to walk around the warning track, sit inside the home and visitor's dugout, take photos with a Red Sox alumnus, and participate in other family-friendly activities. We also offered free ballpark tours to moms as part of our annual celebration of Mother's Day.



MORE *GOOD NEIGHBOR* **EVENTS**

July 27 - July 29, 2018
The Red Sox Foundation coordinated with the City of Boston to create a special display on Van Ness Street honoring Families of the Fallen, who have lost a loved one who served our nation. The display offered family and fans alike the opportunity to mourn and celebrate the sacrifice of our service men and women.

October 2018
During the Red Sox' thrilling playoff run, we sponsored playoff watch parties at the Fenway Community Center for local residents to watch our road playoff games on October 16, 2018 (for the American League Championship Series game at Houston) and on October 26, 2018 for World Series Game 3 at Los Angeles, which proved to be the longest post-season game in Major League Baseball history. For both parties, we provided pizza, drinks and other refreshments. Nearly 100 people joined the World Series party, and stayed past 2:00 a.m. to watch the extra inning affair. (We won't say whether anyone stayed until the final out

NEIGHBORHOOD **TRASH REMOVAL**

In 2018, we continued to employ Project Place to provide cleaning services to the Fenway Neighborhood. Project Place removes litter on all streets and sidewalks throughout the West Fenway neighborhood within hours after every Red Sox game and other major public events at the ballpark (including concerts and other sporting events). This year, we further expanded the scope of cleanup to include additional areas near Audubon Circle and the Bowker Overpass.

About Project Place:
Founded in 1967, Project Place began as a dedicated safe haven for runaway teenagers, especially at-risk and drug-addicted youth. In the 1980s, Project Place shifted its role in the community by serving adults and adding drop-in and referral services, including legal services, life skills, advocacy, information and counseling. Education, job and computer literacy training were added, in response to its clients' increased requests for skills and resources required for employment. In response to the shifting homeless population in Boston and their specific needs, Project Place has changed and expanded over our 50-year history; but, the mission remains the same: to promote hope and opportunity for homeless individuals by providing the skills, education, training and personal support necessary to obtain employment and housing and, most importantly, sustain economic stability and independence over a lifetime.

NEIGHBORHOOD
TRAFFIC & TRANSPORTATION PLANNING

For decades, we have encouraged fans to use public transportation and have worked with the City of Boston and state transportation agencies to address traffic and transportation issues. In addition to regular, ongoing efforts to address traffic issues, in 2018 we undertook some additional measures, including:

- Coordination with the Boston Police Department regarding placement of detail officers before and after Red Sox games and other major Fenway Park events to assist with traffic.
- Coordination with the Boston Traffic Department on parking rules and enforcement relating to games and other major events.
- Planning and coordination with the Boston Police Department to alter traffic flows on Ipswich Street during games and other major events.
- Continued ticketholder outreach and promotional events to encourage fans to use public transportation, bikes and walking to come to Fenway Park.
- Direct engagement with Uber and Lyft to explore ways in which ride-sharing services can change their policies and practices to reduce traffic impacts;

ONGOING GREEN INITIATIVES **AT FENWAY PARK**

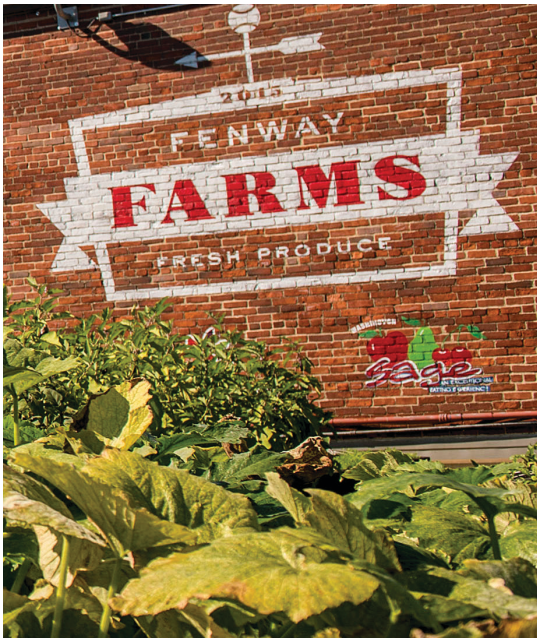
Fenway Farms
Fenway Farms is a rooftop garden on the third base side of Fenway Park, right above Jersey Street. Since 2015, produce and herbs grown in the garden are used in food prepared at the ballpark. The site includes 5,000 square feet of roof space that was previously black rubber membrane roof. The space is now used to grow 4,000 pounds of produce annually. The environmental benefits of Fenway Farms includes improved air quality, energy conservation through improved thermal performance, storm water amelioration and moderation of urban heat island effect.

Solar Panels
In May of 2008, the Red Sox became the first team in Major League Baseball to install solar thermal panels at their ballpark. The twenty-eight solar thermal panels are located on the roof behind home plate, and help heat water used throughout the facility. The panels replace 37% of the gas traditionally used for the process, saving both energy and expense, and avoiding 18 tons of CO_2 emissions annually.

Recycling & Composting
Fenway Park is a single-stream recycling facility meaning all recyclable materials can be comingled including plastic, cardboard, and paper. Blue recycling bins are strategically located throughout the ballpark for the convenience of fans. From Fenway Park, recyclables are taken by Waste Management to their sorting facility in Avon, Massachusetts then recycled into new cloths, cardboard, cans and bottles. Big Belly Solar Trash and Recycling Stations surround the perimeter of Fenway Park. The trash stations contain solar-powered compactors and can collect five times as much refuse as standard trash barrels. Their innovative design significantly reduces collection frequency, keeping gas-guzzling trash vehicles off the road and reducing harmful emissions.

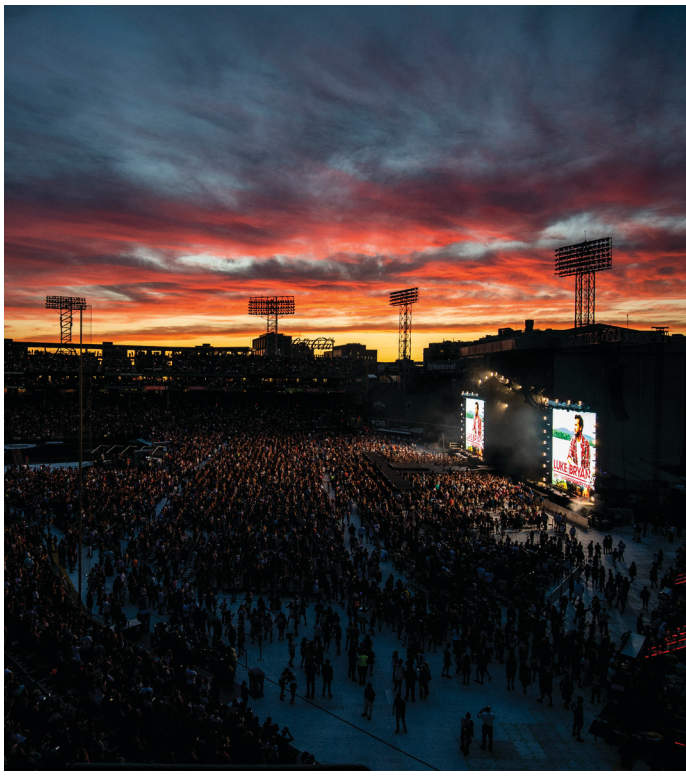
Poland Spring Green Team: Since 2008, volunteers collect recyclables from fans during home games. Each year, Green Team members help divert almost 400 tons of recyclables from the landfill.

With concessionaire partner Aramark, the Boston Red Sox have committed to composting organic or biodegradable food waste including excess fruits, vegetables, meat, poultry, seafood, and other foodstuffs. Waste Management sends the food waste to either Brickends Farm in Hamilton, Massachusetts or Rocky Hill Farm in Saugus, Massachusetts where it becomes top-quality organic compost. What isn't recycled or composted is hauled to a waste-to-energy plant in Saugus, Massachusetts. The Saugus waste-to-energy facility generates a renewable energy and delivers clean electricity to the local utility. With a generating capacity of 38 megawatts the facility produces enough energy to supply 47,000 Massachusetts homes.



CONCERTS
AT FENWAY PARK

Fenway Park is nationally-recognized music venue offering music fans the opportunity to view famous acts in America's Most Beloved Ballpark. Fenway Park hosted ten concerts in 2018. During this concert series, we distributed hundreds of complimentary tickets to neighborhood organizations and charities. Before this year's concert season, we hosted a special meeting with our Neighborhood Advisory Committee, at which Live Nation provided a behind-the-scenes tour to explain concert operations.



2018 Mitigation Efforts:

1. Distributed hotline number before concerts and encouraged any neighbors with concerns or complaints to contact us directly.
2. Placed two (2) portable bathrooms near the entrance to the Victory Gardens for the Zac Brown Band concerts on June 15 and 16.
3. Installed sound dampening panels prior to each concert series and removed at the end of each concert series.
4. Project Place cleaned the Fenway neighborhood immediately after concerts and expanded its cleaning area to include additional areas near Audubon Circle and the Bowker Overpass.
5. Our security team was in continuous communication with the Boston Police Department to generally promote public safety, address neighborhood complaints and proactively plan Boston Police's presence throughout the neighborhood during concerts.
6. Issued social media announcements, displayed ball park signage, emailed concert ticket holders reminding concert attendees to be respectful of neighborhood.

2018 Concerts

Zac Brown Band | Luke Bryan / Sam Hunt

Foo Fighters | Jimmy Buffett | Billy Joel | Def Leppard / Journey | Pearl Jam