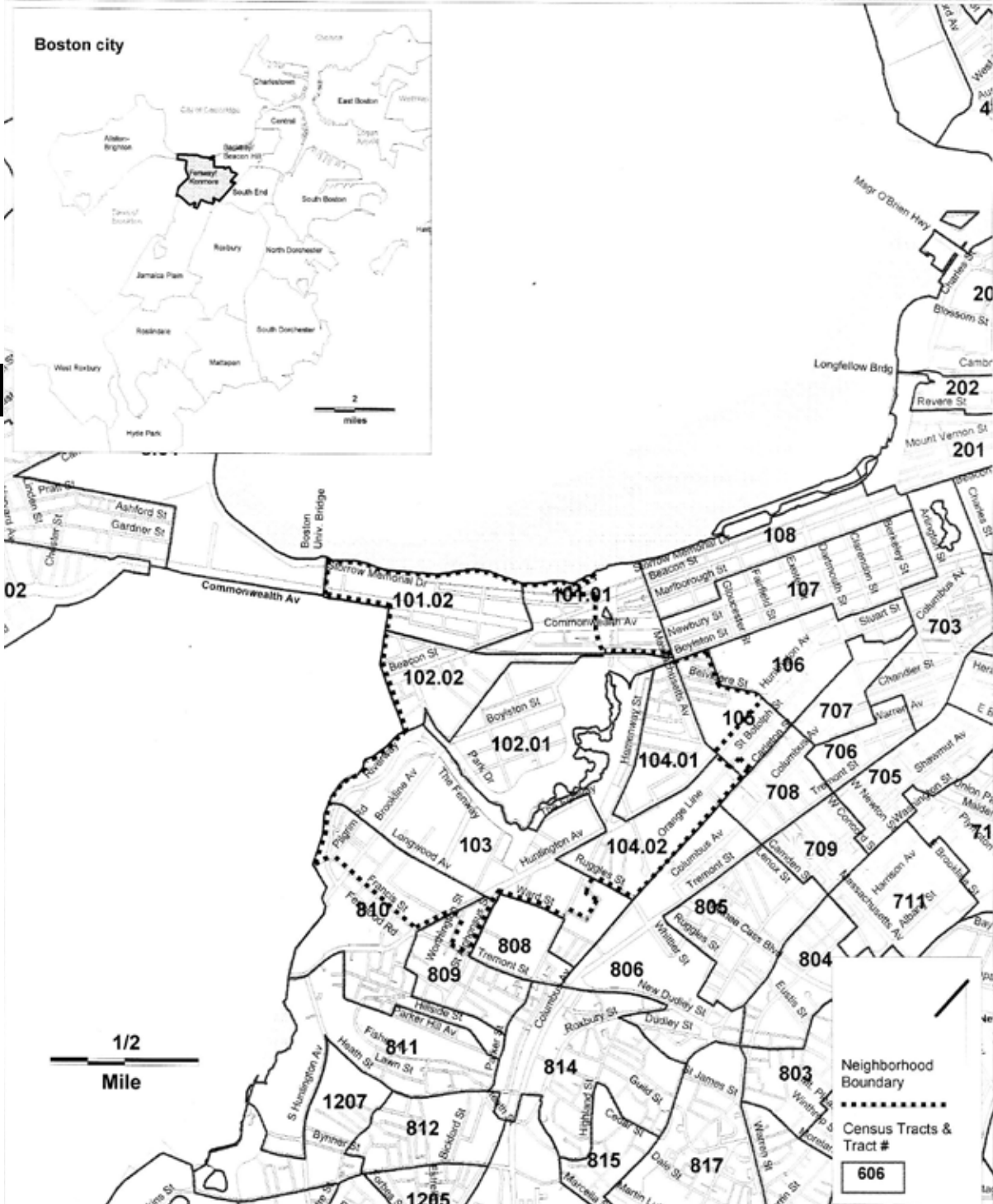

Contents

Plan Area Map	iv
Introduction	1
Context	2
Plan Area	
History of the Urban Village Plan	
Plan Elements	
• Housing	3
• Transportation	5
• Community Facilities	6
• Business Community	7
• Environment and Open Space	8
Conclusions	9
Is it an Urban Village?	
Are we There Yet?	
Next Steps	
Appendices	
A. Detailed Description of Plan Area	10
B. Smart Growth	12
C. Transit-Oriented Development	13
D. New Urbanism	14
E. Fenway Affordable Housing Units	16
°Endnotes	18

FENWAY - KENMORE



iv

Map source: Boston Redevelopment Authority¹

Introduction

The Urban Village Plan is the Fenway Community Development Corporation's² (Fenway CDC's) vision for the Fenway neighborhood's growth into the 21st century. The core of that vision is a walkable, transit-oriented residential neighborhood in the heart of Boston that is welcoming to the broadest spectrum of residents. The plan has grown into a central component of the Fenway CDC's mission to promote neighborhood stability and inclusiveness. Through continued **refinement and advocacy for the plan, the Fenway CDC aims to build a true "urban village,"** a self-sustainable community "where people can live, work, shop and entertain in a single urban area."³ We believe that the plan is a practical, smart-growth vision for strengthening our community.

Toward this end, the plan sets goals in five key areas: 1) a sufficient and varied housing supply, 2) access to public transportation and limiting 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.

The plan was first introduced in 1992 as the "Urban Village Plan for the West Fenway," prepared by KAFNI (Kenmore Audubon Fenway Neighborhood Initiative). **In 1999, the Fenway CDC formally adopted the Urban Village Plan as its guiding principle for evaluating proposed development along Boylston Street in the West Fens.** It subsequently broadened this practice to apply to all development proposals throughout the neighborhood. In August 2007, the CDC board of directors amended and adopted this latest version of the Urban Village Plan.

In this report card we have tried to assess the community's progress toward implementation of the plan since 2000. The greatest progress has occurred in the area of business development. We've noted a troubling decline in the proportion of moderately priced housing and economic diversity and a signal failure to provide the community-building facilities that the community needs.

Context

PLAN AREA

The Urban Village Plan encompasses the entire 1.24-square-mile Fenway-Kenmore neighborhood⁴ as defined by the Boston Redevelopment Authority (BRA).⁵

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 Appendix A.

HISTORY OF THE URBAN VILLAGE PLAN

In 1992 the Kenmore Audubon Fenway Neighborhood Initiative first articulated residents' desire to expand the development patterns of the West Fens to and across the auto-oriented strip development along Boylston Street between its two intersections with Park Drive.⁶

In 1999 Fenway CDC adopted the Urban Village Plan as its guiding principal for evaluating proposed development along Boylston Street.⁷ Also in 1999, the Red Sox proposed using ten acres of land along the north side of Boylston Street, taken by eminent domain,⁸ to build a new 44,000-seat baseball stadium.⁹ With modifications to allow economically feasible development, the Urban Village Plan became a compelling alternate vision to the ballpark proposal. The revised plan was described in a community charrette, jointly sponsored by the Fenway CDC and Save Fenway Park,¹⁰ in August 2000.¹¹

To make urban village-style development economically feasible, mid-rise buildings were now included in the plan. The basic zoning entitlement doubled from floor area ratio (FAR) 2.0 to 4.0 on both sides of Boylston Street.¹² Adoption of the revised Fenway zoning¹³ in 2004 confirmed the wide acceptance of most of the aspects of this revised Urban Village Plan by a wide variety of stakeholders in the community. In 2005 the new ownership group of the Red Sox announced the team's intention to renovate and remain in Fenway Park until its 2012 centennial and beyond.¹⁴ The *de facto* abandonment of plans for a new ballpark—and eminent domain takings—made the blocks along Boylston Street more appealing for new development.

More recently, the principles 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 2007, the Fenway CDC board of directors amended and adopted the latest version of the Urban Village Plan.

Plan Elements

Housing

BASELINE

Demographic information from the federal and other censuses offer a good way of determining if an area is welcoming to a wide spectrum of the population. The 1.24 square mile plan area had 35,602¹⁵ residents in 2000. The neighborhood has about 19% of its housing units contractually affordable as of 2007.¹⁶ The age demographic most underrepresented in the 2000 census is elementary school-aged children, who constitute only 3.3% of the total population.¹⁷ The home ownership rate in the Fenway, at 8.8%, is among the lowest in any Boston's neighborhood.¹⁸

URBAN VILLAGE PROPOSALS

Housing for all is the cornerstone of the Urban Village Plan. Remaining developable land can accommodate at least another 10,000 residents.¹⁹ The entire area is expected to support at least 60 residents (about 36 households) per acre.²⁰ This density of development is supported by the Fenway neighborhood zoning,²¹ which allows for mid-rise residential construction on many of the underutilized surface parking lots in the Boylston Street corridor.

Economic diversity is the central feature of the Urban Village 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 coexistence across income lines helps everyone 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 current 19% of the housing stock that is contractually affordable is a healthy value, and we feel that as the neighborhood grows this proportion of affordable housing should be retained.

The current zoning does not make sufficient provisions to maintain economic diversity. The Urban Village Plan advocates more affordable housing than the city requires. Mayor Menino's 2006 executive order on inclusionary development²² mandates that 15% of units in new development be affordable,²³ but it also contains a cash-buyout provision that allows developers to create some of that housing off-site. This order is a good start. We also see a valid role for

government to provide transfer payment and to make public funds available to further the larger goals of economic justice and diversity.

Age diversity is essential to the vibrancy of the neighborhood. A healthy neighborhood should make provisions for the next generation, but the lack of an elementary school in the neighborhood is symptomatic of the fact that this cohort has been driven away. The scarcity of family-sized housing units (three or more bedrooms) available at affordable levels also contributes to the small and declining number of families with children.²⁴ It is appropriate to provide public subsidies to fulfill this need.

The plan also encourages lifestyle and racial diversity, because we believe the Fenway should be welcoming to all and will be a richer and more vibrant community as a result. Finally, we believe that it would be healthy to increase the home ownership rate in the neighborhood.

HOUSING GRADE: C

The number of the contractually affordable housing units being created has not kept up with the general increase in the number of housing units in the area. This limits the grade in this category to a “C.”

Additional housing has been built since 2000. The Trilogy project, between Boylston Street and Brookline Avenue, completed in 2006, added 576 units of housing.²⁵ More housing is under construction or being planned at 1330 Boylston Street,²⁶ above the Mass Turnpike’s Air Rights Parcel 7,²⁷ at 16-22 Miner Street²⁸ and in the Stonewall Audubon Circle development.²⁹ Infill housing has been created at 461 Park Drive³⁰ and The Carillon.³¹

Northeastern University³², Wentworth Institute of Technology³³, Boston University, and Mass College of Art³⁴ have all built dormitories in the area since 2000.

The community lost 83 informally affordable apartments at 368, 370 and 372 Longwood Avenue when Joslin Diabetes Center bought the buildings and emptied them of tenants.³⁵ The community also lost one of its few remaining single-family houses when NU converted 109 Hemenway Street to institutional uses.

In 2003 the Episcopal City Mission added 30 units of affordable elderly housing units at Morville House.³⁶ The Fenway CDC preserved 55 units of affordable housing in 2005 when it acquired a group of expiring-use buildings on Westland Avenue.³⁷

Transportation

BASELINE

The Fenway already has one of the most favorable transit mode split rates in the region—only 16% of trips generated include driving.³⁸ More trips by residents are by public transportation or by walking or bicycle than almost anywhere in Massachusetts. Vehicle ownership rates, at 0.43 vehicles per household, are significantly less than in other neighborhoods.³⁹

The area is served by the Massachusetts Bay Transportation Authority (MBTA)⁴⁰ Green Line trolleys⁴¹ and heavy rail Orange Line.⁴² Infrequent commuter rail service is available at Yawkey Station and Ruggles Station. Several MBTA bus lines also serve the neighborhood.

Currently, the area is plagued by severe automobile traffic. This is an environmental burden, a health hazard, and poor land use. Areas reserved for paved roadways and surface lots are minimally useful to the residents of the area. Many area residents, if they own an automobile, use on-street parking.⁴³

URBAN VILLAGE PROPOSALS

Developing Yawkey Station into an attractive, full-time, well-serviced commuter rail stop is a key component to realizing the transit-oriented potential of the Urban Village Plan. The Commonwealth of Massachusetts authorized funding for this work in 2006.⁴⁴ Yawkey Station would add a second “railhead” (along with Ruggles Station) for employees of the Longwood Medical Area (LMA).⁴⁵

The Urban Village Plan calls for expansion of all public transportation operating hours, frequency, and handicapped accessibility. Adding shuttle buses and shared parking are goals of the plan. More residents and an even better mode split that yielded fewer automobile trips would more than offset the costs of this increased service.

The Urban Village Plan calls for no net increase in non-accessory⁴⁶ parking.⁴⁷ The plan further calls for a very limited allowance for new accessory parking, generally 0.75 parking spaces for each new residential unit.⁴⁸ Area roadways will be encouraged to be friendlier to pedestrians, even if that comes at the expense of vehicular flow. Poor vehicular flow can only be improved if through and destination traffic is encouraged to avoid the area or switch to public transportation. Ideally, the Fenway’s increased housing stock and commercial development will connect residents with nearby employment and ready access to all of the other amenities of daily life, thereby reducing automobile traffic.

TRANSPORTATION GRADE: B

Real progress in this category earns a grade of “B.” Funding for Yawkey Station and other transit improvements in the area is a significant positive step. Creating a denser network of streets like the Fullerton, Kilmarnock intersection with Brookline Avenue has been helpful. However, automobile traffic remains a limiting factor for growth and neighborhood appeal.

Community Facilities

BASELINE

The neighborhood is undersupplied with community-building facilities. The Boston Centers for Youth and Families (BCYF)⁴⁹ does not operate community centers in the neighborhood, and the senior center⁵⁰ and computer-learning center⁵¹ are housed in marginal facilities. Operation PEACE (Boston)⁵² provides some services. After-school programs have difficulty finding operating spaces. The state’s Department of Conservation and Recreation (DCR)⁵³ does not operate a public swimming pool or ice skating rink in the neighborhood, nor is there a branch of the Boston Public Library in the neighborhood.⁵⁴

While there several public high schools are located in the neighborhood, there is no local elementary school.⁵⁵ The area is caught in a classic “chicken and egg” conundrum in which a small pool of school-aged children—driven down over the last 30 years, in part because the neighborhood hasn’t had a local public elementary school⁵⁶—has further diminished the perceived need for a school.⁵⁷

URBAN VILLAGE PROPOSALS

We believe that establishing a school may encourage more families with school age children to move to the neighborhood. Help from one or more local institutions in sponsoring a charter or pilot elementary school may be the answer. The plan also calls for the development of a community center in the neighborhood

COMMUNITY GRADE: D

No progress has been made in addressing any of the community’s needs in this area. The result is a dismal grade, a “D’ . The community took a step backwards when St. Ann’s Church was closed.⁵⁸

Business Community

BASELINE

Businesses in the area thrive serving the large residential and daytime employees of the area and the adjacent employment centers. Zoning allows for mixed-use development in many areas,⁵⁹ which will encourage residential units being built above ground-level retail.

The Fenway is a regional destination entertainment district. Fenway Park accommodates 38,805⁶⁰ for at least 81 Red Sox⁶¹ Major League Baseball home games a year. 1.4 million people annually visit the 15 entertainment establishments along Landsdowne Street.⁶² 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 LMA⁶³ and other employers, such as the nearby colleges and universities.

URBAN VILLAGE PROPOSALS

Having a full and competitive complement of resident-serving businesses (retail banks, grocery stores, restaurants, pharmacies, etc.) is an essential feature of the plan. The expansion of service retail points needs to go hand-in-hand with the expansion of the housing supply.

Employment for many residents should be commonly available within walking distance of their homes. The area’s large employers are encouraged to develop workforce housing in the area and provide employment opportunities to people already living in the Fenway.

BUSINESS GRADE: A-

This category gets a grade of “A-.” Retail businesses in each subdistrict of the area are doing well. Significant retail and entertainment expansion has taken place in the West Fenway at the ground level of the Trilogy project and around Fenway Park.

Employment opportunities in the area have grown significantly as employers, particularly in the LMA, rapidly expand their facilities. Buildings for the Harvard Institute of Medicine, Simmons College School of Management, and the Merck Research Laboratory on the Emmanuel College campus have been recently completed. Dana Farber Cancer Institute, Brigham & Women’s Hospital Center for Advanced Medicine⁶⁴, Blackfan Research Center⁶⁵ and BU Life Science & Engineering Center⁶⁶ are under construction. A Joslin Diabetes Center laboratory building and Longwood Research Center⁶⁷ are expected to begin construction in the near future.

Environment and Open Space

BASELINE

The Fenway has a wonderful resource in the Frederick Law Olmsted-designed Back Bay Fens, a 115-acre⁶⁸ portion of Boston's famed Emerald Necklace, in the geographic center of the area. Pocket parks, such as Ramler Park on Peterborough Street, Symphony Road Community Garden, and playgrounds on Edgerly Road and Kilmarnock Street complement this prize. This network of open spaces needs to be cherished and reinforced with good maintenance.

The Fenway has a smaller "carbon footprint" than most other communities. Dense living patterns, where residences share walls, confers an advantage on building operations for energy use. The compact built environment also reduces the distance utility infrastructure must cover in order to reach the population being served. Access to public transportation and walkable access to jobs and local shopping also represent important environmental advantages.

URBAN VILLAGE PROPOSALS

The plan also calls for all large development to be certified under the U.S. Green Building Council's LEED (Leadership in Energy and Environmental Design) program.⁶⁹ The City of Boston adopted instituted a requirement in 2006 that all large projects be LEED-certifiable.⁷⁰ The Urban Village Plan also encourages the adaptive reuse of existing structures. All development in the Fenway neighborhood should reflect the community's commitment to sustainability.

The Urban Village Plan works to shrink the community's carbon footprint even further by calling for incorporation of renewable energy sources, especially solar, into housing, retail, and public buildings. Electricity produced by photovoltaic panels near the point of its consumption represents distributed generation, a pattern that reduces distribution losses and infrastructure upgrade costs required by a conventional, centralized system of electricity generation to accommodate growth.

ENVIRONMENT GRADE: B

This category receives a grade of "B". The completion of Ramler Park offers a pleasant extension of the open space in the neighborhood. Two solar photovoltaic systems, totaling 3.9kW of installed capacity, have been installed under the sponsorship of the resident-led Solar Fenway group.⁷¹ Solar Fenway participates in Solar Boston,⁷² assisting in its efforts to build a sustainable solar infrastructure.

Conclusions

IS IT AN URBAN VILLAGE?

We believe that the Urban Village Plan represents a classic smart growth vision. It does not suggest “greenfield” development but focuses on reinforcing decades-old existing urban fabric. It is grounded in a commonsense approach that values community connections, diversity, vitality and convenience.

Progress toward the urban village is not controlled by master plan or fiat. Its primary advocate is a community group with no regulatory powers and control over very little real estate. The vision’s power comes from the hundreds of residents who created the plan from 1990 to 1992 and have helped revise it in subsequent meetings and charrettes. This community has welcomed new development and residents, and taken steps to enhance diversity, reduce automobile trips, and become more energy-efficient and environmentally sustainable. Taken together, these features provide strong underpinnings for progress toward this vision.

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 principles of the plan, the Fenway will be a model community, worthy of emulation.

ARE WE THERE YET?

The progress toward many plan goals that has occurred since the plan’s introduction in 1992 suggests the general acceptance of the plan principles. Developers are building housing. Employers are building office and laboratory space. 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 step closer to the vision. Every development scheme that incorporates elements favored by 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.

NEXT STEPS

Fenway CDC announced completion of a strategic plan, *Building the Urban Village*, in May 2007.⁷³ The strategic plan reaffirms that the Urban Village Plan represents the CDC’s vision for the Fenway. It also acknowledges that the CDC alone cannot bring the urban village vision into being. Forming partnerships with our institutional neighbors, private developers, local government and a wide range of residents will be necessary to realize these ambitious goals. 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.

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 Area (LMA) .

These areas surround a large park, The Back Bay Fens,⁷⁴ which is itself part of Boston's famed Emerald Necklace, a series of parks designed by Frederick Law Olmsted. The Fens includes the Victory Gardens, The Kelleher Rose Garden, Roberto Clemente Field, Mother's Rest playground, and a war memorial.

The East Fens, in addition to housing a significant residential community and neighborhood retail district, is home to Berklee College of Music⁷⁵, Boston Conservatory⁷⁶, Boston Symphony Orchestra⁷⁷, Fenway Community Health⁷⁸, Fenway Studios⁷⁹, Forsyth Institute⁸⁰, First Church of Christ, Scientist⁸¹, Huntington Theater⁸², Massachusetts College of Art⁸³, Massachusetts Historical Society⁸⁴, Museum of Fine Arts⁸⁵, the School of the Museum of Fine Arts⁸⁶, New England Conservatory⁹⁷, National Braille Press⁸⁸, Northeastern University⁸⁹, St. Clement Eucharistic Shrine⁹⁰, Wentworth Institute of Technology⁹¹ and the Central Branch YMCA of Greater Boston.⁹¹ The East Fens is also home to Coolidge House, a comprehensive sanction center for adult offenders.⁹³

The West Fens is another significant residential community. It is also known as a destination entertainment district with Fenway Park⁹⁴, home of Major League Baseball's Boston Red Sox and the Lansdowne Street entertainment district. Besides a healthy neighborhood-oriented retail community, the area is home to destination retail at the Landmark Center.⁹⁵ Notable institutions include the Boston Arts Academy⁹⁶, Harvard Vanguard Medical Associates (HVMA)⁹⁷, Seventh-Day Adventist Temple⁹⁸ and Holy Trinity Orthodox Cathedral⁹⁹ The West Fens is also home to Brooke House, an adult correctional services pre-release center.¹⁰⁰

Audubon Circle is a small residential neighborhood and neighborhood commercial district that includes the southern end of the campus of Boston University.¹⁰¹ A point of interest in the area is Ruggles Street Baptist Church.¹⁰²

Kenmore Square, known citywide for its prominent Citgo sign,¹⁰³ is a regional commercial hub with some housing, and it marks the eastern end of the Boston University campus. It is home to the Art Institute of Boston.¹⁰⁴ It is the northern portion of the area that is the focus of this document and separated from the rest of it by the Massachusetts Turnpike.¹⁰⁵ transportation corridor.

The LMA bounds the western portion of the study area. It is primarily a home to institutions, including those members of the Colleges of the Fenway¹⁰⁶ consortium not located in the East Fens: Emmanuel College¹⁰⁷, Simmons College¹⁰⁸, Massachusetts College of Pharmacy and Health Science¹⁰⁹ and Wheelock College.¹¹⁰ The LMA is home to schools, including Boston Latin School¹¹¹ and the Windsor School¹¹²; hospitals, including Beth Israel Deaconess Medical Center¹¹³, Brigham and Women's Hospital¹¹⁴, Children's Hospital Boston¹¹⁵, Dana-Farber Cancer Institute¹¹⁶, Harvard Medical School¹¹⁷, Joslin Diabetes Center¹¹⁸; research laboratories, including the Center for Life Science, Boston¹¹⁹, CBR Institute for Biomedical Research, Inc¹²⁰; and other institutions, including Temple Israel Boston¹²¹ and the Isabella Stewart Gardner Museum.¹²²

*Appendix B: Smart Growth*²³

An emerging national consensus suggests that late 20th-century development patterns—dominated by what some call “sprawl” and reliant on automobiles for almost all transportation—no longer serve the long-term interest of our cities, existing suburbs, small towns, or wilderness areas. Though supportive of growth, communities across the U.S. have begun to question the economic sense of abandoning existing infrastructure in cities only to recreate it further out.

Smart growth represents a reaction to decentralized development. It encourages concentrated growth patterns that introduce transportation choices and mix uses, and it encourages investment in existing urban communities, both redevelopment of unbuilt land and revitalization of developed areas. Driving this approach are demographic shifts, a strong environmental ethic, limited fiscal resources, and more nuanced views of growth. The result creates both new demand and new opportunity for growth.

In general, smart growth invests resources in restoring community and vitality to center cities and older suburbs. New smart growth development is more town-centered, is transit- and pedestrian-oriented, and offers a broader mix of housing, commercial, and retail uses. Whether revitalization of existing areas or newly built, smart growth developments help preserve open space and confer many other environmental benefits.

Smart growth principles include:²⁴

1. Create a range of housing opportunities and choices.
2. Create walkable neighborhoods.
3. Encourage community and stakeholder collaboration.
4. Foster distinctive, attractive communities with a strong sense of place.
5. Make development decisions predictable, fair, and cost-effective.
6. Mix land uses.
7. Preserve open space, farmland, natural beauty and critical environmental areas.
8. Provide a variety of transportation choices.
9. Strengthen and direct development toward existing communities.
10. Take advantage of compact building design.

*Appendix C: Transit-Oriented Development*¹²⁵

Transit-oriented development as an approach to combating traffic congestion and protecting the environment has gained increasing favor across the country. It involves creation of compact, walkable communities centered around high-quality train systems. This development pattern makes possible a higher quality of life for residents and frees them from complete dependence on automobiles for mobility and survival. This approach—an essential component of smart growth development—offers a practical and immediate response to planetary warning and dwindling global petroleum supplies.

The components of transit-oriented design are:

1. A walkable plan of development with pedestrian needs as the first priority.
2. A train station as prominent feature of the town center or development area.
3. A regional node comprising a mixture of uses in proximity, including office, residential, retail, and civic uses.
4. High-density, high-quality development within a 10-minute walk of a train station.
5. Collector-support transit systems, including trolleys, streetcars, light rail, and buses.
6. Design features that promote easy use of bicycles, scooters, and rollerblades as daily support transportation systems.
7. Reduced and managed parking inside the 10-minute walk radius centered on the train station.

Appendix D: New Urbanism

Although primarily applied to new development, the New Urbanist movement¹²⁶ shares many principles with smart growth:

1. *Walkability:* Most buildings and uses lie within a 10-minute walk of home and work. Pedestrian-friendly street design (buildings close to street; porches, windows and doors; tree-lined streets; on-street parking; concentration of parking in structures removed from the streetside; narrow, slow-speed streets). Pedestrian streets free of cars in special cases.
2. *Connectivity:* An interconnected street grid disperses traffic and eases walking. Streets fall into a hierarchy of boulevards, narrower streets, and alleys. A high-quality pedestrian network and public realm makes walking pleasurable.
3. *Mixed-Use and Diversity:* A mix of shops, offices, apartments, and homes fills the site. Mixed uses occur within neighborhoods, within blocks, and within buildings. People of ages, income levels, cultures, and races live and work in the area.
4. *Mixed Housing:* Development offers a range of types, sizes and prices in proximity to one another.
5. *Quality Architecture and Urban Design:* Built environment displays an emphasis on beauty, aesthetics, human comfort, and creating a sense of place. The development plan encourages special placement of civic uses and sites within the community. Human-scale architecture and beautiful surroundings nourish the human spirit.
6. *Traditional Neighborhood Structure:* The development area has a discernible center and edge, with public space at the center. Importance of quality public realm; public open space designed as civic art. Contains a range of uses and densities within 10-minute walk. Transect planning: Highest densities at town center; progressively less dense toward the edge. The transect is an analytical system that conceptualizes mutually reinforcing elements, creating a series of specific natural habitats and/or urban lifestyle settings. The transect integrates environmental methodology for habitat assessment with zoning methodology for community design. The professional boundary between the natural and man-made disappears, enabling environmentalists to assess the design of the human habitat and the urbanists to support the viability of nature. This urban-to-rural transect hierarchy offers appropriate building and street types for each area along the continuum.

7. *Increased Density:* Placing buildings, residences, shops, and services closer together promotes ease of walking, enables more efficient use of services and resources, and creates a more convenient, enjoyable place to live. New Urbanism design principles can be applied to development patterns ranging from small towns to large cities.
8. *Smart Transportation:* A network of high-quality trains ties cities, towns, and neighborhoods together. Pedestrian-friendly design encourages a greater use of bicycles, rollerblades, scooters, and walking for daily transportation.
9. *Sustainability:* Development and its operations have minimal environmental impact. Environmentally friendly technologies take advantage of and acknowledge the value of natural systems. Energy efficiency reduces use of finite fossil fuels, as do increased reliance on walking and less on driving. More local production.
10. *Quality of Life:* Taken together these add up to a high quality of life and create places that enrich, uplift, and inspire the human spirit.

Appendix E: Fenway 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 CDC¹²⁷ assembled the following list, itemizing 2,455 affordable units within the Fenway. Her sources included Citizens Housing and Planning Association¹²⁸, the U.S. Department of Housing and Urban Development¹²⁹, Mass Housing¹³⁰ and the Community Economic Development Assistance Corporation.¹³¹

The list is not all-encompassing and does not contain on-site affordable units incorporated into private development under the City of Boston's inclusionary-housing requirements.¹³² Several cooperative housing associations that provide housing to their shareholders at below-market costs are also not included,¹³⁶ nor are apartments rented by individuals using Section 8 vouchers. The list reflects housing stock as of September 2007 but it compares the affordable units against the total number of units reported in the 2000 census¹³⁴, so units created since then could well skew the derived rate.

NAME	ADDRESS	CONTRACTUALLY AFFORDABLE HOUSING UNITS
Symphony Towers	333 & 334 Mass Ave	404
Peterborough Housing	40 Peterborough St	220
Kenmore Abbey	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 Apartments	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
Total		2,455

Total of all housing units = 13,229 • Affordable units as a proportion of all units = 18.9%

Endnotes

- ¹ The map is from *Fenway-Kenmore 2000 Census of Population and Housing Summary File 3 (SF3) Data Report #577*, BRA Selvarajah, Goetze and Vrabell 15 December 2003, <http://www.cityofboston.gov/bra/PDF/ResearchPublications//577FnKnMore.pdf> [BRA 577], page 6.
- ² Fenway Community Development Corporation, <http://www.fenwaycdc.org/>
- ³ 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. The authors of the 1992 plan, the 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.”
- ⁴ *Boston’s Population-2000-8*, BRA, April 2002, http://www.cityofboston.gov/bra/PDF/ResearchPublications//pdr_554.pdf, page 28 [BRA 554] and BRA 577. The area is defined by census tracts 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 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).
- ⁵ Boston Redevelopment Authority (BRA), Boston’s planning agency, <http://www.cityofboston.gov/bra/> .
- ⁶ *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), 19 November 1992, Elizabeth Conner, Gil Loo, Richard Pendleton, Maura Zlody.
- ⁷ Undated pamphlet, *The Future of the Fenway Neighborhood? Turning Vision into Action*, The Urban Village Coalition, Fenway CDC.
- ⁸ *Boston Globe*, “Plan eyed to rebuild Fenway in place, Sox bidders would avoid landtakings,” Meg Vaillancourt, 14 June 2001, http://www.boston.com/news/packages/fenway/061401_rebuild.htm.
- ⁹ *Boston Herald*, “Community groups blast Sox plan for Fenway Park,” Cosmo Macero Jr., 4 November 1999.
- ¹⁰ Save Fenway Park! is a nonprofit volunteer organization for people who wish to preserve historic Fenway Park, <http://www.savefenwaypark.com/main.cfm> .
- ¹¹ *Boston Sunday Globe*, “Opponents offer alternative Fenway plans,” Meg Vaillancourt, 13 August 2000.
- ¹² *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.
- ¹³ 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. In addition to insitutional master plan 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.
- ¹⁴ “Red Sox Make Commitment to Fenway Park,” 23 March 2005, Boston Red Sox Press Release, http://www.savefenwaypark.com/news_detail.cfm?ID=303&SORTBY=ID%20DESC.
 - ¹⁵ BRA 554, page 28. BRA 577 reported the total population as slightly higher, at 36,191 (1. P1-3).
 - ¹⁶ An itemized count of affordable units appears Appendix E.
 - ¹⁷ 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 was age 17 or under in the 2000 census. The citywide rate was six times the proportion of Fenway households with children.
 - ¹⁸ 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; 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 as being owner-occupied in the 2000 census, a percentage figure nearly four times higher than the comparable proportion in the Fenway.
 - ¹⁹ 1.24 square miles is 793.6 acres. The current residential density is 35,603 per 793.6 acres or 49 people per acre, based on the 2000 census. The density with the proposed increase in population would be 57 people per acre.
 - ²⁰ 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 remains constant.
 - ²¹ 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].
 - ²² *City of Boston, Office of the Mayor, Thomas M. Menino, Executive Order of Thomas M. Menino, An Order Relative to the Inclusionary Development Policy*, 16 May 2006 and *Executive Order of Mayor Thomas M. Menino, An Order Relative to Affordable Housing*, 29 February 2000.
 - ²³ See <http://www.cityofboston.gov/bra/AffordHousing/AHIncome.asp> for 2007 income limits and rents for BRA-sponsored affordable housing.
 - ²⁴ 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.
 - ²⁵ The one-million-square-foot Trilogy development includes 405 studio, one-, two- and three-bedroom luxury rental units as well as 171 apartment units owned and managed by Harvard University for Harvard Medical students, faculty and staff, http://www.samuelsre.com/pages/63_boston_trilogy.cfm.
 - ²⁶ *Fenway News*, October 2007, 1330 Boylston Street, 215 residential units.
 - ²⁷ *Banker & Tradesman*, 12 Nov 2007, *Fenway Developer Decides To “Air” on Side of Caution*, by Thomas Grillo. “Under the latest version, 264 apartment or condominium units will be built.”
 - ²⁸ *The Fenway News*, October 2007, 16-22 Minor Street, 53 condominium units.

- ²⁹ *ibid.*, Stonewall Audubon Circle, 9-23 Minor Street.
- ³⁰ *ibid.*, 461 Park Drive, 21 studio condominiums (19 market rate, 2 affordable).
- ³¹ The Carillon, 185 Mass Ave. Completed in 2002.
- ³² West Village A, B and C bed counts unknown. West Village F opened in fall 2006. This six-story building houses approximately 200 honors students. West Village E, 293-bed facility. West Village G and H house more than 500 students. <http://www.northeastern.edu/housing/seethehalls.html>.
- ³² In 2001 Wentworth opened 610 Huntington Ave, a 473-bed residence hall. In fall 2005 in completed another residence hall, 555 Huntington Ave, adding an 360 beds to the campus's housing stock. http://en.wikipedia.org/wiki/Wentworth_Institute_of_Technology .
- ³⁴ Artist's Residence 310 beds, "A New Housing Partnership: Boston and Its Institutions," prepared by Geoff Lewis, BRA Report 593, March 2004, <http://www.cityofboston.gov/bra/PDF/ResearchPublications//Rpt593.pdf>.
- ³⁵ *The Boston Courant*, "New Joslin Plan Nixes Residential," Shayndi Raice Sigall, Courant News Writer, 2 February 2008.
- ³⁶ BRA press release, 11 September 2003, "BRA Settles Project Lawsuit, Much Needed Elderly Housing in Fenway Moves Forward." <http://www.cityofboston.gov/bra/press/PressDisplay.asp?pressID=182>.
- ³⁷ See affordable housing units tabulation in Appendix E.
- ⁴⁸ *Fenway Neighborhood Transportation Plan*, Vollmer Associates, BRA, BTM November 2001 [FNTP], page 26, reported trip mode split as 42% walk or bike, 34% subway or bus, 16% driving. In comparison, the US Bureau of Transportation Statistics (BTS) reported 73.4% of workers commuted by car, truck or van driving alone in Massachusetts as a whole, or more than four times the rate of driving reported for the Fenway, http://www.bts.gov/publications/state_transportation_statistics/massachusetts/html/fast_facts.html.
- ³⁹ BRA 577 (69.H44) details occupied units and their access to vehicles. A total resident vehicle fleet of 5,525 automobiles can be deduced from this data. 5,525 automobiles for 12,904 occupied households (from above) yields 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 for a population of 6,349,097 in Massachusetts, or 0.82 vehicles per resident, a rate five times higher than in the Fenway.
- ⁴⁰ Massachusetts Bay Transportation Authority (MBTA), <http://www.mbta.com/>
- ⁴¹ Green Line service in the Fenway includes the E branch at Symphony, Northeastern and Museum of Fine Arts stations; the B, C and D branches at Kenmore; and the D branch at Fenway station.
- ⁴² Orange Line service in the Fenway is available at Massachusetts Avenue and Ruggles stations.
- ⁴³ Given 5,525 vehicles owned by neighborhood residents 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.
- ⁴⁴ See http://www.cityofboston.gov/transportation/pdfs/1-24-07_comm_hand.pdf for the 24 January 2007 meeting handout and a description of each line item. See the bill language, line item 6033-0430, at http://www.cityofboston.gov/transportation/pdfs/econ_stimu_bill.pdf.

- ⁴⁵ The LMA currently has more than 37,000 employees. http://www.masco.org/aboutLMA_facts.htm.
- ⁴⁶ *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 unrelated to any other use on the site.
- ⁴⁷ FNTTP, 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. FNTTP, 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.’
- ⁴⁸ From Article 66, 0.75 spaces per new residential unit and 1.00 spaces per 1,000 square feet of other new uses. These ratios are significantly higher than the existing ratio of vehicles per household cited above.
- ⁴⁹ The mission of the 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>
- ⁵⁰ The Peterborough Senior Center is operated by the Fenway CDC. The facility is reached through a semipaved alley.
- ⁵¹ Another program run by the Fenway CDC and housed in the basement of the Fensgate, 73 Hemenway Street.
- ⁵² Operation PEACE provides free education programs to empower low-income families with at-risk youths, unemployed residents, new English speakers, and senior citizens living in Boston’s culturally diverse Fenway community. <http://www.operationpeaceboston.org/Contact.html>.
- ⁵³ Department of Conservation and Recreation, <http://www.mass.gov/dcr/>
- ⁵⁴ Boston Public Library (BPL), <http://www.bpl.org/branches/index.htm>
- ⁵⁵ Boston Public Schools, <http://www.boston.k12.ma.us/schools/profiles.asp>
- ⁵⁶ 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.
- ⁵⁷ 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 households citywide included at least one person under the age of 18 in the 2000 census. The citywide rate is more than six times higher than the rate in the Fenway.
- ⁵⁸ Northeastern University bought St Ann’s Church from the Archdiocese of Boston in 2004.
- ⁵⁹ Article 66. Also see Trilogy project, cited above, as an example.
- ⁶⁰ Capacity for 2007 season, <http://www.ballparks.com/baseball/american/fenway.htm>
- ⁶¹ Boston Red Sox, http://boston.redsox.mlb.com/index.jsp?c_id=bos
- ⁶² Reported from Lansdowne Street Music Hall, BRA Article 80 Small Project Review, April 2007 filing in the Massachusetts Turnpike Parcel 7 Air Rights, Kenmore/Fenway Area Project Notification Form, 14 January 2008 in a footnote in the Transportation Study on page 22. The source also reports that the licensed capacity of these 15 establishments totals more than 8,000 persons.
- ⁶³ The LMA currently has more than 37,000 employees. http://www.masco.org/aboutLMA_facts.htm.

- ⁶⁴ *Fenway News*, October 2007, 68 Francis Street, 350,000 square feet of patient care and medical research.
- ⁶⁵ *ibid.*, 3 Blackfan Circle, 574,000 square feet of research facility.
- ⁶⁶ *ibid.*, 24 Cummington Street, 187,000 square feet of academic and research facility.
- ⁶⁷ *ibid.*, 121 Brookline Avenue, 116,000 square feet.
- ⁶⁸ 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_8C0Roon9AjYjL. The park occupies almost 15% of the plan area.
- ⁶⁹ US Green Building Council, LEED, <http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>.
- ⁷⁰ Boston zoning code Article 37, “Green Buildings,” article inserted on 10 January 2007, <http://cityofboston.gov/bra/pdf/ZoningCode/Article37.pdf>
- ⁷¹ Solar Fenway, <http://www.solarfenway.org/>, is a committee of the Fenway CDC. The two solar photovoltaic systems are a 2.4kW, utility-connected, rooftop system at the Boston Arts Academy, <http://www.boston-arts-academy.org/Pages/index>. installed in 2006, and a 1.5kW, utility-connected, wall-mounted system at Fenway Views Condominiums, 108 Peterborough Street, <http://www.liveinfenway.com/> installed in 2007. The Fenway Views installation is also notable for being the first in an affordable housing development to have received funding and completed installation under the Small Renewables Initiative of the Massachusetts Technology Collaborative, <http://www.mtpc.org/>.
- ⁷² Solar Boston, <http://www.solarboston.org/>, promotes 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 Market Transformation Program http://www1.eere.energy.gov/solar/solar_america/solar_america_cities_awards.html.
- ⁷³ *Building the Urban Village, The Fenway CDC in the Next 5 Years*, prepared for the annual meeting of the FCDC, 9 May 2007, http://www.fenwaycdc.org/files/070425_StratPlan02_singles.pdf.
- ⁷⁴ Emerald Necklace Conservancy, <http://www.emeraldnecklace.org/index.cgi?page=backbayfens>.
- ⁷⁵ Berklee College of Music, <http://www.berklee.edu/>.
- ⁷⁶ Boston Conservatory, <http://www.bostonconservatory.edu/>.
- ⁷⁷ Boston Symphony Orchestra, <http://bso.org/>.
- ⁷⁸ Fenway Community Health, <http://www.fenwayhealth.org/site/PageServer>. The health center plans to move to the West Fens in 2008.
- ⁷⁹ Fenway Studios, <http://www.friendsoffenwaystudios.org/>.
- ⁸⁰ Forsyth Institute, <http://www.forsyth.org/>.
- ⁸¹ First Church of Christ, Scientists, <http://www.churchofchristscientist.org/bostonactivities/tfcs.jhtml>. The Christian Science Publishing Society and the Mary Baker Eddy Library are also located on the campus.
- ⁸² The Huntington, <http://www.huntingtontheatre.org/>. The theater is owned by Boston University.
- ⁸³ Massachusetts College of Art, <http://www.massart.edu/indexF4.html>. Massachusetts College of Art is a member of the Colleges of the Fenway.

- 84 Massachusetts Historical Society, <http://www.masshist.org/welcome/>.
- 85 Museum of Fine Arts, <http://www.mfa.org/>.
- 86 School of the Museum of Fine Arts, <http://www.smfa.edu/>.
- 87 New England Conservatory, <http://www.newenglandconservatory.edu/>.
- 88 National Braille Press, <http://www.nbp.org/>.
- 89 Northeastern University, <http://www.northeastern.edu/neuhome/index.php>.
- 90 St. Clement Eucharistic Shrine, <http://www.stclements shrine.org/>.
- 91 Wentworth Institute of Technology, <http://www.wit.edu/>, is a member of the Colleges of the Fenway.
- 92 YMCA, <http://www.ymcaboston.org/index.cfm?fuseaction=page.viewPage&pageID=115&nodeID=7>.
- 93 Coolidge House, Community Resources for Justice, <http://www.crjustice.org/AdultOff.html>.
- 94 Fenway Park, <http://boston.redsox.mlb.com/bos/ballpark/index.jsp>.
- 95 Landmark Center, <http://www.brunercott.com/library/landmark/landmark.htm>.
- 96 Boston Arts Academy, <http://www.boston-arts-academy.org/Pages/index>. Another public high school, Fenway High School, <http://fenwayhs.org/>, shares the building at 174 Ipswich Street.
- 97 Harvard Vanguard Medical Associates, <http://www.harvardvanguard.org/locs/loc1.asp?ofc=Kenmore>.
- 98 Seventh-Day Adventist Temple, <http://www.bostontemple-sda.org/>.
- 99 Holy Trinity Orthodox Cathedral, <http://holytrinityorthodox.org/>.
- 100 Brook House, Community Resources for Justice, <http://www.crjustice.org/AdultOff.html>.
- 101 Boston University, <http://www.bu.edu/>.
- 102 Ruggles Street Baptist Church, <http://www.rugglesbaptistchurch.org/>.
- 103 Citgo, <http://www.citgo.com/AboutCITGO/BostonSign.jsp>.
- 104 Art Institute of Boston, <http://www.lesley.edu/aib/about/index.html>.
- 105 Massachusetts Turnpike, <http://www.massturnpike.com/>.
- 106 Colleges of the Fenway, <http://www.colleges-fenway.org/>.
- 107 Emmanuel College, <http://www.emmanuel.edu/>. Merck Research Laboratory is located on the Emanuel College “endowment campus.”
- 108 Simmons College, <http://www.simmons.edu/>.
- 109 Massachusetts College of Pharmacy and Health Science, <http://www.mcphs.edu/>.
- 110 Wheelock College, <http://www.wheelock.edu/>.
- 111 Boston Latin School, <http://bls.org/>.
- 112 Windsor School, <http://www.winsor.edu/>.
- 113 Beth Israel Deaconess Medical Center, <http://www.bidmc.harvard.edu/sites/bidmc/home.asp>.
- 114 Brigham and Women’s Hospital, <http://www.brighamandwomens.org/>.
- 115 Children’s Hospital Boston, <http://www.childrenshospital.org/>.

- ¹¹⁶ Dana-Farber Cancer Institute, <http://www.dfci.harvard.edu/>.
- ¹¹⁷ 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 campus.
- ¹¹⁸ Joslin Diabetes Center, <http://www.joslin.org/index.asp>.
- ¹¹⁹ Center for Life Science Boston. This research laboratory was under construction as of the summer of 2007. It is currently owned by BioMed Realty Trust Inc., <http://www.centerforlifescience.com/>.
- ¹²⁰ CBR Institute for Biomedical Research, Inc, <http://cbr.med.harvard.edu/>.
- ¹²¹ Temple Israel Boston, <http://www.tisrael.org/>.
- ¹²² Isabella Stewart Gardener Museum, <http://www.gardnermuseum.org/>.
- ¹²³ Smart Growth Online, <http://www.smartgrowth.org/about/default.asp>.
- ¹²⁴ <http://www.smartgrowth.org/about/principles/principles.asp?prin=2>.
- ¹²⁵ From <http://www.transitorienteddevelopment.org/>.
- ¹²⁶ From newurbanism.org. Begun in 1998, newurbanism.org and has since grown to become a leading and well respected informational website promoting good urbanism, smart transportation, transit -oriented development, and sustainability. [NewUrbanism.org](http://www.newurbanism.org) is independently owned and operated and is not connected to any organization, corporation, or public entity. <http://www.newurbanism.org/newurbanism/principles.html>.
- ¹²⁷ Jaime Smith, Director of Community Organizing, Fenway CDC, jsmith@fenwaycdc.org, 617-267-4637 x19.
- ¹²⁸ Citizens Housing and Planning Association, <http://www.chapa.org/>.
- ¹²⁹ U.S. Department of Housing and Urban Development, <http://www.hud.gov/>.
- ¹³⁰ Mass Housing (MHFA), <https://www.masshousing.com/portal/server.pt>.
- ¹³¹ Community Economic Development Assistance Corporation, <http://www.cedac.org/>.
- ¹³² Trilogy, Carillon at 199 Mass Ave, and Cappy's Pizza at 90 Westland Ave are the known projects that have inclusionary housing units.
- ¹³³ 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.
- ¹³⁴ BRA 577 reported 13,229 (53.H1/2/3) total housing units, of which 12,904 were occupied.