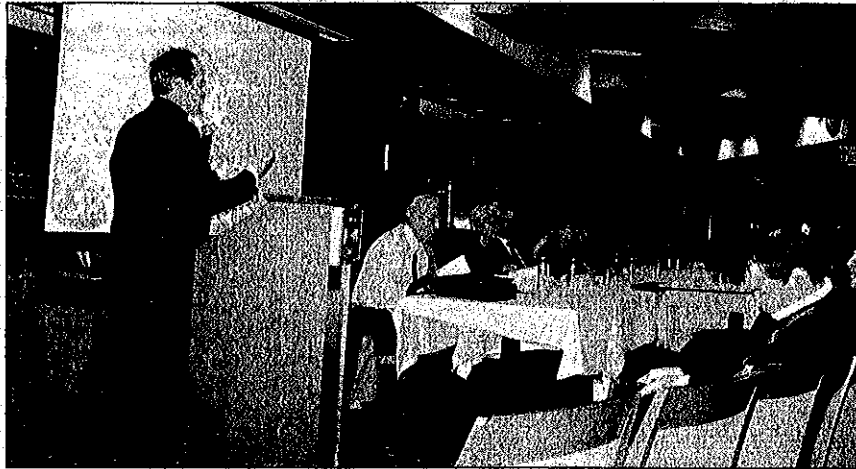


# CAC Expected To Endorse Rosenthal



John Rosenthal addresses a public meeting on Parcel 7

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The Citizens Advisory Committee (CAC) reviewing air rights projects near Kenmore Square is expected to endorse the designation of John Rosenthal as the developer for Parcel 7 between Beacon Street and Brookline Avenue.

With the CAC endorsement, the Massachusetts Turnpike Authority (MTA) is expected to officially award Parcel 7 rights to Rosenthal, the only developer who responded to the MTA's request for proposals earlier this year.

The CAC's endorsement last week follows its first public meeting since

Rosenthal submitted a proposal for Parcel 7 that supplanted plans going back nearly four years for Parcels 8 through 10, which he had already won the rights to develop.

Even while reviewing earlier proposals, CAC members had pushed to have Parcel 7 developed in concert with the other Kenmore Square parcels, as is recommended by the city's master plan for air rights development.

CAC members, as well as city officials, are not sure how the Parcel 7 proposal will be integrated with the parcels to the east, as well as other developments planned for the Kenmore Square area. "There are a lot of unknowns right now," said BRA

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spokesperson Jessica Shumaker. "We don't know what's going to happen with Parcels 8 through 10."

Plans for Parcel 8 depend largely on the Red Sox, which opposed aspects of Rosenthal's earlier proposals, but have now signed on as minority partners in the Parcel 7 development. As part of the deal with Rosenthal, the team is expected to gain control over Parcel 8, which lies directly north of the ballpark. One indication of the new cooperation between the developer and the team was the site of the February 15 CAC meeting: the newly remodeled EMC Club at Fenway Park.

At the meeting, which drew

more than 40 neighborhood residents and representatives of the Red Sox and other Fenway institutions, Rosenthal presented an overview of his plan for a 1.3-million-square-foot complex consisting of 17 and 20-story residential towers, two 600-space parking garages and ground floor retail.

The shifting of the project westward has intensified concerns among Audubon Circle residents of increased traffic problems and obstructed light and views.

"Any project has positives and some negatives, and we are aware that we will bear the brunt of some of those negative things," said CAC member Jack Creighton, president of the Audubon Circle Neighborhood Association. "We want to be heard."

At the same time, Creighton

said, residents welcome the addition of affordable housing and street-level retail. "This is really reclaiming a part of the city that was bisected by the highway," he said.

Responding to issues raised at the CAC meeting, Rosenthal said he would pay greater attention to the concerns of Audubon Circle residents. "I apologize for not talking about Audubon Circle enough," he said.

Rosenthal stressed the positive impacts he believed the project would have on the neighborhood, such as the creation of green space, shopping and restaurants on what today are "windswept" stretches of Beacon Street and Brookline Avenue.

"I would love to see this development serve as a model for how pedestrians and vehicles can interact," he added.