



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

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## Kenmore Hotel support

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**Jessica Finch**

Fri, Jul 19, 2019 at 10:51 AM

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

Dear Tim,

I understand that the comment period has ended for Kenmore Hotel but wanted to reach out and offer my support for the Kenmore Hotel project. I spoke up at the June 17<sup>th</sup> Impact Advisory meeting about the vast improvement this project would provide to the pedestrian environment, both safety and experience, which many other comments have reiterated.

I have lived in Boston or since 1995, attending both MassArt and BU. I worked for Boston Children's Hospital out of their offices in Fenway and as a member of Community Boating, I would bike through this intersection several times a week. The proposed plan simplifies a complicated tangle of intersections, built for cars – not people. This project offers a chance to solve a confusing mess of streets and create a safer and more pleasant pedestrian experience, particularly important for an area with so many visitors and students. Beacon and Commonwealth are redundant paths here – both very wide with fast traffic. With Storrow Drive just 3 blocks away, these roads really should be slower, narrower, and not dominate the public realm.

My feeling is that this is something the City should prioritize, regardless of the proposed building. It is very forward-thinking of Mark Development to engage the best planners, architects, landscape architects they can find to enhance our city with good design. The solution proposed by Jeff Speck is very well thought out and, in my opinion, a dramatic change is much needed.

Best,

Jessica

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Jessica Finch, Principal  
**selbert perkins design**  
[5 Water St., Arlington, MA 02476](#)

email: | web: [selbertperkins.com](http://selbertperkins.com)



July 26, 2019

Project Manager Tim Czerwinski, AICP  
Boston Planning & Development Agency (BPDA)  
Att: Kenmore Square Hotel Project  
One City Hall Square  
Boston, MA 02201

Via e-mail:  
Robert Korff  
Damien Chaviano  
David Roache

Re: Kenmore Square Draft Project Impact Report

Dear Mr. Czerwinski,

The Esplanade Association is a privately-funded nonprofit organization that works in partnership with the Massachusetts Department of Conservation and Recreation (DCR) as a steward for the historic Charles River Esplanade park and is dedicated to enhancing the experiences of the more than 3 million visitors who enjoy the park on an annual basis.

We write today regarding the Kenmore Square Hotel Project and the likelihood that the project would have a negative impact on the park and its pathways if completed as proposed.

We were pleased that Mark Development, working with a task force of urban designers, engineers, consultants and local stakeholders, prioritized a number of guiding concepts for this new hotel and public plaza project in the heart of historic Kenmore Square in order to "significantly improve the pedestrian experience in Kenmore Square, without negatively impacting traffic patterns". While we certainly agree that the project will provide an enriched environment for visitors, create permanent jobs and increase tax revenues for the city, we are concerned about the negative impacts that the 27-story hotel's shadows may have on the recreational experience on the iconic Charles River Esplanade and the health of its heritage tree canopy.

The Esplanade provides year-round programming and riverfront vistas to over 3 million visitors annually, including nearly 5,000 annual exercise class attendees. The Esplanade has been named one of Boston's 'Best Running Routes' by *Boston Magazine*, and data from [Strava](https://www.strava.com) reveals the Esplanade to be Boston's most popular running route. Our partnership with the Boston Athletic Association, organizers of the Boston Marathon, has cemented our status as a premier fitness location for the region. Unfortunately, according to the Draft Project Impact Report, in both the Proposed and Alternative Build Scenarios for the Kenmore Square Hotel, late autumn and early winter shadows are expected to fall on the Exercise Course – a built-out park amenity offering fitness equipment in a park setting – along with its adjacent fields and pathways that are much-enjoyed by park visitors. The shadow study offered in the DPIR only provided information about four days of the year, but makes clear that shadows are prominent on the darkest day of the

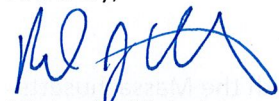
year, December 21, when park visitors are the most likely to seek out the few remaining sunny outdoor spaces for recreation.

In addition to the negative impact the hotel's shadows could have on recreational park users, the Esplanade Association also has concerns about the reduced light that would be available for the portion of the park's 1,700 trees that would lie under the hotel's shade. A 2015 tree study conducted on the Esplanade showed that, of our 1,700 trees, 55% are in Fair or Poor condition. While we are actively working to improve the health of our trees through our comprehensive Tree Management & Succession Plan, slated to begin implementation this fall with support from the City's Community Preservation Act efforts, the tree canopy is fragile and the potential for harm due to the reduced sunlight during the darkest days of the year may be exacerbated by the additional shadows.

We encourage you to require the further study of the annual extent of the hotel's shadows on the historic Charles River Esplanade and require alternative means and methods to limit the impact that our visitors and our tree canopy may be subjected to. The proponents tout a commitment to improving the public realm for residents and visitors to Kenmore Square, a result that would offer a meaningful, positive change just south of the Esplanade. Our experience has shown that to do this without having potential negative impacts on our historic recreational location, more time and resources should be given to determining, in a more comprehensive fashion than is currently available, the exact days and hours of the year that the Esplanade and its pathways will be affected by the hotel's immense shadow.

We recognize the thoughtfully-executed efforts of the City of Boston and Mark Development to meet the growing needs of residents and visitors, and appreciate your consideration in ensuring that the Kenmore Square Hotel Project will prioritize neighborliness and environmental sustainability. We encourage you to require the further study of the impacts of the hotel's shadows as part and parcel of the Kenmore Square Hotel Project.

Sincerely,



Michael J. Nichols  
Executive Director  
Esplanade Association

cc: Commissioner Leo Roy, DCR



The Kenmore Tower Corporation  
566 Commonwealth Avenue  
Boston, Massachusetts 02215

August 5, 2019

**By Hand Delivery and Electronic Mail**

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

Re: One Kenmore Square  
560-574 Commonwealth Avenue

Dear Mr. Czerwienski:

The Kenmore Tower Corporation ("KTC") is the owner of property located at 566 Commonwealth Avenue, Boston, Massachusetts. KTC is a cooperative housing corporation; its shareholders are the individual residents who reside in the building. KTC is a direct abutter to the property located at 560-574 Commonwealth Avenue where Mark Kenmore, LLC ("Mark Kenmore") is proposing to demolish the existing Citizens Bank structure and construct a new, up to 299 foot-high hotel surrounded by a new half-acre public park and roadway improvements, including a new public street connecting Commonwealth Avenue and Beacon Street, all as set forth in the Draft Project Impact Report dated April 22, 2019 (the "Project").

KTC opposed the original version of the Project presented in the Project Notification Form dated March 12, 2018 (the "PNF") for the reasons set forth in the letter to the BPDA dated April 23, 2018 from our attorney, Ann Sobolewski at Posternak Blankstein & Lund LLP. Since the filing of the PNF, we have had several cooperative and productive meetings with Mark Kenmore. Mark Kenmore has listened to our concerns, which has led to a significant redesign of the Project in the DPIR. On behalf of KTC, the Board of Directors is entering into a "Settlement Agreement" with Mark Kenmore and is submitting this letter in support of the Project, as modified.

KTC is pleased that the Project has been shifted approximately 88 feet east, moving the proposed building approximately 102 to 108 feet from the KTC building. The shifting of the building and the creation of a new, dedicated public roadway between the proposed building and the KTC building is welcomed and supported by KTC. In addition, KTC supports the creation of a half-acre public plaza in the heart of Kenmore Square. In conclusion, KTC withdraws its opposition and affirms its support for the Project, as modified.

Very truly yours,

KTC Board of Directors





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

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## Kenmore Hotel

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**Ruthe L'Esperance**

Sat, Sep 21, 2019 at 6:00 PM

To: tim.czerwienski@boston.gov

Dear Mr. Czerwienski,

I am a life-long Boston resident, and currently I live in the Back Bay near Kenmore Square. I am very disappointed that I cannot attend the public meeting on September 25, and I wanted to make sure that my concerns were brought to the attention of the Planning & Development Agency.

There are iconic vistas in every city, and I am old enough to remember many views which are no longer a part of the architectural vocabulary of Boston. Driving into Boston on the Mass Pike, there used to be a breathtaking view of the city. Then the New Balance building jutted out over the roadway and obliterated the view. Every evening coming home from work, I would pass by Fenway Park and see the upper seats shining next to the neon screen. Now all that is visible is the facade of the new apartment/condo buildings spanning the Pike. I am very concerned that the new hotel proposed for Kenmore Square will obscure the view of the Citgo sign as one approaches Kenmore Square from various angles.

Vistas from sidewalks and roadways may not be part of the consideration of the impact of a new building in our city—but they should be. Obviously no thought was given for views and vantage points when the Seaport was being built. Now all that anyone can see are tall, square, glass filled buildings. Each building goes up with no relation to the one next to it or the one down the block. The last time I was there, I could only see the harbor if I was right next to it! We've created a Seaport district without views of the sea!

I don't want that to happen to Kenmore Square.

Please preserve the incredible, iconic view that we all enjoy as we walk or drive into Kenmore Square from Commonwealth Avenue, Beacon St and Brookline Avenue.

Thank you.

Sincerely,

Ruthe L'Esperance



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

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## Kenmore hotel

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**Michael Simons**

Wed, Sep 25, 2019 at 3:17 PM

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

Tim -

Thank you. This project has so many adverse impacts to its neighbors, specifically, and the community, at large.

The FAR is too dense for the parcel in which the proposed hotel will occupy that it is not well-suited to its location.

Can you please send the requirements for parking, for example? And, can you please state the current FAR vs. proposed? It is obfuscated in the docs.

The dimensions of this project (and parking) deviate from the general zoning for the district and/or area and these deviations from the general zoning unfairly burden the surrounding neighbors and neighborhood.

The development plan also must provide for specific public benefits, of which are at odds with those that will be impacted. The developers claims are purely subjective and not demonstrated.

The benefits do not outweigh the detriments.

Kindest regards -  
Michael Simons

[Quoted text hidden]



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

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## Kenmore Square

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**Mason Astley**

Thu, Sep 26, 2019 at 11:26 PM

To: Tim.Czerwienski@boston.gov

Hello,

Please, please, ease listen to the residents of the Fenway about this awful idea of rerouting traffic in order to put up another hotel in Kenmore Square. As a resident of the Audubon Circle neighborhood who works at MIT, the commute home on a Red Sox night is already about 30 minutes of driving for less than 2 miles.

Cambridge cant manage their intersection on that side of the BU Bridge, so it backs up 20 minutes just in that spot. Yes, I can ride my bike in good weather, and I do. However, winter makes it a very tough ride across either bridge. Driving through Kenmore with extra stoplights (never mind years of construction) is a big ask, with no benefits for local residents.

I am begging you to refuse this project, which has no support from locals.

Thank you,

Mason Astley  
[857 Beacon St.](#)

To the BPDA

The latest version of the Hotels project shared with the community on Wednesday, September 25, still shows a four-lane roadway between the hotel and 566 Commonwealth Ave (The Kenmore Tower).

As I watched traffic these last few days, I became even more concerned...Some of the buses which head east on Commonwealth Ave, both private such as the Boston University Bus, and city busses, it became clear that a bus and certainly two (or a double bus) can fill up one lane when the traffic light on Beacon Street is red.

As a result, in addition to the air pollution and noise which will be the constant condition 24/7 there will be a constant traffic jam, even in "non-rush" hours.

Please reconsider that element of the plan if you must go ahead with the project. Given all the hotel construction going on in Boston and in the Fenway area, do we really need a tower that has direct site lines to Fenway Park and is completely out of proportion to the rest of the Square?

Thank you,

Isa Kaftal Zimmerman, IAG member and resident of Kenmore Tower.  
Sept 28, 2016



September 30, 2019

### **Potential Hazards of and Counterproposal to Proposed Kenmore Hotel**

Dear Mr. Czerwinski,

As an original owner in the Kenmore Tower since 1982, I am again writing to you in response to the new invitation of the Boston Planning and Development Agency (BPDA) to comment further in opposition to the Kenmore Hotel as currently proposed. This is an attempt to bring to your attention some new information regarding pollution, health, and safety concerns which appear to be omitted from the Draft Project Impact Report by the Hotel developer and how the suggested counterproposal may address such concerns:

1. **Proposed Development Description:** New Kenmore Hotel, 27 Story, 389 rooms.
2. **Proposed Development Location:** 560 – 574 Commonwealth Avenue, Boston, MA 02215.
3. **Developer:** Mark Development LLC, 57 River Street Suite 106, Wellesley, MA 02481.
4. **Mark Development CEO:** Robert Korff, owner of existing Citizens Bank Building at 560 Commonwealth Avenue, Boston, MA 02215.
5. **Closest existing residential building affected:** Kenmore Tower, 566 Commonwealth Avenue, Boston, MA 02215. This is a 15-story private residential cooperative apartment building home to approximately 300 residents since the late 1960s.
6. **Basic Issue:** Aside from bringing considerable new traffic into the area without new parking facilities, the hotel project as currently proposed by the developer would require major road reconstruction and redirection of traffic, raising serious concerns regarding greatly increased vehicular traffic and the resulting increased emissions, noise, vibration, and congestion particularly in the immediate vicinity of our building at 566 Commonwealth Avenue.
7. **Major New Four Lane Roadway:** In fact, the project as currently proposed would require the creation of a new extraordinarily busy one-way four lane roadway in the “canyon” between the eastern side of our building and the proposed new hotel. This new roadway would include ALL traffic eastbound from Commonwealth Avenue and divert it directly to Beacon Street. This traffic would be brought to a halt and backed up alongside our building and immediately below our open-air balconies by a pedestrian traffic light at the Beacon Street intersection, possibly also blocking emergency vehicles as well as our garage access. Heavy traffic on Beacon Street itself would also contribute to this backup. According to an article published by Traffic Engineer Mike Spack (link attached), traffic on this new roadway could be above 30,000 vehicles per day. Additionally, numerous taxis, trucks, buses and service vehicles could be idling on the other side of the roadway next to the proposed hotel, further fouling the air with carbon monoxide, soot, and other toxic emissions.
8. **Traffic Gridlock:** This new four lane roadway would effectively be part of a new one-way roundabout three to four lanes wide encircling the hotel plaza which would also combine heavy traffic from Beacon Street and Brookline Avenue. Some traffic must now go all the way around this roundabout in order to make a simple turn on to another street as currently allowed in the existing Kenmore Square street plan. This roundabout would require at least three phases of traffic lights which would contribute to stalling the traffic which further accumulates at the intersections of each phase. Numerous vehicles would be “trapped” in the one-way lanes of this

roundabout in the event of any traffic obstacles or accidents. The entire Kenmore square area could therefore be completely gridlocked during rush hour and Red Sox ball games.

9. **Hazardous Pedestrian Experience:** Aside from traffic gridlock, conflicts between pedestrians and vehicles may lead to increasing incidents of “road rage”, traffic accidents, injuries, and fatalities. How will pedestrians be expected to safely cross such wide and busy roadways without a police escort and further blocking traffic? What happens if an elderly pedestrian does not make it across all four lanes before the lights change? **How does this improve the pedestrian experience of Kenmore Square as claimed by the hotel developer?**
10. **Potentially Harmful Pollution Exposure:** Residents of apartments on the east side of the Kenmore Tower would be particularly affected by the potentially detrimental health effects of the new roadway air pollution, particularly as described in an Environmental Protection Agency (EPA) publication EPA-420-F-14-044. Apartments on the east side of the building appear to be well within 50 feet of the proposed roadway. The entire building for that matter appears not only to be within 300 feet of the proposed roadway but also well within 300 feet of Commonwealth Avenue and Beacon Street which respectively run parallel to the north and south sides of the building. The entire building would therefore be well within the 500 – 600-foot air pollution exposure zone where adverse health effects can be significant according to the EPA publication.
11. **Accumulation of Emissions and Amplification of Noise:** Not only could harmful vehicular emissions accumulate in the canyon of the new roadway between the two buildings, extreme traffic noise could be amplified as it reverberates between them. According to the EPA publication, road noise may also exacerbate health problems associated with emissions exposure.
12. **Hazards of Icicle Formation:** The unusual “inverted pyramid” design of the hotel along with long cold winters and high wind currents anticipated at the currently proposed hotel location increases the possibility of serious injuries and fatalities from falling icicles on the roadways and pedestrian plaza below, as well as on the balconies of our building. This could be far more hazardous than the spontaneous shattering of windows which occurred in the John Hancock tower. Other common issues of concern regarding the proposed new hotel such as consequential foundation damage to existing buildings, lack of parking, and strong winds apparently led to the foreclosure sale of the John Hancock tower.
13. **Questionable Project Impact Report:** We believe that the Draft Project Impact Report dated 22 Apr 2019 by the developer regarding the proposed hotel project was grossly negligent and deliberately deceptive, particularly regarding the Air Quality Analysis Section in this report. **The air quality analysis section completely omits reference to the new four lane roadway planned next to our residential building** even though it may carry over 30,000 vehicles per day. There is currently no thru traffic in this zone next to our building. During a public hearing, the project developer claimed that the new roadway would be insignificant from a traffic standpoint. Since the Project Impact Report indeed fails to make any reference to this major new roadway, we believe that the report’s conclusion of no air quality impact is deliberately false.
14. **Need for EPA Review:** We wish to bring our concerns to the attention of the EPA and any other responsible authorities and request that they review the hotel project and new roadway as currently proposed from the standpoint of potential violations of EPA standards as well as other applicable health and safety guidelines. Does the hotel project as currently proposed represent

the best high-rise hotel construction and transit solution for Kenmore Square residents, particularly from the standpoint of mitigating vehicular air pollution? We also request that the EPA advise on the potential health consequences to residents of the Kenmore Tower resulting from the new roadway air pollution and noise, particularly on the east side of the building.

15. **Suggest Relocating Hotel to Minimize Environmental Impact:** We also ask the BPDA and other responsible authorities to review the possibility of relocating the proposed hotel to another nearby location such as that immediately above the existing underground “Green” MBTA subway line on the other side of the proposed hotel plaza, and that the proposed hotel actually be designed to bridge over the eastbound lane of Commonwealth Avenue rather than obstruct this lane. The lot immediately to the north of this location on Commonwealth Avenue is currently vacant.
16. **Other Advantages of Relocating Hotel:** While thereby relocating the hotel further away from our building, this would facilitate hotel guest access via an existing subway without outdoor exposure, without the need for vehicular transportation, and without the need to obstruct and redirect Kenmore Square traffic. This would resemble the sensible transportation design approach of the Denver, CO convention center for example. This may also reduce the possibility of hotel related construction damage to our building as well as to the other existing subway lines located in Kenmore Square for that matter. The existing Kenmore Square street plan at least “works” for all residents if established roadway transit lanes are not obstructed or diverted and maximum use of the existing subway lines is facilitated.

<http://www.mikeontraffic.com/numbers-every-traffic-engineer-should-know/>

I believe that the pollution, health, traffic, and safety concerns would be shared by all effected residents of Kenmore Square as they become more widely known. Apparently, some opposing parties have been offered monetary payments by the hotel developer to change their official position. **Would such payoffs be necessary if the hotel as currently proposed was actually in their best interests?** Attached please find diagrams illustrating the current Kenmore Square street plan, the currently proposed plan by the hotel developer, and suggested alternative hotel location to minimize the potential environmental impact and other damages to our building as well as other residents, commuters, and pedestrians in Kenmore Square.

We appreciate your further consideration. Feel free to contact me by return e-mail at if you have any questions.

Regards,

George Apanel



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

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## Final thoughts on Kenmore Square hotel project

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**Linda Dressler**

Mon, Sep 30, 2019 at 9:27 PM

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

Dear Tim,

We want to take this last opportunity state our views on the proposed hotel project in Kenmore Square. Although we appreciate the thoughtful process that has taken us to this point, we must express our disappointment and sadness in what appears to be the eventuality of this project. The devastating loss of solar access, the spectacular view, and the openness of our space because of this 29 story building cannot be overstated. It will dramatically change our lives and wellbeing forever. Tim, we implore you to consider a new, thinner iteration of the design of the building to minimize the above mentioned concerns. In addition, if this proposal receives final approval, we will be suffering through years of unrelenting construction, both in the construction of the building and the tearing up of the streets. We beg you to please prohibit construction on Saturdays, Sundays and before 8:00 AM on weekdays so that we may have respite from the mayhem.

We thank you for taking the time to meet with the two of us personally to listen to our concerns.

Sincerely,  
Brian and Linda Gula  
Unit 1201  
Kenmore Tower



September 30, 2019

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

RE: 560-574 Commonwealth Avenue  
Mark Kenmore LLC Hotel Project

Dear Mr. Czerwienski:

These comments are submitted on behalf of the Audubon Circle Neighborhood Association (ACNA) regarding the above-referenced project and the project's proposed designation as a Planned Development Area (PDA). In July of this year, the ACNA Board reviewed and commented on the Draft Project Impact Report (DPIR). The Board has these further comments on the project and the proposed Development Plan.

1. **PDA.** The ACNA Board objects to this project being designated a PDA. The vast majority of the project site that purports to comprise over an acre of land is made up of public property and infrastructure which, although potentially affected by the proposed project, incorporates much more than the structure and uses of which Mark Kenmore LLC is (or would be) the owner or operator. The new public roadways and plaza that are to be constructed as part of the project will be publicly owned, as well. The inclusion of public property to meet the 1 acre minimum is a poorly veiled attempt to circumvent existing zoning that, if properly applied, would put this project in much better alignment with the Square and the size and uses it can reasonably support. In addition to failing to meet the basic requirements for a PDA designation, the project falls short of meeting the BPDA policy guidelines, as well. The project's size is entirely arbitrary and, in fact, should be reduced, and the project's complexity is due to an overwrought reinterpretation of the road system in Kenmore Square. Any claim - or assumption - that the project is Smart Growth/Transit Oriented is a gross miscalculation of how people get to and leave a hotel. In light of the misguided assumptions and poor planning associated with this development project, any public benefits that may flow from it are negated. For these reasons the project should be denied designation as a PDA.

P.O. BOX 15354 KENMORE STATION BOSTON MA 02215

[auduboncircle@gmail.com](mailto:auduboncircle@gmail.com)  
[www.AudubonCircle.org](http://www.AudubonCircle.org)



**2. HEIGHT and DESIGN.** The ACNA Board objects to the height of the building, which, as described in the proposed Development Plan, is two stories more than what was recited in the DPIR, with a further increase in an already flamboyant FAR. The fiction of a larger project site does nothing to diminish or excuse the excessive and intimidating height of the proposed building. Indeed, the proposed public plaza will exaggerate the impact of the building's height. In addition, the increase from 27 stories to 29 stories presumably increases the 314' total building height recited in the DPIR. Noted, as well, is the 12,000 square foot increase in total gross floor area from what was set out in the DPIR. In the most simple terms, the proposed building is much too tall and too big, and the architectural renderings of the building's design and setting jarringly conflict with everything around it. The height of the building must be drastically reduced, and the building's design re-thought to much better complement its surroundings.

**3. DROP OFF/PICK UP LANE.** The ACNA Board again points out the inadequacy of the five spaces the proponent has designated for drop-off and pick-up of patrons. The vast majority of people staying at the hotel will arrive and leave by car, either personal or via taxi, Uber, Lyft or other car sharing vehicle. Five spaces for a 391 room hotel is woefully inadequate in itself, made more so by the competition hotel patrons will have with those using the retail, restaurant or other uses on the site. Five spaces cannot be contemplated in any project proposal of this size, or even a more moderate one. The BRA must not accept this as sufficient, and must demand both a drastic reduction in the size and scale of the project and better facilities to handle the arrival and departure of hotel patrons.

**4. PARKING.** The ACNA Board underscores its concerns about parking. It is unrealistic as well as inadequate to simply claim that a local garage or surface parking lot will be available to accommodate the cars to be valeted from the hotel, or driven by the patrons themselves. Something much more concrete is necessary. The increase in use of Fenway Park for multiple purposes, the City's likely approval of a new performance center adjacent Fenway Park, and the relaxation of the City's parking space requirements for Fenway Center and other development projects in the area all point to a likely unmet demand for parking spaces. As stated above, the project proponent has been unrealistic regarding the means by which patrons will arrive and leave the hotel, therefore the project documents are inadequate in describing the traffic impacts associated with the drop-offs, pick-ups, valet service and travel back and forth from the hotel and area lots and garages, as well as surrounding areas of the city. The lot's proximity to train or bus service is no testament that hotel patrons will use either (and most likely will not use), and the existence of BU and MASCO shuttle buses has no relevance at all when, in both instances, their use is formally limited to authorized riders. The project proponent must better assess parking demands and parking availability in the area, better assess the parking demand that will be imposed by its patrons, and must scale the project to ensure an adequate number of spaces are available for its patrons on a long-term basis.

**5. NEW ROAD CONFIGURATION.** Notwithstanding the proponent's descriptions, diagrams, videos and assurances, the proposed reconfiguration of the road system in Kenmore Square to accommodate the project is confounding. There are no "surplus portions" of Commonwealth Avenue or Beacon Street; both roads are major arteries into and out of the City and come at a confluence of intersecting streets that funnel cars and trucks to and from the Back Bay, Fenway, Brookline, Cambridge and downtown Boston. Narrowing or eliminating any part of these roads will exacerbate traffic congestion, as exemplified on Beacon Street in Audubon Circle, where the City widened the sidewalks, narrowed the street, and inserted bike lanes. The streets coming into and out of Kenmore Square are heavily used throughout the day; during peak travel times (which include morning and evening rush hours as well as when

Fenway Park or other large events take place in the area), they are severely congested and over capacity. The proponent's renderings of the reconfigured streets are so painfully sanitized and serene that they bear no resemblance to reality and serve only to put into higher relief the impracticable nature of the proposed changes. Rather than improving traffic flow, the insertion of two new turns on each of the two main thoroughfares and installation of four new traffic signals would make an already congested road system a crippling choke point in the City's increasingly stymied flow of traffic, and no improvement to pedestrian wait times at crosswalks warrants a disaster in traffic system planning.

6. **PUBLIC PLAZA.** The concept of a central square in Kenmore Square is a good one, but what has been proposed adjacent the new building will be a rather dismal affair. The building will cast shadow on most of the new space for most of the day, the wind speeds are predicted to go to uncomfortable levels, and the already significant road noise will be amplified with the increase in traffic and congestion associated with the new lights and turns at New Road. The offer of this new public plaza as a lively area to sit, eat, or walk is being presented as a huge new public amenity and benefit, when it most likely will be a wind-swept, dark and unappealing space that few will enjoy. With a sharper look at what is actual and realistic, this amenity falls significantly short of countering the negative and unrelenting impacts of a road system that does not work, a use that is too intensive and overwhelming for its location, and a building that is so aesthetically astray.

Members on the ACNA Board have lived in Audubon Circle for decades, have walked to and from Kenmore Square, and have managed to get to the Square's businesses and post office (the latter recently and ignominiously ejected) without finding it to be so difficult that any would suggest that more traffic back-ups, as well as the noise, congestion, bad air and belligerence that come with them, would be a reasonable price to pay for nicer sidewalks. There is nothing pleasing, friendly or beneficial about walking along traffic-choked streets, and there certainly is nothing entertaining or enjoyable about "dining and lingering" in the middle of a traffic jam. Nor are such activities sufficient justification for creating one.

The ACNA Board urges the BRA to, at a minimum, reject designation of this project as a PDA; demand a reduction in the size and scale of the building, as well as a change in design; dispense with any new road configuration that reduces the size or width of Commonwealth Avenue or Beacon Street, or adds turns or traffic signals; require that the proponent redo its traffic analyses to better account for vehicle usage associated with the project; increase the area of traffic review and reassess traffic impacts associated with Sox games and other Fenway events; require that the proponent better assess parking demand and availability in the immediate area, and require the proponent to obtain a minimum 50 year commitment from area parking garages and/or lots for a sufficient number of spaces to serve its patrons. Perhaps best would be a restart on this project, with more attention given to housing creation, as well as creation of a building that complements the history and character of the City of Boston.

Respectfully submitted,

The Board of the Audubon Circle  
Neighborhood Association



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

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**Re: Kenmore Hotel PDA Development Plan Filed 9/30/2019**

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**Janie Knight**

Mon, Sep 30, 2019 at 9:47 AM

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

Cc: Rob Knight

Thank you so much Tim! I am not sure why it wasn't attached but here you go. This is a copy of the letter that sent earlier this summer regarding the project. My feedback remains the same. I would like to add that appears to be an agenda that we have little or no control over and clearly favors the developers. The meeting on the 25th confirms they are doing a lot of their studies using AI modeling but in reality that might not paint the entire picture. As an example Fenway Park is of concern and the safety of others shouldn't be dismissed as it was by Mr Korff in the meeting. This is the reality that we live in and we need to build future infrastructure that protects open seating venues. I found it to be disturbing that the agenda of developers wouldn't consider this to be an issue.

Attached please find my comments. Thank you so much Tim!

Best,  
Janie

Begin forwarded message:

From: Janie Knight  
Date: July 8, 2019 at 11:42:09 AM EDT  
To: [mayor@boston.gov](mailto:mayor@boston.gov), [tim.czerwienski@boston.gov](mailto:tim.czerwienski@boston.gov)  
Subject: Kenmore Hotel project comments

&gt;

Date: July 2, 2019 at 7:29:22 PM EDT  
To: Tim Czerwienski <[tim.czerwienski@boston.gov](mailto:tim.czerwienski@boston.gov)>  
Subject: Kenmore Hotel comments

Hi Tim,

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

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

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

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

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

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

Sincerely,

Janie Druker Knight

566 Comm Ave  
Boston, Ma 02215

Janie Druker-Knight  
Knight Media Ventures  
63 Baystate Rd  
Boston, MA 02215  
[www.knightmediaventures.com](http://www.knightmediaventures.com)

On Mon, Sep 30, 2019 at 9:09 AM Tim Czerwienski <[tim.czerwienski@boston.gov](mailto:tim.czerwienski@boston.gov)> wrote:  
Janie,

I've received your message, but was there supposed to be an attachment?

On Sun, Sep 29, 2019 at 5:38 PM Janie Knight wrote:  
Please add this to the comments and confirm receipt. Thank you  
Janie Knight  
KT PH 1

566 Comm Ave  
Boston, Ma 02215

Begin forwarded message:

**From:** Tim Czerwienski <[tim.czerwienski@boston.gov](mailto:tim.czerwienski@boston.gov)>  
**Date:** September 3, 2019 at 11:46:39 AM EDT  
**To:** undisclosed-recipients;;  
**Subject:** Kenmore Hotel PDA Development Plan Filed

Good afternoon,

I'm writing to inform you that the development team for the Kenmore Hotel project has filed a Planned Development Area (PDA) development plan with the Boston Planning & Development Agency. The PDA document is zoning language that, if approved, would enable the project that has been under review for the past few months. This filing is subject to further review by BPDA staff and the public. You can read the document at the link below.

<http://www.bostonplans.org/getattachment/0559c456-4e51-451a-a76c-1f9d7395fcc2>

In the next few days, I'll be emailing about a public meeting to discuss this filing, as well as information about the comment period.

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**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](http://bostonplans.org)

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**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](http://bostonplans.org)



September 30, 2019

Tim Czerwienski, Project Manager

(tim.czerwienski@boston.gov)

Boston Redevelopment Authority  
1 City Hall Square  
Boston, MA 02201

Dear Mr. Czerwienski,

Thank you for allowing comments on the public meeting from September 25<sup>th</sup> that I attended. I am a member of the LivableStreets Alliance Advocacy Committee and frequently make comments on their behalf, however the comments below are my own.

I get around Boston by bike, walking, and taking the MBTA. If I have to travel by bike to Kenmore Square I try to approach the square in such a way as to avoid riding through Kenmore Square itself: there are far too many lanes for vehicles, too many turn lanes in which lane signage is concealed by cars stopped over them and no protected bike lanes. The current westbound bike lanes work OK if I don't have to make any turning movements, but are frequently blocked by double-parked cars that force me into a travel lane, eastbound is only slightly better as there are always cars double-parked in the bike lane at the Hotel Commonwealth rendering it rather useless. I find it very unpleasant to have to make any turns on my bike in Kenmore Square, I end up blaming myself for not finding a safer, less stressful, albeit more circuitous, way to get to my destination. It shouldn't be this way. Thankfully the plans presented by the Proponent will solve most of my problems in the very difficult to ride areas that are within the project's scope. In particular, turns onto Beacon and Commonwealth ave will be far safer.

When walking through Kenmore Square, I find that there is no square, just wide sidewalks around the perimeter, and no place at all to sit and enjoy the crossroads of Boston. The existing well landscaped island near the project site is, despite the greenery, a place to pass through and not a place to be enjoyed. I don't, nor do most people I know, enjoy having to cross the streets of Kenmore Square. Being forced to cross in only two places at the west end of the square (the east end isn't much better makes for a stressful crossing). The proposed design will create additional places to cross along with five more crosswalks allowing easier reach, via shorter crossings, of multiple destinations. Along with promised signalization improvements walking through the square will be far safer, more convenient and less stressful. The addition of the plaza to the square will finally create a place for the public to gather within the square, a place that is not just on the sidewalk in front of a business.

I wholeheartedly support this project and hope that it is approved and under construction shortly.

Sincerely,

Mark Tedrow

Mark Tedrow  
21 Conway St.  
Roslindale, MA 02131

Mobile:  
Email:

Cc: Jeff Speck, Speck & Assoc., Vineet Gupta, BTD

Comment: Created Date	First Name	Last Name	Organization	Zip	Opinion	Comments
9/30/2019	Dolores	Boogdanian		02215	Oppose	<p>This project is an embarrassment. Its scale and design are offensive, its analyses and assumptions are flawed, and its progress and encouragement are confounding. The plastic carrot of a so-called public plaza created by the proposed reconfiguration of Beacon Street and Commonwealth Avenue confuses congestion for vibrancy and offers no substantive benefit to the public other than in artists' renderings. It will be in shadow for most of the day, beset by high wind, and surrounded by a moat of traffic-choked streets. A small fraction of the people coming to the hotel will use public transportation, which fact belies any claim that this project is Smart Growth/Transit Oriented and renders meaningless the proponent's traffic analyses and conclusions. The complete lack of creditable traffic and parking analyses or any realistic understanding of the public's access to the site make a fiction of both the DPIR filed for this project and the Development Plan as composed for the proposed PDA. The awkward and discordant design of the building and the excessive shadow created by its ridiculous height underscore the project's undesirability. It is untenable and unacceptable in concept and in effect. The proponent should be sent back to the drawing board, literally, and the BRA should instruct the proponent to present a project that befits a place as important and central as Kenmore Square, significantly reduces the height of the building, undertakes studies and submits reports that are based in reality, and, perhaps even more importantly, serves a population other than one as transient and nameless as hotel guests. This project so far has mocked the City's planning process and falls woefully short of creating a place in the City of Boston that</p>
						<p>respects and enhances the city's beauty, history, character and livability. It is wanting on so many levels that it does not deserve serious consideration, and certainly does not deserve designation as a PDA.</p>

9/30/2019	Erika	Tarlin		02145	Oppose	<p>September 30, 2019 Comments re: One Kenmore Square Project Proposal</p> <p>Thank you for the opportunity to comment on the proposed 29-story hotel in Kenmore Square. As one who is familiar with changes in the life the Square for the last 50 years, I have a perspective on what works there and what does not. Indeed, the traffic pattern is complex and in places dangerous for all - pedestrians, car drivers and cyclists. Having attended meetings on the proposed tower and the redesign of the traffic flow, (stated to be dependent upon the acceptance of this project), I understand the City's desire to go forward with this proposal. However, if a remedy to the traffic problem is truly the City's priority, then I believe that work should concentrate on making a safer and more efficient situation in Kenmore Square independent of this project. Instead, we have a proposal that is jarring and absurd for the location. Both the proposed height and design of this tower are inappropriate for the location, period. Why 29 stories? Perhaps because it is not worth it to the developer if they cannot have that height? As for the design, it is not beautiful. If one has the expertise in and access to altering a cityscape, there is a responsibility to the community to improve the building's environment. This proposal does not, and only invites further intrusion into the visual experience of the Square. At the most recent public meeting on September 25, I was struck by the condescension emanating from the proponents of the project. Comments from long-time residents of the neighborhood and from neighbors of the adjacent building were scoffed at. One proponent touted his knowledge of "walkability," and as questions arose</p>
						<p>during the presentation, he dismissed residents' concerns as they came up as he was more interested in getting through the slides than listening. When questioned where a family coming to town with three kids and luggage might park at a hotel that does not provide parking, another responded "valet" (meaning somewhere in the neighborhood), or, that they should "stay in the suburbs." I have been to many, many public hearings over the years, and frustration from participants pro and con are part of the process. But it was very upsetting to see one resident in tears as she had to explain that this is her home that will suffer from the impact of a new four-lane road between her building and the loading dock of the new tower. The building's height and its design, the shadows cast, traffic congestion due to drop-off and pick-up and the disregard for the people who will live with this building, should give pause to the BPDA before issuing any approval. I urge that this proposal is denied. Thank you. Erika Tarlin 7 Bradford Avenue Somerville, MA 02145 617-628-0816 tarlinet@earthlink.net</p>

9/30/2019	Julia	Murdza		02134	Support	I am writing to support this project! We need more capacity (without more parking/induced vehicle traffic) in transit-rich neighborhoods. The proposed road network transformation, with its streamlined traffic flow and shorter pedestrian crossings, is also a huge improvement. The added public plaza is icing on the cake! I live in Allston and would definitely spend more time in Kenmore if it were friendlier to pedestrians.
9/27/2019	Laura	Fogg		02215	Oppose	The redesign of the traffic pattern in Kenmore Square in this proposal is upsetting. The fact that you have to loop around the hotel and sit at two more traffic lights just to continue driving on Beacon Street westbound is going to cause so much traffic and backup into Kenmore Square on the Comm Ave side of the hotel. You're going to have to wait for multiple light changes to get a chance to get the opportunity to take a right onto Beacon from the Comm Ave side. If the goal is to move the right turn from Comm Ave (coming eastbound) to u-turn onto Beacon Street (now going westbound) out of Kenmore Square and behind the hotel, then just move it. But don't force the traffic that just wants to continue going straight towards Brookline go around the hotel. Keep those lanes open to not cause even more traffic. Additionally, the hotel design itself is way too tall for our neighborhood that it's in. It is going to cast an enormous shadow and loom over the whole square. Additionally, the lack of parking spaces that the hotel is allowing for is not sufficient for the number of guests. Every project in the area is taking away more and more parking, and calling it a "trend" but us residents, the one's who have to live with the building choices the city allows, have yet to see this "trend" of less cars on the road. For example, not every person is capable or can afford to take public transportation or fly to a city. Instead they need to pack up the car and make the drive. Where are the people who are driving out of state and coming to a red sox game or a concert going to park overnight while they stay at this hotel? In summary, this plan does not seem thought out well enough to move forward at this time. I'm not opposed to adding a hotel because I think the
						area needs it, but I am opposed to the traffic pattern, the height of the hotel, and the lack of parking for the hotel guests.
9/27/2019	Michael	Zeevi		02215	Support	I support this project primarily because of the bike and pedestrian improvements it will bring to Kenmore. It is a transit and walking-rich area that doesn't have much sense of place right now, and the sidewalks, bike lanes and public plaza will do a lot to address that. If Boston considers itself America's "walking city," this is certainly a step forward.

9/26/2019	Sam	Burgess		02134	Support	Please approve this project. It is thoughtful, contextual, and striking. It's very exciting to see such a renowned architect bringing their exciting designs to Boston! Additionally, the hotel rooms are very much needed as Fenway continues to grow busier as an entertainment destination. Most importantly, however, is the project's incredible opportunity to redesign Kenmore Square into a more welcoming space for users of all modes, but primarily for people walking and biking through the square. It's also great to see zero new parking spaces coming along with this project. If Boston is to sufficiently address its Vision Zero and Climate Change objectives, we need more projects like this.
9/25/2019	Justin	de Benedictis-Kessner	Boston University	02215	Support	This is a bold plan to redesign a central jewel of the City of Boston - Kenmore Square - to make it truly worthy of attention and visitors in its own right, rather than only as a waypoint en route to Fenway Park. It also uses industry-standard methods for increasing pedestrian and bicycle safety that would be wonderful to see right here in Boston where numerous people already live, work, and travel. This project will only serve to drive more customers to Kenmore Square businesses and make it more pleasant for them to do so frequently!
9/25/2019	ANDREW	BRIEFF		02118	Support	This is a wonderful project, and will make me feel safer as a biker. Boston's bike infrastructure needs dramatic improvement, and this is a great step in the right direction! Plus, what a nice park! Very excited.





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

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## Comments to BPDA regarding the Kenmore Hotel proposal

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**Cory DiBenedetto**

Tue, Oct 1, 2019 at 11:27 AM

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

Dear Tim, members of the BPDA.

The BPDA has gone too far. You need to reject this PDA filing, if that is something your office even capable of doing, on its concept and accept that the current zoning for Kenmore Square must not be changed for generations. I know it is not your style to reject a PDA filing, but in this case it is just the right thing to do.

### **Is the office of the BPDA interested in doing the right thing?**

Considering the extensive list of negative effects to residents that have been stated at exhaustion; considering the unprecedented risks to Fenway Park safety that must be stated to exhaustion; if this development proposal continues under the concept of breaking the current height restrictions with the tool of the PDA, it leads me conclude that the BPDA is at best a facade of yes men and at worst completely corrupt in nature.

Furthermore if the process is allowed to continue to the next phase without an investigation into the nature of this specific PDA process and all parties involved, then I have lost faith in this City Hall's ability to govern itself and represent the people of Boston, leaving me no choice but to pursue action on a Federal and State level.

### **At some point someone needs to take responsibility for the wrong that is being done here.**

I cannot tell you the distrust I have for your office at this moment in time. The fact of the matter is your office has been guilty of breaking the law time and time again. I find it extremely discomforting to read the news and see city hall officials, BPDA members attached to scandals involving bribes, strong arming to the benefit of union labor, the maneuvering of local residents to the benefit of developers, along countless complaints of exchanged favors, be it political or personal in nature.

So I guess it is no surprise your office has not rejected a single PDA filing at any point in your time at the BPDA. It is becoming more and more clear that the system of "redevelopment" in this city directly carries out favors to secure the positions and quality of life, not for the residents you've claimed to represent, but for the friends, colleagues, and superiors of your office and City Hall.

I am just going to rehash on Fenway Park, because it is that import. I fear the BPDA, City Hall, the Mayor, or whatever powers that be fail to understand depth of vulnerability this project creates for tens of thousand of unsuspecting fans on a nightly basis. It is an unprecedented threat to fan safety. Nowhere can you find these types of vantage points, let alone a hotel that allows random guests locked access to these vantage.

The rhetoric in these meetings as has been so off-putting from both the BPDA and the developers in regards to these concerns. You know the facts, terrorists actively look for places outside Fenway Park to attack the people inside. You are creating an exponentially greater threat with this hotel and its many rooms looking down at the entirety of the Fenway crowd. **This is fish in a barrel.** If you actually took this seriously, this project or any project to the like would not exist.

**Members of the BPDA, this is in your hands. You are the responsible party. You must do what is right.**

Sincerely,  
Cory DiBenedetto