

The Community Vision for a Fenway Urban Village



**FINAL REPORT ON AN 18-MONTH COMMUNITY-WIDE
PLANNING EFFORT ORGANIZED AND FACILITATED BY THE
FENWAY COMMUNITY DEVELOPMENT CORPORATION**

MAY 2015

What is this report?

In 2013 the Fenway Community Development Corporation set out to update its Urban Village Plan. Written by an independent group in the early 1990s, the plan had been adopted as official FCDC policy in 1999 and updated several times (see pages 3-4 for details). The authors of the pioneering document aimed to reset the Fenway's development agenda, long dominated by the needs of large institutions. Their report challenged the City of Boston and private developers to bring more balance and sensitivity to planning, zoning, and development in the neighborhood. It laid out a forward-looking vision for the Fenway as a smart-growth neighborhood that welcomes the broadest spectrum of residents, workers, and visitors.

For the 2015 update, the FCDC organized community workshops, conducted surveys in person and on line, hosted topic-based working groups, and refined the ideas and comments contributed by more than 200 community members into this final report.

This update builds on and broadens earlier revisions of the plan, but it is **not** an official document of the Fenway CDC. It is a vision for balanced growth, created with the CDC's help by hundreds of our neighbors. The FCDC will continue to champion many of these ideas—as we have for 25 years—and remains committed to the central vision of the Fenway as an inclusive, accessible 21st-century urban village.

This report on the 2013-14 Urban Village update process was prepared by the Fenway Community Development Corporation, a nonprofit membership organization that works to build and preserve affordable housing and engage community members in protecting the Fenway's diversity and long-term vibrancy.

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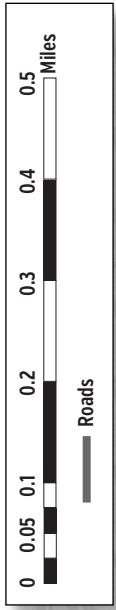
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Introduction

The Fenway is one of Boston's most lively and distinguished neighborhoods—rich in history, culture and diversity. Sprinkled with renowned cultural, educational, medical and sports institutions, the neighborhood has also historically been home to a diverse mix of residents, providing housing to persons and families of varying incomes, races, ages and lifestyles. To many long-time residents, diversity and affordability have contributed to the liveliness and appeal of the area.

However, recent years have seen changes in the neighborhood make-up. Dramatic increases in rent have driven out many long-term residents who can no longer afford to stay. Luxury apartment buildings have sprouted, seemingly one after another, changing the dynamic of the area from one that serves a diverse mix of people to one that seems increasingly to cater to wealthy, transient, young residents. Meanwhile, transportation lags in its ability to provide easy connections for all residents to other parts of the city, car traffic is increasingly congested, community space is limited, and the area remains difficult to navigate on foot. Those who have lived in the Fenway for many years have crafted this vision for how they would like to shape their neighborhood for the better. They see their ideal Fenway as an “urban village.”

An urban village has sidewalks that are lively at all hours of the day because it offers a balanced mix of housing, entertainment, stores and commercial spaces. It provides options for walking, bicycling and using public transit, and it reduces the mid-20th-century overemphasis on moving and parking large volumes of automobiles. Building design and easy access to community spaces, indoor and out, enhance the experience of living in the neighborhood. New developments incorporate green and sustainable construction and operating practices, contributing to cleaner air, reduced storm-water runoff, and a smaller aggregate carbon footprint. The urban village also supports economic, racial, age and lifestyle diversity among residents, workers and business owners.

This plan highlights five key areas that contribute to a Fenway urban village:

- **A sufficient and varied housing supply** that promotes diversity and equal opportunities
- **A healthy business community** serving local residents and visitors alike, while providing employment opportunities for Fenway residents
- **Optimization of all methods of transportation** to promote universal access
- **Vibrant public gathering places** and arts and cultural activities accessible to all
- A transparent agreement between Fenway residents and institutions that guarantees more **community input in the development process**

The Urban Village Plan addresses these elements in sections on Housing; Business Community; Transportation and Access; Community Space, Environment, and Arts & Culture; and Institutional Impact and Community Power. Each section lists goals and suggested strategies against which we can measure achievement and progress; they do not carry a specific time frame. These goals and strategies help translate the community's principles into feasible milestones that mark progress toward realization of the urban village ideal.

This plan and its components are intended to complement and amplify various City of Boston plans that have already shaped many of the development decisions in the neighborhood. These reports include the previous iteration of this plan, released in 2009; *East Fenway Neighborhood Strategic Plan* (2003), *Land Use and Urban Design Guidelines for the West Fenway Special Study Areas* (2002) and the *Fenway Neighborhood Transportation Plan* (2001).

History

An ad hoc resident group, the Kenmore-Audubon-Fenway Neighborhood Initiative (KAFNI), proposed the original urban village model and the principles of the report it published in 1991. KAFNI envisioned the expansion of the residential blocks of the West Fens across what was then a car-oriented strip of commercial development on Boylston Street between Park Drive and the Victory Gardens. The initial KAFNI report grew out of surveys, public meetings, design workshops, research and analysis that established neighborhood priorities for the future.

The Fenway CDC adopted the Urban Village Plan in 1999 as its guide for evaluating proposed development along Boylston Street. That same year, the Red Sox were working with the City to take 10 acres of land north of Boylston Street by eminent domain to build a new stadium. The Fenway CDC sponsored two community meetings to collect ideas for updating the KAFNI plan in light of the ballpark proposal. The changes proposed were intended to encourage economically feasible but neighborhood-friendly development. Here the Urban Village Plan was reborn, and it emerged as a compelling alternate vision to the ballpark proposal. The community plan was presented in an August 2000 community charrette, jointly sponsored by the Fenway CDC and the preservation group Save Fenway Park!

To make urban village development economically viable, the Fenway CDC revised its plan to include mid-rise buildings and a doubling of the basic zoning entitlement to a floor area ratio (FAR) of 4.0 on both sides of Boylston Street. The City's adoption of new Fenway zoning in 2004, after a lengthy and sometimes contentious process, confirmed the wide acceptance of most elements of the revised Urban Village Plan by a broad range of community stakeholders. In 2005, the new owners of the Red Sox announced the team's intention to renovate and remain in Fenway Park. That decision, which took the plan for building a new ballpark off the table, made property along Boylston Street more appealing for new development.

In August 2007, the Fenway CDC updated the Urban Village Plan again and adopted it as the evaluation tool for all proposed development in the Fenway. A 2009 revision of the plan added goals and strategies for achieving the community vision.

This update—a grassroots planning initiative begun in late 2013 involving neighborhood visioning surveys and community meetings on both sides of the Fens—offers an expanded set of goals and strategies.

Plan Area

The Urban Village Plan encompasses the East Fens, West Fens, Audubon Circle, Kenmore, and Longwood Medical neighborhoods as defined by the Boston Redevelopment Authority. In addition to being a residential neighborhood, the area is home to a large number of hospitals, universities, other institutions and destination entertainment. The Appendix contains a full list of these institutions and businesses.

Community Planning Principles

Community planning is a bottom-up approach to city planning shaped by collaboration and participation by a diverse group of residents, as opposed to traditional top-down planning. The Fenway CDC's Urban Village Committee, which studies and evaluates development proposals in the neighborhood, employed a variety of tools to solicit input from residents and other stakeholders. The committee held public meetings in the East and West Fens and in the Longwood Medical Area; conducted a neighborhood visioning survey both on-line and in hard copy; and formed topic-specific working groups to help update the plan revision. The updates in this version of the plan reflect this community input.

Housing

A sufficient and varied housing supply promotes diversity and equal opportunity in the Fenway.

GOALS

- Economic diversity to improve economic prospects for low- and moderate-income people and to provide a local workforce to meet the needs of nearby employers
- Age diversity, inclusive of young, middle-aged and older adults, to guarantee the neighborhood's ongoing vibrancy
- Sufficient on-campus housing for all students of educational institutions in the Fenway, with quality and cost calibrated to keep students out of the off-campus housing market
- 15% home ownership rate
- 20% inclusionary housing requirement for new residential development, with all affordable units on-site or in the neighborhood
- Half of inclusionary housing units affordable to people earning 80% to 120% of AMI* and half more deeply affordable.
- Agreements with the City and developers to keep new units affordable in perpetuity

SUGGESTED STRATEGIES

- Put pressure on the BRA and City to adjust housing policies and improve transparency.
- Promote affordable housing for local residents and employees of nearby institutions.
- Encourage enforcement of the municipal ordinance that limits to four the number of undergraduate students who can share a housing unit.
- Promote more affordable homeownership opportunities and encourage owner-occupied units.
- Protect existing affordable housing stock, particularly expiring-use properties.
- Encourage Fenway CDC and other organizations to purchase properties and create permanently affordable units.

* AMI stands for area median income, a figure calculated annually by the US Department of Housing & Urban Development and universally used as a measure of housing affordability.

Affordable housing creation is the core of the Urban Village Plan. The neighborhood faces exceptionally high rent and ownership prices because of its proximity to downtown Boston and to academic and medical institutions, creating a severe lack of affordable units in the area.

Because more than a dozen educational institutions in or next to the Fenway cannot fully house their undergraduate populations, students often end

up renting off-campus housing in the neighborhood. This influx of more than 7,200 student tenants¹ has contributed to a dramatic increase in rents, making the neighborhood less affordable. This trend has led to increasing displacement of longtime residents, and the Fenway has increasingly become a neighborhood of transient, rather than permanent, residents. To address this problem, academic institutions must build new dormitories to accommodate the student population. Relocation of students from apartments to dorms would help open existing housing stock for a more stable, diverse resident population.

In addition to this issue, Fenway zoning and the City's Inclusionary Development Policy give developers options to reduce the percentage of affordable on-site units they create in new developments through a variety of cash contributions. It is important to revise City policy to require more (20%) affordable units on site to ensure an adequate supply of housing for middle- and lower-income residents.

Where We Are

According to 2010 census data provided by the Boston Redevelopment Authority, the Fenway is the most densely populated neighborhood in the city, with 40,898 residents in 1.24 sq. miles. It has the lowest home-ownership rate of any Boston neighborhood at just 8.6%.

In 2000, then-Mayor Thomas M. Menino issued an executive order that established an inclusionary development policy. It required 15% of units in new developments to be affordable to people earning a certain percentage of the area median income (AMI). The order allows developers to meet affordability mandates by building housing off site or by contributing to an Inclusionary Development Fund administered by the Department of Neighborhood Development to support other affordable projects. Fenway CDC remains active in a citywide coalition it helped form in 2013 to advocate improvements in this policy, with the ultimate aim of increasing the pool of affordable units in the Fenway and reducing their cost to prospective residents.

Some institutions of higher education located all or partly in the Fenway have begun to address the dormitory issue in recent years. Since 2013, Berklee College of Music, Northeastern University, and Wentworth Institute have added a total of 1,395 on-campus beds. Since 2012, Northeastern and the New England Conservatory of Music have filed institutional master plans that commit them to adding more housing. The Boston Department of

¹ Boston Department of Neighborhood Development, *Student Housing Trends: 2014-2015 Academic Year*, released April 2015. <http://dnd.cityofboston.gov/portal/v1/contentRepository/Public/dnd%20pdfs/PolicyResearch/TRENDS/Boston-Student-Housing-Trends-AY14-15-FINAL2.pdf> (retrieved May 1, 2015).

Neighborhood Development's *Student Housing Trends* report (April 2015) listed 2,040 additional beds soon to be under construction, under BRA review, or "in the pipeline" at Northeastern, Emmanuel College, Berklee, and the New England Conservatory.

By far the most new residential development in the Fenway has taken place on Boylston Street in the West Fens. In rezoning the West Fens in the early 2000s, the City sought to accommodate greater density. The rezoning has created a new Fenway skyline, with the construction of buildings as high as 30 stories, beginning at the "gateway" parcel where Brookline Avenue and Boylston Street intersect. Since 2006, this construction has added significant new housing. Fenway Trilogy at 180 Brookline Avenue, 1330 Boylston Street, and Audubon Park at 16 Miner Street were all completed, adding 830 new housing units. Ten additional projects were under construction, approved, or proposed as of March 2015. Of those, projects scheduled to open in 2015 will add approximately 748 units of housing.

In the East Fens, new development has been completed at 41 Westland Avenue and is currently under construction at 1085 Boylston Street and 44 Burbank Street. The Boston Redevelopment Authority board of directors has approved construction of two residential/hotel towers at the corner of Dalton and Belvidere streets. As of February 2015, proposals to develop air rights parcels 12, 13 and 15 above the Massachusetts Turnpike had received preliminary approval from the Mass Department of Transportation, which controls the air rights parcels. In total, the completed development has added 48 housing units to the East Fens; the projects under construction or proposed would add approximately 900 units. See the Appendix for a chart showing development of new housing in all parts of the Fenway and immediately abutting areas.

All of the developments described have or will provide primarily luxury housing. With the backing of community members, the Fenway CDC will continue to press for inclusion of units affordable to residents of all income levels.

It is equally critical to protect existing, contractually affordable apartments. In the period since 2009, restrictions expired on several properties, allowing the owners to convert apartments from affordable to market-rate. These include 173 apartments in the East Fens. Additionally, 83 apartments kept informally affordable at 368-372 Longwood Avenue were lost when the Joslin Diabetes Center emptied them of tenants to clear the site for development. The Fenway CDC will continue to monitor the status of expiring-use restrictions that protect the affordability of some housing stock. Guaranteeing affordability in new developments and preserving existing affordability will help protect the diversity of residents in the "urban village."

Business Community

A healthy business community serves residents and visitors alike while providing employment opportunities for Fenway residents.

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GOALS

- More employment within walking distance of where Fenway residents live
- More assertive employer efforts to recruit Fenway residents
- Retention of existing and addition of new resident-serving businesses
- Recruitment of larger employers to help develop workforce housing in the neighborhood
- Recruitment of retailers that cater to families with children, such as stores selling toys or children's clothing
- Provision of jobs targeted to older residents

SUGGESTED STRATEGIES

- Preserve small, independent, moderately-priced restaurants that serve residents.
- Encourage nearby institutions to hire residents.
- Strengthen relationships with the human resources staff at Longwood Area hospitals.
- Develop a role for universities, hospitals and the largest businesses in assisting with neighborhood upkeep.
- Encourage university students to participate in community affairs.
- Encourage developers to offer subsidies or resources for neighborhood-oriented businesses.

The urban village should offer residents choices of banks, food stores, restaurants and pharmacies. Developers should design and build mixed-use development that includes housing atop ground-level commercial use.

The largest employers in the neighborhood are the many educational, medical, and cultural institutions. These institutions must continue to play a central role as a source of employment for Fenway residents. They can also positively influence the types of businesses available on street blocks mainly zoned commercial.

Where We Are

Healthy neighborhood businesses thrive when they have access to a large pool of customers—residents, employees and visitors—who can travel to them conveniently. In recent years, development of new

eateries and shops in the West Fens has improved walkability of the neighborhood, allowing more residents and visitors to complete errands by foot. Walkability and access to a variety of businesses should improve even more with the opening of a Target and a Wegman's grocery in the next few years. Mixed-use development that includes housing atop ground-level commercial uses has been built, but most of this housing is affordable only to people with much higher incomes than is typical of many longtime residents. A balance between development and preservation of affordability is needed to build an urban village.

Employment opportunities have grown since 2000 with an expansion of Longwood Area facilities, but there is significant room for improvement in the number of residents in the neighborhood who are also employed by businesses in the neighborhood.

A group of smaller neighborhood businesses has taken initial steps to form a business association. With representatives from several local businesses, Fenway First aims to promote a tight-knit business community while connecting area business owners, managers and working professionals. The group plans to host networking events for business operators and community members with the goal of having the neighborhood benefit directly from local businesses. This kind of collaboration can play a key role in promoting a thriving neighborhood.

Improvements in all methods of transportation facilitate universal access in the Fenway.

Transportation+Access

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GOALS

- MBTA Watch Plan—A plan to continually communicate MBTA changes and issues to the community and communicate community needs to the agency
- Universal Access Planning—A map that shows areas where we wish to see bicycle lanes or better disability access; possibly taking the form of maps distributed to developers as changes occurs
- Creation of an online database and instructions that explain where and to whom to report issues and needed repairs in the Fenway, equipping residents to help improve access in the neighborhood
- Improved access to public transit, with emphasis on disabled access
- Reduced traffic congestion

SUGGESTED STRATEGIES

- Make the case to the state and the MBTA about their need to improve communication with the public.
- Work with organizations that have similar goals to create database and neighborhood maps.
- Support efforts to preserve and expand the frequency, service and hours of existing transit, including the #55 bus, the #1 bus, and the E branch of the Green Line.
- Support expansion of public transit generally, including the Urban Ring, bus lines, commuter rail, and subways.
- Encourage alternatives to major reconstruction of the Mass Turnpike that do not disrupt surrounding communities.
- Improve conditions and facilities for walking and biking on major streets, including The Fenway, Park Drive, Massachusetts Avenue, and Boylston Street.
- Encourage shared use of institutional transportation services.
- Encourage shared use of existing parking facilities by properties or activities with differing peak parking demands.
- Reduce parking requirements for new development.

Pursue a “complete streets” policy on major thoroughfares to balance the needs of all users. Complete streets are designed to balance the needs of pedestrians, bicyclists, motorists and transit riders. In particular, they enable people of all ages and abilities to cross streets easily and walk throughout the neighborhood. In the Fenway, adoption of this policy should include traffic calming, better pedestrian access, improved traffic safety, and a complete network of bike lanes, including counter-flow lanes.

The transportation network in the Fenway is one of the best in the city, but it also has serious shortcomings. Although we have some of Boston's most walkable streets, and much of the neighborhood has good access to public transit, the network must be able to handle heavier use generated by new and proposed development and by the expansion of schools, institutions, and medical facilities. It must continue to serve visitors to the Museum of Fine Arts, Fenway Park, and other marquee institutions. The fact that transit lines serving the Fenway (particularly the Green Line and the #1 bus) frequently operate at or beyond capacity adds to a sense of urgency.

In an urban village, people should be able to get around without relying on cars. The City of Boston has adopted a complete streets policy that has won national planning awards. A major component of this UVP update is a strong endorsement of the complete streets policy. Earlier versions of the UVP called for making roadways more accommodating to pedestrians at the expense of vehicular flow. In part, this represented a reaction to years of City policy that made traffic its sole concern. A complete streets policy puts pedestrians, bicyclists and transit users on par with motor vehicles, restoring a balance.

Other UVP goals, such as increasing housing stock and adding new commercial development, dovetail with these transportation and access recommendations. Those measures increase the opportunities for residents new and old to find nearby employment and amenities of daily life. More jobs and amenities closer to where more people live will reduce traffic and increase the demand for better public transit, more pedestrian-friendly streets, and the continued expansion of Boston's biking infrastructure.

Where We Are

The urban village idea rests on the assumption that cars will play a minimal role in the life of the neighborhood. Measured as a proportion of all travel, Fenway residents make more trips by public transit, by bicycle or on foot than almost anyone else in New England. Vehicle ownership falls well below the statewide average. The BRA and the Zoning Board of Appeal have approved multiple developments with parking requirements below the standards spelled out in the Fenway's updated zoning.

Residents and visitors can reach the area by MBTA light- or heavy-rail service on any of three Green Line, two Orange Line, and two commuter rail stations. Between MBTA stations, walkability and bike-ability have seen some improvement, but more is necessary. The City has adopted a long-term plan to rebuild Boylston Street in the West Fens as a bike- and pedestrian-friendly boulevard. However, instead of undertaking the reconstruction as a unified project, the Boston Redevelopment Authority has encouraged developers to include streetscape and sidewalk infrastructure improvements along Boylston

Street as elements of their community-benefits agreements. This approach will eventually remake the street, but it does not assure uniformity—developers may design their improvements to benefit their respective buildings but without taking the larger picture into account. This could well slow the effort to make Boylston Street fully bike- and pedestrian- friendly. Additionally, heavy automobile traffic and rush-hour congestion continue to plague the area, creating public health concerns arising from the danger traffic poses to pedestrians and its impact on air quality for residents.

Community Space, Environment, Arts+Culture

Vibrant public gathering places and arts and cultural activities are accessible to all.

GOALS

- A new facility for the Peterborough Senior Center
- An after-school program and other youth activities
- More space for adult education
- Permanent space for community events and meetings
- Library services provided in the neighborhood
- Information hub about available resources to advertise programs
- Maintenance of existing park spaces
- Park planning that includes input from the public at each step
- Safe open space
- Prevention of the taking of public land for private use
- Reduction in the neighborhood's carbon footprint through the use of renewable energy
- Adaptive re-use of existing buildings
- Recycling center
- Free/affordable admission for Fenway residents into cultural institutions
- Free/affordable transportation to and from open spaces in the Fenway

SUGGESTED STRATEGIES

- Pursue opportunities to collaborate with area institutions.
- Educate parents about walk-to-school options.
- Engage developers early in the development process about including alternative and renewable energy uses, emphasizing conservation, and incorporating significant energy-efficiency features in construction and post-construction operation.
- Utilize community center for youth programs and adult education.

Common space provides places for residents to connect, communicate, and build a stronger sense of community. Common space can play a central role in maintaining neighborhood vitality. Promoting the arts and distinct culture of the neighborhood and acting as caretakers of our environment creates a stronger neighborhood and builds a broader sense of community.

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Where We Are

Community Space: The vision of Frederick Law Olmsted has proved enduring and powerful, endowing the Fenway with more than 100 acres of public parkland. Yet, indoor and outdoor spaces that the whole community can use are difficult to find when the intended use is not profit-driven. This frequently limits where and when the community can gather.

A group of community residents has taken the initiative to work with the Abbey Group, developer of a mixed-use building at 1282 Boylston Street that will open in 2015. As a result of their work, the building includes space for a community center. This will answer a need repeatedly highlighted in earlier versions of the Urban Village Plan. With construction of the building almost complete as of this writing, this hub for information and community programming is expected to open in fall 2015. Although funding and operating this center will require significant effort, it does appear likely to help the Fenway reach many of our goals for neighborhood community space.

Environment: Sustainability is key to creating a healthy environment for current and future residents. Since 2007 the City of Boston has required that all new buildings larger than 50,000 square feet meet the U.S. Green Building Council's LEED certification standards. This requirement has affected recent construction in the Fenway. The City's 2011 Climate Action Plan, which emphasizes the role communities play in preparing the city for climate change, inspired the creation of the Greenovate Boston program to encourage community involvement in advancing the climate plan.

The Fenway CDC has joined this effort, installing either photovoltaic panels (which generate electricity) or solar thermal panels (which heat water) on its properties at 64 and 70 Burbank Street and 108 and 110 Peterborough Street. Fenway CDC encourages other property owners to consider installing renewable energy generators on their properties as well.

Arts and culture: The Fenway contains many internationally acclaimed cultural institutions. The Isabella Stewart Gardner Museum, the Museum of Fine Arts, and the Boston Symphony Orchestra are examples of the celebrated institutions that call the Fenway home. Finding a balance between initiatives designed to draw visitors from around the globe and nurturing a vibrant community in the neighborhood around these institutions, however, remains a challenge. With varying degrees of success these institutions have tried to strike this balance, offering programs to educate communities and young people about art. Access to these institutions on an individual basis, however, is limited by ability to pay. In order to realize a lively urban village, these institutions must expand access for local residents so that the unique expressions of culture within their walls can move into the surrounding urban village.

Institutional Impact & Community Power

A transparent agreement between Fenway residents and institutions guarantees more community input in the development process.

GOALS

- Community influence on decisions made by institutions that affect the neighborhood
- Institutional embrace of and commitment to the Urban Village Plan
- Productive alliances between Fenway CDC and community groups across neighborhoods to increase community influence with institutions and the City

SUGGESTED STRATEGIES

- Build a coalition of residents from Fenway and other neighborhoods with similar goals.
- Use the Urban Village Plan as a guide to highlight common issues around which a coalition can build support.
- Create a parallel review and vetting process to the task force/BRA meetings.
- Support other communities' struggles with institutional impacts.
- Create a "wave" from the community on common issues.

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It is important to build momentum within the community when attempting to alter 'business as usual.' During a grassroots planning initiative in 2013, members of the Fenway community acknowledged that community input had not driven decisions about development. They identified coalition-building as a means to having more impact on the development process. A coalition would include other neighborhoods with the aim of building a more extensive voting bloc that could bring pressure to bear on the Boston Redevelopment Authority's Article 80 process, addressing power structures and decision-making. The coalition would act to strengthen the community's hand in efforts to influence the shape of future development.

The Fenway CDC has historically relied on grassroots participation to change outcomes in the neighborhood and city. The City of Boston's long history of soliciting community input during the review of development proposals, only to approve the proposals with few changes reflecting that input, led to formation of CDC's Urban Village Committee in 1994. The members of the Urban Village Committee feel that the City and many Fenway institutions have failed to meet their responsibilities to the community. They continue to explore ways to produce behavior more favorable to the interests of Fenway residents and businesses.

Where We Are

Residents believe coalition-building will help maximize impact in the neighborhood and across the city. They will continue to support efforts to reform the City's development-review process designed to increase transparency and improve responsiveness to community opinion. In 2014 Boston Mayor Martin J. Walsh announced plans to restructure the Boston Redevelopment Authority with the aim of meeting these goals. With organizations and residents from across Boston, we will continue to push for the success of this effort.

Meanwhile, the Fenway CDC has held meetings with other community groups to discuss institutional impact. The Fenway CDC also commits to sharing the Urban Village Plan with other communities as a way of achieving common goals in building social and human capital in Boston communities.

Conclusion

The Urban Village Plan represents a community-based, smart- and sustainable-growth vision for the Fenway. The Fenway CDC and its Urban Village Committee will continue to focus on preserving and improving the built environment where we live, work and play. This plan reflects an approach to growth that encourages community connections, diversity, vitality, resilience and convenience.

As the primary advocate for economic and community development in the Fenway, the Fenway CDC is a community group with no regulatory powers. The UVP's power comes from the logic of its principles and thousands of hours that residents and volunteers have committed to researching, writing and revising the plan since 1990. We strongly believe in this grassroots approach to encouraging appropriate new development, strengthening diversity, and making our neighborhood sustainable in both environmental and human terms. If this plan can unite residents, institutions, businesses, developers and public officials to promote a balanced approach to community building, we believe it will leave the Fenway a stronger and better neighborhood for everyone.

Developers continue to build housing. Employers continue to add office and laboratory space. The City and State have committed to increased funding of and investment in mass transit and pedestrian-focused streets. Every development that incorporates elements of this plan moves the Fenway a step closer to the vision first outlined nearly 25 years ago.

The Fenway CDC will continue to promote this vision, adapting it to changing circumstances with the help of our members and neighbors. We can't, however, create the urban village ourselves—we will need the support of institutional neighbors, developers, government agencies, and community members. Residents will need to continue their grassroots advocacy to achieve this vision. We pledge to continue looking for new ways to build a neighborhood with a focus on sustainability and human connection—the Fenway Urban Village.

Appendices

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- Appendix A: Description of the Plan Area
- Appendix B: Development in the Fenway, 2009-2015

The Plan Area

The Fenway-Kenmore area comprises five sub-neighborhoods:

- East Fens
- West Fens
- Audubon Circle
- Kenmore Square
- Longwood Medical and Academic Area (LMA).

These areas flank a large open space, the Back Bay Fens, part of a series of parks designed by Frederick Law Olmsted. The Fens section of this system includes the Victory Gardens, the Kelleher Rose Garden, Roberto Clemente Field, Mother's Rest playground and a war memorial. A section of the Fens, the so-called "missing link" in front of 401 Park Drive, is currently being restored as parkland as a part of a joint state-federal flood-mitigation project.

In addition to a significant residential community and neighborhood retail district, the **East Fens** is home to Berklee College of Music, the Boston Conservatory of Music, the Boston Symphony Orchestra, Fenway Studios, the Forsyth Institute, First Church of Christ, Scientist, Huntington Theater, Massachusetts College of Art, the Museum of Fine Arts Boston and its school, the New England Conservatory of Music, National Braille Press, Northeastern University, St. Clement Eucharistic Shrine, Wentworth Institute of Technology and the Central Branch YMCA of Greater Boston. Coolidge House, a comprehensive sanction center for adult offenders, is also located here.

The **West Fens**, another significant residential community, is also known as a destination entertainment district, with Fenway Park (home of the Boston Red Sox) and the Lansdowne Street entertainment district. Besides a small, neighborhood-oriented retail district, the area is home to destination retail at the Landmark Center. Other notable institutions include the Boston Arts Academy, Fenway Health, Harvard Vanguard Medical Associates, Seventh-Day Adventist Temple and Holy Trinity Orthodox Cathedral. The West Fens is also home to Brooke House, an adult correctional services pre-release center.

Audubon Circle is a small residential neighborhood and neighborhood commercial district that includes the southern end of the campus of Boston University. Another point of interest is the Ruggles Street Baptist Church located at the corner of Park Drive and Beacon Street.

Kenmore Square, known citywide for its prominent CITGO sign, is a regional commercial hub with some housing; it marks the eastern end of the Boston University campus and is home to the Art Institute of Boston. The Massachusetts Turnpike separates it from the rest of the Fenway neighborhood.

Longwood Medical and Academic Area (LMA) bounds the western portion of the study area. It is primarily a home to medical and educational institutions, including several members of the Colleges of the Fenway consortium not located in the East Fens: Emmanuel College, Simmons College, Massachusetts College of Pharmacy and Health Science, and Wheelock College. The LMA is home to schools, including Boston Latin School and the Windsor School; hospitals, including Beth Israel Deaconess Medical Center, Brigham and Women's Hospital, Boston Children's Hospital, Dana-Farber Cancer Institute, Harvard Medical School, and the Joslin Diabetes Center; research laboratories, including the Center for Life Sciences, Boston and CBR Institute for Biomedical Research; and other institutions, including Temple Israel Boston and the Isabella Stewart Gardner Museum

Appendix B

Development in the Fenway 2009–2015

ADDRESS	STATUS*	UNITS	USE	# AFFORDABLE
The Verb (former Howard Johnson's) / Developer: Weiner Ventures/Samuels & Associates				
1271 Boylston Street	OCC	92	Hotel	N/A
Symphony Court / Developer: Catamount Westland				
41-43 Westland Avenue	OCC	48	Condo	0
Trilogy / Developer: Samuels & Associates/Harvard University				
170-180 Brookline Avenue	OCC	405/171	Rental	0/17
1330 Boylston / Developer: Samuels & Associates				
1330 Boylston Street	OCC	200	Rental	10
The Viridian, 1282 Boylston / Developer: The Abbey Group				
1282 Boylston Street	CON	342	Rental	38
Van Ness / Developer: Samuels & Associates				
1325 Boylston Street	CON	172	Rental	0?
The Triangle / Developer: Samuels & Associates				
132 Brookline Avenue	CON	150?	Rental	?
Fenway Diamond Apartments / Developer: Chestnut Hill Realty				
9-23 Miner Street	CON	49	Rental	6
1346-56 Boylston (former Burger King) / Developer: Skanska Commercial Development				
1346-1356 Boylston Street	BRA	212	Rental	25
1085 Boylston / Developer: Hamilton Construction				
1085 Boylston Street	BRA	30	Rental	?
16-20 Peterborough Street / Developer: Yannis Leminopoulos				
16-20 Peterborough Street	BRA	20	Rental	3
44 Burbank Street / Developed by Catamount Westland				
44 Burbank Street	BRA	34	Condo	2
50 Symphony Road / Developer: Urbanica				
50 Symphony Rd	BRA	20	Condo	3
900 Beacon Street / Developer: 900 Beacon Street Realty Trust (Children's Hospital)				
900 Beacon Street	BRA	38	Rental	5
1 Dalton Street / Developer: Carpenter & Co.				
1 Dalton Street	BRA	180	Condo/Hotel	0

*STATUS OF APPROVALS

OCC	Completed and occupied
CON	Under construction
BRA	Approved by BRA board
DOT	Preliminary approval by MassDOT but must still undergo BRA review

ADDRESS	STATUS*	UNITS	USE	# AFFORDABLE
30 Dalton Street / Developer: Pritzker Realty Group				
30 Dalton Street	BRA	255	Rental	14
Fenway Center (Mass Turnpike Air Rights Parcel 7) / Developer: Meredith Management				
Mass Pike & Beacon Street	BRA	550	Rental	55
Fenway Point / Developer: Samuels & Associates				
1383-1395 Boylston Street	BRA	240/109	Rental/Condo	31/10
Landmark Center Redevelopment / Developer: Samuels & Associates				
401 Park Drive	BRA	550	Rental	72
The Viola (Mass Turnpike Air Rights Parcel 13) / Developer: The Peebles Corporation				
Mass Avenue & Boylston Street	DOT	85/88	Rental/Condo	TBD
Mass Turnpike Air Rights Parcel 12 / Developer: Samuels & Associates/WeinerVentures				
Mass Avenue & Boylston Street	DOT	111	Retail/Residential	TBD
Mass Turnpike Air Rights Parcel 15 / Developer: Samuels & Associates/WeinerVentures				
Mass Avenue. & Boylston Street	DOT	120	Retail/Hotel/Resident'l.	TBD

***STATUS OF APPROVALS**

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Acknowledgements

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Charnita Bradshaw • Adam Brick • Mary Broderick • Conrad Ciszek • Lisa Fay • Nikki Flionis • Joyce Foster • Nicole Friend • Steve Gallanter • Anthony Gardella • Jason Gell • Frank Godek • Eduardo Gonzalez • David Hill • Catherine Horsley • Nilda Hughes • Tracey Hunt • André Jones • John Kelly • Lola Key • Romin Koebel • Kevin Lee • Eppy Martinez • Joanne McKenna • Michael J. Nichols • Tetyana Percherska • Lauren Dewey Platt • Stephen Ricca • Karla Rideout • Jennifer Ring • Valarie Seabrook • Betsy Slate • Alden Smith • Yolanda Tirado • Anne Tobin • Oscar Torres • Daniella Torres • Casey Uy • Richard Voos • Sonia Weinhaus.

FCDC Urban Village Committee

Eric Daniel • Manuel Delgado • Dorr Fox • Nicole Friend • Catherine Horsley • Marc Laderman • Richard Pendleton • Anne Tobin.

** If we have overlooked a core contributor, please let us know—and accept our sincere apology. We will update this list as frequently as necessary.*

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