

Executive Summary

The Urban Village Plan is the Fenway Community Development Corporation's¹ (Fenway CDC's) vision for the Fenway neighborhood's growth into the 21st century. The core of that vision is a smart-growth, transit-oriented residential neighborhood in the heart of the City of Boston that is welcoming to the broadest spectrum of residents.

The Urban Village Plan for the Fenway was first introduced in 1992. Through continued implementation of the Plan, the Fenway CDC aims to transform the Fenway neighborhood into an "urban village" in the narrow modern definition of the planning term: an environment that is self-sustainable, where people can live, work, shop and entertain in a single urban area².

To accomplish this goal, the Plan contains several elements: 1) a sufficient and varied housing supply, 2) access to public transportation and curbing vehicular traffic, 3) community-building facilities such as a community center, 4) a healthy business community serving local residents and visitors while providing employment opportunities and 5) open space and a responsible level of impact upon the environment.

Plan Area

The Urban Village Plan encompasses the entire 1.24 square mile Fenway-Kenmore neighborhood³ as defined by the Boston Redevelopment Authority (BRA)⁴.

¹ Fenway Community Development Corporation, <http://www.fenwaycdc.org/>.

² Wikipedia, <http://www.answers.com/topic/urban-village?cat=technology>. We feel that this vision is consistent with the urbanism popularized by authors such as Jane Jacobs and Herbert Gans. Kenmore Audubon Fenway Neighborhood Initiative (KAFNI) defined a village as, 'The oldest form of human settlement, a gathering of homes, shops, workplaces and places for socializing, recreation, and worship. People of all ages and classes have a place in the village.'

³ 'Boston's Population-2000-8', BRA, April 2002, http://www.cityofboston.gov/bra/PDF/ResearchPublications//pdr_554.pdf, page 28 [BRA 554] and 'Fenway-Kenmore 2000 Census of Population and Housing Summary File 3 (SF3) Data Report #577', BRA Selvarajah, Goetze and Vrabel December 15, 2003, <http://www.cityofboston.gov/bra/PDF/ResearchPublications//577FnKnMore.pdf> [BRA577]. The area is defined by census tracks in 'Boston's Population-2000-4, Report #544', BRA, April 2001, <http://www.cityofboston.gov/bra/PDF/ResearchPublications//tract00.pdf> [BRA 544]. It includes census

In addition to being a residential neighborhood, the area is home to an extraordinary collection of hospitals, universities, other institutions and destination entertainment. A detailed description is provided in an appendix.

History of the Urban Village Plan

The 1992 KAFNI⁵ “Urban Village Plan for the West Fenway” first articulated residents’ desire to expand the neighborhood to and across the auto-centric retail strip of Boylston Street between its two intersections with Park Drive.

In 1999 the Fenway CDC adopted the Urban Village Plan as its guiding principal for evaluating proposed development along Boylston Street⁶. Also in 1999, the Red Sox proposed to use 10 acres of the Fenway along the north of Boylston Street, taken by eminent domain⁷, to build a new 44,000-seat baseball stadium⁸. The Urban Village Plan became a compelling alternate vision to the ballpark proposal when it was modified to allow economically feasible development. The revised plan was articulated in a Fenway CDC and Save Fenway Park⁹ jointly sponsored charrette in August of 2000¹⁰.

To make an urban village development economically feasible, mid-rise buildings were now included in the plan. The basic zoning entitlement doubled from Floor Area Ratio

tracts Fully (P), Principally (P) and Secondarily (S) 101.01 (P), 101.02 (F), 102.01 (F), 102.02 (F), 103 (P), 104.01 (F) and 104.02, 105 (P), 809 (S) and 810 (S).

⁴ Boston Redevelopment Authority (BRA), Boston’s planning authority, <http://www.cityofboston.gov/bra/>

⁵ ‘The Urban Village Plan for the West Fenway; Recommendations for Strengthening our Neighborhood’ prepared by K.A.F.N.I. (Kenmore Audubon Fenway Neighborhood Initiative), November 19, 1992, Elizabeth Conner, Gil Loo, Richard Pendleton, Maura Zlody.

⁶ Undated pamphlet, ‘The Future of the Fenway Neighborhood? Turning Vision into Action, Homes & schools vs. traffic, trash and parking lots – It’s our choice to make, Turning Vision into Action’, The Urban Village Coalition, Fenway CDC.

⁷ Boston Globe, ‘Plan eyed to rebuild Fenway in place, Sox bidders would avoid landtakings’, By Meg Vaillancourt, Globe Staff, 6/14/2001, http://www.boston.com/news/packages/fenway/061401_rebuild.htm.

⁸ Boston Herald, November 4, 1999, ‘Community groups blast Sox’ plan for Fenway Park’, Cosmo Macero Jr.

⁹ Save Fenway Park is a non-profit all volunteer organization for people who love historic Fenway Park, <http://www.savefenwaypark.com/main.cfm>

¹⁰ Boston Sunday Globe, August 13, 2000, ‘Opponents offer alternative Fenway plans’, by Meg Vaillancourt.

(FAR) 2.0 to 4.0 on both sides of Boylston Street¹¹. Adoption of the revised Fenway zoning¹² in 2004 confirmed the wide acceptance of most of the aspects of this revised Urban Village Plan with a wide variety of stakeholders in the community. The new John Henry ownership group of the Red Sox announced plans that the ballpark is going to stay where it is until its 2012 centennial and beyond¹³ while Boylston Street is becoming a welcoming area for development.

More recently, the principals of the plan are being applied to review development proposals in the remainder of the plan area even without the presence of the large concentration of easily developable land. In August of 2007, the Fenway CDC board of directors amended and adopted this version of the Urban Village Plan.

Plan Elements

Housing

Housing for all is the cornerstone of the Urban Village Plan. Demographic information from the federal and other censuses are a good way of determining if an area is welcoming to a wide variety of the population. The 1.24 square mile plan area had 35,602¹⁴ residents in 2000. There is developable land that we feel can accommodate at least another 10,000.

¹¹ 'Land Use and Urban Design Guidelines, Fenway Special Study Area Final Report', March 2002, BRA prepared by ICON architecture, inc., <http://www.cityofboston.gov/bra/pdf/PlanningPublications/FenwayReport.pdf> [BRA West Fens], page 4 and page 18.

¹² Article 66 Fenway Neighborhood District, Article inserted on October 22, 2004 [Article 66], <http://cityofboston.gov/bra/pdf/ZoningCode/Article66.pdf>. The zoning district does not fully align with the plan area. The plan area is larger and in addition to Institutional Master Plan (IMP) overlay districts Audubon Circle Neighborhood District has its own zoning article, Article 61 inserted on April 2, 1998, <http://www.ci.boston.ma.us/bra/pdf/ZoningCode/Article61.pdf>. The area also includes portions of Boston Proper, the Huntington Avenue / Prudential Center District and the Mission Hill Neighborhood District.

¹³ Red Sox Make Commitment to Fenway Park, 03/23/2005 12:34 PM ET, Boston Red Sox Press Release, http://www.savefenwaypark.com/news_detail.cfm?ID=303&SORTBY=ID%20DESC.

¹⁴ BRA 554, page 28. BRA 577 also reported the total population as slightly higher at 36,191 (1. P1-3).

The density of development envisioned is well represented in the Fenway Neighborhood zoning,¹⁵ which allows for mid-rise residential construction on many of the underutilized surface parking lots of the Boylston Street corridor. Along with the existing build out, the entire area is expected to support at least 60 residents per acre¹⁶ or about 36 households per acre¹⁷.

Economic diversity is the central feature of the plan. We believe that economic integration within communities improves the economic prospects for low- and moderate-income people. It also provides a local workforce to meet the full range of needs of nearby employers. Residents of healthy, economically diverse neighborhoods have a greater stake in the future of the city, and co-existence across income lines helps us appreciate that we share a common destiny. Economically diverse neighborhoods are more vibrant and stable than homogeneously wealthy or low-income enclaves. We, and many of our neighbors, live in the Fenway because of the vitality that comes with the community's economic diversity.

The neighborhood has about 19% of its housing units contractually affordable as of 2007.¹⁸ This is a healthy value and we feel that as the neighborhood grows efforts to retain this balance should be made.

The current zoning does not make sufficient provisions to maintain economic diversity. The Urban Village Plan advocates for more affordable housing than the city has set aside. Mayor Menino's 2006 executive order¹⁹ does require 15% of new units be made

¹⁵ Article 66. Also see [BRA West Fens] and 'East Fens Neighborhood Strategic Plan', BRA, prepared by The Cecil Group, Inc., February 2003, <http://www.cityofboston.gov/bra/pdf/PlanningPublications/EastFenwayFinalReport.pdf>, [BRA East Fens].

¹⁶ 1.24 square miles is 793.6 acres. Therefore the 2000 census reported 44.8 residents per acre and an increase to 45,000 residents would bring this average up to 56.7 residents per acre.

¹⁷ BRA 554, page 30 reported the average household size was 1.65 people. BRA 577 reported 1.69 (18. P14). Forecast household density assumes household size remained constant.

¹⁸ An itemized count of affordable units is included as an appendix.

¹⁹ 'City of Boston, Office of the Mayor, Thomas M. Menino, Executive Order of Thomas M. Menino An Order Relative to the Inclusionary Development Policy', May 16, 2006 and 'Executive Order of Mayor Thomas M. Menino, An Order Relative to Affordable Housing', February 29, 2000.

affordable²⁰ while including buyout provisions. This is a good start. We also see a valid role for government to provide transfer payment and make public funds available to further the larger goals of economic justice and diversity.

Age diversity is essential to ongoing the vibrancy of the neighborhood. The age demographic most underrepresented in the 2000 census is elementary school aged children, only 3.3% of the total population²¹. A healthy neighborhood cannot neglect making provisions for the next generation. The lack of an elementary school in the neighborhood is symptomatic of the fact that this cohort has been driven away. Family sized housing units (three or more bedrooms) at affordable costs are needed²². It is appropriate to provide public subsidies to fulfill this need.

Home ownership rates in the Fenway, at 8.8%, are among the lowest in any of the City's neighborhoods²³ and we believe that it would be healthy to increase this rate.

The plan also encourages lifestyle and racial diversity to allow the neighborhood to mirror and enjoy the abundance of our larger society.

Additional housing is already being built. The Trilogy project, between Boylston Street and Brookline Avenue, completed in 2006, has already added 576 units of housing²⁴.

More housing is under construction or being planned.

²⁰ See <http://www.cityofboston.gov/bra/AffordHousing/AHIncome.asp> for 2007 Income Limits and Rents for BRA-Sponsored Affordable Housing.

²¹ BRA 577 reported only 330 children between ages 0 and 4 and 879 children between ages 5 and 17 in the plan area (7. P145A-I). Therefore 0 to 17 year olds were only 3.3% of the total population. By comparison BRA 554 reported 19.8% (116,559 residents) of the population of the city as a whole age 17 or under in the 2000 census, a 6 times larger portion of the population.

²² BRA 577 (61.H41), reported 3,869 units with no bedrooms; 5,965 one bedroom; 2,412 two bedroom; 608 three bedroom; 334 four bedroom and 41 five or more bedroom units. Therefore only 983 of 13,229 units (7.4%) were three bedroom or larger.

²³ BRA 577 reported 13,229 (53.H1/2/3) total housing units of which 12,904 were occupied. Of the occupied units, only 1,134 (8.8%) were owner occupied while the remaining 11,770 units (91.2%) were renter occupied (55. H6/8). By comparison BRA 554 reported 30.7% (77,226 units) of the housing units in the city as a whole to be owner occupied in the 2000 census, a 3.5 larger percentage of units.

Transportation

The Fenway already has one of the most favorable transit mode split rates in the region -- only 16% of trips generated include driving²⁵. More trips by residents are by public transportation or by walking or bicycle than almost anywhere else. Vehicle ownership rates, at 0.43 vehicles per household, are significantly less than in other neighborhoods in the region²⁶.

The area is served by the Massachusetts Bay Transportation Authority (MBTA)²⁷ Green Line Trolleys²⁸, the heavy rail Orange Line²⁹. Infrequent commuter rail service is available at Yawkey Station and Ruggles Station.

Developing Yawkey Station into a full-time, well-serviced stop is a key component to realizing the transit-oriented nature of the Urban Village Plan. This work was funded by the State of Massachusetts in 2006³⁰. Yawkey and Ruggles stations are expected to be the railheads for employees of the Longwood Medical Area (LMA)³¹. MBTA buses also serve the neighborhood.

²⁴ The one-million square foot development includes 405 studio, one, two and three bedroom luxury rental units as well as 171 apartment units that are owned and managed by Harvard University for Harvard Medical students, faculty and staff, http://www.samuelsre.com/pages/63_boston_trilogy.cfm.

²⁵ Fenway Neighborhood Transportation Plan, Vollmer Associates, BRA, BTD November 2001 [FNTP], page 26, reported that trip mode split was 42% walk or bike, 34% subway or bus, 16% drive. In comparison, the Bureau of Transportation Statistics (BTS) reported 73.4% of workers commuted by car, truck or van driving alone in Massachusetts as a whole, an over four fold higher rate, http://www.bts.gov/publications/state_transportation_statistics/massachusetts/html/fast_facts.html.

²⁶ BRA 577 (69.H44) details occupied units and their access to vehicles. A total resident accessed vehicle fleet of 5,525 automobiles can be deduced from this data. 5,525 automobiles for 12,904 occupied households (from above) yields only 0.43 vehicles per household or 0.16 vehicles per resident. In comparison, BTS reported 3.7 million registered automobiles and 1.5 million registered light trucks in Massachusetts for a population of 6,349,097 or 0.82 vehicles per resident, a five fold higher rate.

²⁷ Massachusetts Bay Transportation Authority (MBTA), <http://www.mbt.com/>

²⁸ Green Line service includes the E at Symphony, NU and MFA stations and B, C and D at Kenmore, and D at Fenway stations.

²⁹ Orange Line service is provided at Massachusetts Avenue and Ruggles stations.

³⁰ See http://www.cityofboston.gov/transportation/pdfs/1-24-07_comm_hand.pdf for the January 24, 2007 meeting handout and a description of each line item. See the bill language, line item 6033-0430, on the BTD web site http://www.cityofboston.gov/transportation/pdfs/econ_stimu_bill.pdf.

³¹The LMA currently has more than 37,000 employees. http://www.masco.org/aboutLMA_facts.htm.

Expanding all public transportation operating hours, frequency and handicapped accessibility, shuttle buses and shared parking are goals of the plan. More residents and an even better mode split away from automobile trips are expected to more than offset the costs of this increased service.

Currently, the area is plagued by severe automobile traffic. This is an environmental burden, a health hazard and poor land use. The areas reserved for paved roadways and vehicular parking are minimally useful to the residents of the area. Many area residents, if they own an automobile, use on-street parking³². The Urban Village Plan calls for a complete moratorium on new non-accessory³³ parking³⁴. The plan further calls for a very limited allowance for new accessory parking, generally 0.75 parking spaces for each new residential unit³⁵. Area roadways will be encouraged to be friendlier to pedestrians at the inconvenience of vehicular flow. Already poor vehicular flow can only be made worse if through and destination traffic doesn't learn to avoid the area or switch to public transportation. Ideally, the increased housing supply of the neighborhood will provide a superior alternative, connecting residents with nearby employment and ready access to all of the other amenities of daily life.

³² Given 5,525 owned vehicles from BRA 577 above, FNTP reported (page 19) 1,438 on-street resident parking spaces and (page 20) 1,622 off-street resident accessory parking spaces. Provisions for the remaining approximately 2,500 autos are unknown. Since the zoning district does not completely align with the census district these comparisons are only estimates.

³³ Accessory – A land use that is related to and on the same lot as the principal land use, <http://www.cityofboston.gov/bra/zoning/zoning.asp#3>. Non-accessory parking is therefore unrelated to any other use on the site.

³⁴ FNTP, page 20, reported, as of July 2000, 6,531 off-street non-resident accessory parking spaces and 1,892 off-street non-accessory parking spaces in the neighborhood. FNTP, page 24 reports residents desire to, 'Replace non-accessory spaces with accessory spaces. Elimination of the non-accessory parking spaces would require existing users to park elsewhere or to change their mode of travel.'

³⁵ From Article 66, 0.75 spaces per new residential unit and 1.00 spaces per 1,000 square feet of other new uses. This is still significantly higher than the existing ratio of vehicles per household cited above.

Community Facilities

The neighborhood is undersupplied with community building facilities. The Boston Centers for Youth and Families (BCYF)³⁶ does not operate any community centers in the neighborhood. The lone senior center is housed in a marginal facility³⁷. The Computer Learning Center is housed in another marginal facility³⁸. After school programs have difficulty finding operating spaces. The Department of Conservation and Recreation (DCR)³⁹ does not operate a municipal swimming pool or ice skating rink in the neighborhood. There is no Boston Public Library branch in the neighborhood⁴⁰.

While there are several public high schools, there is no local elementary school⁴¹. The area is caught in a classic “Chicken & Egg” conundrum where the lack of school-aged children, driven down over the last 30 years, in part because the neighborhood hasn’t had a local public elementary school⁴², has further eroded the perceived need⁴³. We believe that establishing a school may encourage more families with school age children to move to the neighborhood. Help from one or more of the local institutions sponsoring a charter or pilot elementary school may be the answer.

³⁶ BCYF, The Mission of Boston Centers for Youth & Families is to enhance the quality of life for Boston’s residents by supporting children, youth and families through a wide range of programs and services,

<http://www.cityofboston.gov/bcyf/search.asp?selneighborhood=Mission%20Hill>

³⁷ Peterborough Senior Center. This program is run by the Fenway CDC. The facility is accessed through an alley.

³⁸ Another program run by the Fenway CDC and housed in the basement of the Fensgate Building, 73 Hemenway Street.

³⁹ Department of Conservation and Recreation (DCR), <http://www.mass.gov/dcr/>

⁴⁰ Boston Public Library (BPL), <http://www.bpl.org/branches/index.htm>

⁴¹ Boston Public Schools, <http://www.boston.k12.ma.us/schools/profiles.asp>

⁴² The Martin Milmore School on Peterborough Street closed as an elementary school sometime between 1978 and 1982. Source: Gloria Platt in a 26 July 2007 telephone conversation with Carl Nagy-Koechlin.

⁴³ BRA 554, page 30, only 3.9% or 497 households included at least one person under the age of 18. By comparison BRA 554 reported 25.6% (61,428 households) of the households in the city as a whole included at least one person under the age of 18 in the 2000 census, an over 6 times larger portion of the households.

Business Community

Local businesses in the area thrive serving the large residential and daytime employees of the area and the adjacent employment zones. Having a full and competitive complement of resident service businesses (retail banks, grocery stores, restaurants, pharmacies, etc.) is an essential feature of the plan. The zoning allows for mixed-use development in many areas,⁴⁴ which will encourage residential units being built above ground level retail.

The Fenway is a regional destination entertainment district. Fenway Park accommodates 38,805 fans⁴⁵ for at least 81 Red Sox⁴⁶ Major League Baseball home games a year. While there are many healthy aspects to having destination businesses in the area, it is marginal to the concept of the “urban village” except for the local jobs created.

The Fenway is also adjacent to the LMA⁴⁷ and other employment zones such as the nearby colleges and universities. Employment for many area residents should be commonly available within walking distance of their homes.

Environment and Open Space

The Fenway has a wonderful resource in the Frederick Law Olmstead designed Back Bay Fens Park, a 115 acre⁴⁸ portion of Boston’s famed Emerald Necklace, in the geographic center of the area. Pocket parks, such as Ramler Park on Peterborough Street, Ederly Playground and Symphony Road Garden, complement this prize. This system of open spaces needs to be cherished and reinforced with good maintenance.

Responsible environmental policy also includes lessening the carbon footprint of the community upon the environment. The Fenway neighborhood already has many

⁴⁴ Article 66. Also see ‘Trilogy’ project, cited above, as an example.

⁴⁵ Capacity for 2007 season, <http://www.ballparks.com/baseball/american/fenway.htm>

⁴⁶ Boston Red Sox, http://boston.redsox.mlb.com/index.jsp?c_id=bos

⁴⁷ The LMA currently has more than 37,000 employees. http://www.masco.org/aboutLMA_facts.htm.

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http://books.google.com/books?id=pxuwNg5azD0C&pg=PA119&lpg=PA119&dq=back+bay+fens+park+olmstead+acres&source=web&ots=CZ7AbLe1L3&sig=klK_8PHabSEn5_8C0Roon9AjYjI. The park is almost 15% of the plan area.

advantages compared to other communities in this regard. Dense living where residences share walls is an advantage for building operations energy use. The compact built environment also reduces the length of utility infrastructure necessary to reach the population. Access to public transportation and walkable access to jobs and local shopping are advantages.

The Urban Village Plan works to lessen the community's carbon footprint even further by calling for renewable energy sources, especially solar, to be incorporated into housing, retail and public buildings. Electricity produced by photovoltaic panels near the point of energy consumption is distributed generation. Distributed generation reduces the distribution losses and infrastructure upgrade costs needed by demand growth of a conventional centralized system of electricity generation.

Already, two solar photovoltaic systems, totaling 3.9kW of installed capacity, have been installed under the sponsorship of a local group, Solar Fenway⁴⁹. Solar Fenway is also a project participant in Solar Boston⁵⁰ assisting their efforts to build a sustainable solar infrastructure.

The plan also calls for all large development to be Leadership in Energy and Environmental Design⁵¹ (LEED) certified. The City of Boston has recently adopted zoning that requires all large projects be LEED certifiable⁵². The plan also encouraged

⁴⁹ Solar Fenway, <http://www.solarfenway.org/>, is a committee of the Fenway CDC. The two recently installed solar photovoltaic (PV) systems are a 2.4kW, utility-connected, rooftop system at the Boston Arts Academy <http://www.boston-arts-academy.org/Pages/index.insatllled> in 2006 and a 1.5kW, utility - connected, wall-mounted system at Fenway Views, 108 Peterborough Street, <http://www.liveinfenway.com/> installed in 2007. The Fenway Views installation is also notable as the first affordable housing project both awarded money and completed under the Small Renewables Initiative of the Massachusetts Technology Collaborative (MTC), <http://www.mtpc.org/>.

⁵⁰ Solar Boston, <http://www.solarboston.org/>, works toward the installation of solar technology (photovoltaic and solar hot water) in all feasible and appropriate locations. Solar Boston is the City of Boston's program agent under the Solar America Initiative (SAI) Market Transformation Program http://www1.eere.energy.gov/solar/solar_america/solar_america_cities_awards.html.

⁵¹ US Green Building Council, LEED, <http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>.

⁵² Boston zoning code Article 37, 'Green Buildings, Article inserted on January 10, 2007, <http://cityofboston.gov/bra/pdf/ZoningCode/Article37.pdf>

the adaptive reuse of existing structures. All development in the Fenway neighborhood should reflect the community's commitment to sustainability.

Next Steps

Fenway CDC announced a Strategic Plan on 9 May 2007 called 'Building the Urban Village'⁵³. The strategic plan reiterates that the Urban Village Plan represents the CDC's vision for the Fenway. It also acknowledges that the CDC alone cannot implement the Urban Village, and that **forming** partnerships with our institutional neighbors, private developers, local government and with a wide range of community residents toward this end will therefore be necessary. The Urban Village Plan will and should evolve in response to changing circumstances and based on inclusion of this larger and broader group of partners. .

Conclusions

We believe that the Urban Village Plan conforms to smart-growth principles. But to those who live and work in the Fenway, it is grounded in an age-old common sense that values community connections, diversity, vitality and convenience. The Urban Village Plan for the Fenway-Kenmore area of Boston differs from many other proposed Urban Villages. It is not built on *terra nova*, but suggests the reinvention of a decades-old section of the existing urban fabric. Change needs to be incremental and accepted across sectors in order for it to be successful.

Our Plan is not built around a single transit stop; rather, it straddles and seeks to improve several existing mass transit solutions. It is not built by master plan or fiat. Instead, it is being principally advocated for by a community group that has no regulatory powers and controls very little real estate. Still, the community is welcoming new development and residents, and taking steps to enhance diversity, reduce automobile trips, and become

⁵³ Building the Urban Village, The Fenway CDC in the Next 5 Years, Prepared for the Annual Meeting of the Fenway Community Development Corporation, 9 May 2007, http://www.fenwaycdc.org/files/070425_StratPlan02_singles.pdf.

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more energy efficient and environmentally sustainable. Taken together, these features are the essence of what we mean by an Urban Village.

The fact that progress towards the Plan's goals is being made since it was first introduced in 1992 shows the general acceptance of its principles. Developers are building housing. The state is investing in mass transportation. Every new parking space built is a setback and every unit of affordable housing brought online is a victory. Every development scheme that incorporates the voice of the community furthers the plan. People who hear about the Urban Village Plan and move to the community to become a part of it will insure that the vision lives on and adapts to changing circumstances and future challenges.

We believe the implementation of the Urban Village Plan will make for an even better Fenway. If residents, local institutions, businesses, developers and public officials together can develop a community that aligns with the principals of the plan, the Fenway will be a model community and worthy of emulation.

Appendix A, Detailed Description of Plan Area

The Fenway-Kenmore area is best described as a series of even smaller neighborhoods; 1) The East Fens, 2) The West Fens, 3) Audubon Circle, 4) Kenmore Square and 5) The Longwood Medical and Academic (LMA) Area.

These areas surround a large open space in the center of the area, The Back Bay Fens⁵⁴. The Fens is part of Boston's famed Emerald Necklace, a series of parks designed by Frederick Law Olmstead. The Fens area includes the Victory Gardens, The Kelleher Rose Garden, Roberto Clemente Field and Boston's war memorials.

The East Fens, in addition to housing a significant residential community and neighborhood retail district is home to Berklee College of Music⁵⁵, Boston Conservatory⁵⁶, Boston Symphony Orchestra⁵⁷, Fenway Community Health⁵⁸, Fenway Studios⁵⁹, Forsyth Institute⁶⁰, First Church of Christ, Scientists⁶¹, Huntington Theater⁶², Massachusetts College of Art⁶³, Massachusetts Historical Society⁶⁴, Museum of Fine Arts⁶⁵, School of the Museum of Fine Arts⁶⁶, New England Conservatory⁶⁷, National

⁵⁴ Emerald Necklace Conservancy, <http://www.emeraldnecklace.org/index.cgi?page=backbayfens>.

⁵⁵ Berklee College of Music, <http://www.berklee.edu/>.

⁵⁶ Boston Conservatory, <http://www.bostonconservatory.edu/>.

⁵⁷ Boston Symphony Orchestra, <http://bso.org/>.

⁵⁸ Fenway Community Health, <http://www.fenwayhealth.org/site/PageServer>. The health center is planning to move to the West Fens in 2008.

⁵⁹ Fenway Studios, <http://www.friendsoffenwaystudios.org/>.

⁶⁰ Forsyth Institute, <http://www.forsyth.org/>.

⁶¹ First Church of Christ, Scientists, <http://www.churchofchristscientist.org/bostonactivities/tfccc.jhtml>. The Christian Science Publishing Society and the Mary Baker Eddy Library are also located on the campus.

⁶² The Huntington, <http://www.huntingtontheatre.org/>. The theater is owned by Boston University.

⁶³ Massachusetts College of Art, <http://www.massart.edu/indexF4.html>. Massachusetts College of Art is a member of the Colleges of the Fenway.

⁶⁴ Massachusetts Historical Society, <http://www.masshist.org/welcome/>.

⁶⁵ Museum of Fine Arts, <http://www.mfa.org/>.

⁶⁶ School of the Museum of Fine Arts, <http://www.smfa.edu/>.

⁶⁷ New England Conservatory, <http://www.newenglandconservatory.edu/>.

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Braille Press⁶⁸, Northeastern University⁶⁹, St. Clements Eucharist Shrine⁷⁰, Wentworth Institute of Technology⁷¹ and the Central Branch YMCA of Greater Boston⁷². The East Fens is also home to Coolidge House, a comprehensive sanction center for adult offenders⁷³.

The West Fens is another significant residential community. It is also known as a destination entertainment district with Fenway Park⁷⁴, home of Major league Baseball's Boston Red Sox and the Lansdowne Street entertainment district. Besides the healthy neighborhood oriented retail community, the area is also home to destination retail at the Landmark Center⁷⁵. Other notable points in the area include Boston Arts Academy⁷⁶, Harvard Vanguard Medical Associates (HVMA)⁷⁷, Seventh Day Adventist Temple⁷⁸ and Holy Trinity Orthodox Cathedral⁷⁹. The West Fens is also home to Brooke House, an adult correctional services pre-release center⁸⁰.

Audubon Circle is a small residential neighborhood and neighborhood commercial district that also includes the southern end of the campus of Boston University⁸¹. Another point of interest in this area is the Ruggles Street Baptist Church⁸².

⁶⁸ National Braille Press, <http://www.nbp.org/>.

⁶⁹ Northeastern University, <http://www.northeastern.edu/neuhome/index.php>.

⁷⁰ St. Clements Eucharist Shrine, <http://www.stclements shrine.org/>.

⁷¹ Wentworth Institute of Technology (WIT), <http://www.wit.edu/>. WIT is a member of the Colleges of the Fenway.

⁷² YMCA, <http://www.ymcaboston.org/index.cfm?fuseaction=page.viewPage&pageID=115&nodeID=7>.

⁷³ Coolidge House, Community Resources for Justice, <http://www.crjustice.org/AdultOff.html>.

⁷⁴ Fenway Park, <http://boston.redsox.mlb.com/bos/ballpark/index.jsp>.

⁷⁵ Landmark Center, <http://www.brunercott.com/library/landmark/landmark.htm>.

⁷⁶ Boston Arts Academy, <http://www.boston-arts-academy.org/Pages/index>. Another Boston Public High School, Fenway High School, <http://fenwayhs.org/>, is located in the same building at 174 Ipswich Street.

⁷⁷ Harvard Vanguard Medical Associates, <http://www.harvardvanguard.org/locs/loc1.asp?ofc=Kenmore>.

⁷⁸ Seventh Day Adventist Temple, <http://www.bostontemple-sda.org/>.

⁷⁹ Holy Trinity Orthodox Cathedral, <http://holytrinityorthodox.org/>.

⁸⁰ Brook House, Community Resources for Justice, <http://www.crjustice.org/AdultOff.html>.

⁸¹ Boston University, <http://www.bu.edu/>.

Kenmore Square is a commercial hub of the City of Boston with some housing and it marks the eastern end of the campus of Boston University. The famous Citgo sign⁸³ rises above the square. It is home to the Art Institute of Boston⁸⁴. It is the northern portion of the area and separated from the rest by the Massachusetts Turnpike⁸⁵ transportation corridor.

The LMA Area is the western portion of the study area. It is primarily a home to area institutions including the remaining Colleges of the Fenway⁸⁶ not located in the East Fens; Emmanuel College⁸⁷, Simmons College⁸⁸, Massachusetts College of Pharmacy and Health Science⁸⁹ and Wheelock College⁹⁰. The LMA Area is home to a) schools; Boston Latin School⁹¹, Windsor School⁹², b) hospitals; Beth Israel Deaconess Medical Center⁹³, Brigham and Women's Hospital⁹⁴, Children's Hospital Boston⁹⁵, Dana-Farber Cancer Institute⁹⁶, Harvard Medical School⁹⁷, Joslin Diabetes Center⁹⁸, c) research laboratories;

⁸² Ruggles Street Baptist Church, <http://www.rugglesbaptistchurch.org/>.

⁸³ Citgo, <http://www.citgo.com/AboutCITGO/BostonSign.jsp>.

⁸⁴ Art Institute of Boston, <http://www.lesley.edu/aib/about/index.html>.

⁸⁵ Massachusetts Turnpike, <http://www.massturnpike.com/>.

⁸⁶ Colleges of the Fenway, <http://www.colleges-fenway.org/>.

⁸⁷ Emmanuel College, <http://www.emmanuel.edu/>. Merck Research Laboratory is located on the Emanuel College endowment campus.

⁸⁸ Simmons College, <http://www.simmons.edu/>.

⁸⁹ Massachusetts College of Pharmacy and Health Science, <http://www.mcphs.edu/>.

⁹⁰ Wheelock College, <http://www.wheelock.edu/>.

⁹¹ Boston Latin School, <http://bls.org/>.

⁹² Windsor School, <http://www.winsor.edu/>.

⁹³ Beth Israel Deaconess Medical Center, <http://www.bidmc.harvard.edu/sites/bidmc/home.asp>.

⁹⁴ Brigham and Women's Hospital, <http://www.brighamandwomens.org/>.

⁹⁵ Children's Hospital Boston, <http://www.childrenshospital.org/>.

⁹⁶ Dana-Farber Cancer Institute, <http://www.dfci.harvard.edu/>.

⁹⁷ Harvard Medical School, <http://hms.harvard.edu/hms/home.asp>. Harvard School of Dental Medicine and Harvard School of Public Health are also located on the LMA Area campus.

⁹⁸ Joslin Diabetes Center, <http://www.joslin.org/index.asp>.

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Center for Life Science, Boston⁹⁹, CBR Institute for Biomedical Research, Inc¹⁰⁰ and d) other institutions Temple Israel Boston¹⁰¹, Isabella Stewart Gardener Museum¹⁰².

⁹⁹ Center for Life Science Boston. This research laboratory is under construction as of the summer of 2007. It is currently owned by BioMed Realty Trust Inc., <http://www.centerforlifescience.com/>.

¹⁰⁰ CBR Institute for Biomedical Research, Inc, <http://cbr.med.harvard.edu/>.

¹⁰¹ Temple Israel Boston, <http://www.tisrael.org/>.

¹⁰² Isabella Stewart Gardener Museum, <http://www.gardnermuseum.org/>.

Appendix B, Affordable Housing Units

Contractually affordable housing units provide the assurance for economic diversity in a popular and growing neighborhood like the Fenway. Jaime Smith of the Fenway CDC¹⁰³ assembled the following list, itemizing 2,455 affordable units. Her sources included Citizens' Housing and Planning Association (CHAPA)¹⁰⁴, the U.S. Department of Housing and Urban Development (HUD)¹⁰⁵, Mass Housing (MHFA)¹⁰⁶ and the Community Economic Development Assistance Corporation (CEDAC)¹⁰⁷.

The list is not all encompassing. Affordable units controlled by developers in their projects based on the City of Boston's inclusionary housing initiatives¹⁰⁸ are not listed. Several cooperative housing associations that provide good deals to their shareholders are also not included¹⁰⁹. Individuals utilizing Section 8 vouchers are not included. The list is current but it is compared against the total number of units reported in the last census¹¹⁰ so units created since 2000 can skew the derived rate.

¹⁰³ Jaime Smith, Director of Community Organizing, Fenway CDC, jsmith@fenwaycdc.org, 617.267.4637 x19.

¹⁰⁴ Citizens' Housing and Planning Association (CHAPA), <http://www.chapa.org/>.

¹⁰⁵ U.S. Department of Housing and Urban Development (HUD), <http://www.hud.gov/>.

¹⁰⁶ Mass Housing (MHFA), <https://www.masshousing.com/portal/server.pt>.

¹⁰⁷ Community Economic Development Assistance Corporation (CEDAC), <http://www.cedac.org/>.

¹⁰⁸ Trilogy, Carillon at 199 Mass Ave and Cappy's Pizza at 90 Westland Ave are the known projects that have inclusionary housing units.

¹⁰⁹ First Fenway Cooperative at 143-149 Mass Ave, 49 Symphony Road Cooperative, Belmont Chambers Cooperative at 43 Symphony Road, Batavia Cooperative at 29-31 Symphony Road and Fenway Studios at 30 Ipswich Street.

¹¹⁰ BRA 577 reported 13,229 (53.H1/2/3) total housing units of which 12,904 were occupied.

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12-Sep-07		
Name	Address	Contractually Affordable Housing Units
Symphony Towers	333 & 334 Mass Ave	404
Peterborough Housing	40 Peterborough St	220
Kenmore Abby	10 Kenmore St, 490 Comm Ave	198
Hemenway Apartments	97 Hemenway St, 141-149 Hemenway St, 491-499 Huntington Ave, 873-877 Huntington Ave	183
Burbank Apartments	18 Haviland St, 48, 49 & 52 Burbank St, 15-33 Edgerly Rd	173
Norway Apartments	99 & 103 Norway St, 30 Hemenway St, 87 St Stephen St	120
St Botolph Apartments	1-12 Albermarle Court, 7-9 Blackwood St, 144-150 St Botolph St	92
St Botolph Terrace	351-359 Mass Ave	52
Burbank Gardens	31-37-41 Burbank St	52
Boston Rehab	66 The Fenway	34
Wait St	1-5 Peterborough St	34
8 St Germain St	8 St Germain St	8
Project Based Section 8	Subtotal	1,570
15-25 Hemenway St	15-25 Hemenway St	17
Lodging House	57 Hemenway St	14
64-70 Burbank St	64-70 Burbank St	24
71 Westland Ave	71 Westland Ave	20
Westland Ave	65-67, 72-78 & 83 Westland Ave	55
West Fens Elderly Housing	110 Peterborough St	52
Fenway Views	108 Peterborough St	22
Fenway CDC	Subtotal	204
Morville House	100 Norway St	292
St Cecilia's House	108 Kilmarnock St	123
McBride House	74 Queensberry St	16
Huntington House	361 Huntington Ave	88
81-85 Westland	81-85 Westland	63
Susan Bailis Assisted Living	352 Mass Ave	54
Fensgate	73 Hemenway St	33
142-148 Hemenway St	142-148 Hemenway St	12
Other	Subtotal	681
18.6%	Total	2,455
	Total of all Housing Units	13,229