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Gregory J. Galer, Ph.D.

May 3, 2016

Brian Golden, Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201
Re: One Bromfield Proposal by Midwood Properties

Dear Mr. Golden,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 40 Organizational Members, 85 Corporate Members, and a reach of 35,000 friends and supporters we represent a diverse constituency advocating for the thoughtful evolution of the city and celebration of its unique character. We appreciate the opportunity to offer comments on projects that impact the unique, engaging, and pedestrian-scaled character of the city.

We are writing today in regard to the DPIR filed by One Bromfield LLC/Midwood Investment and Development on April 28, 2016 for new construction at the corner of Bromfield and Washington streets in the heart of downtown Boston.

The Alliance has met with the Midwood team to discuss their proposal for this new tower in the Ladder District, one of the most historic, pedestrian-active, and newly reactivated areas of the city. We appreciate the Midwood team's willingness to share their proposal with the Alliance in advance of filing. While the Alliance does not oppose development on this site, we do have several significant concerns about this particular proposal. We have also heard concern from many of our constituents and downtown property owners.

The Alliance's mission is to protect and promote Boston's distinct character by protecting places, promoting vibrancy, and preserving character in a balanced manner beneficial to each of these categories. We are unable to support the current proposal for One Bromfield due to a variety of concerns, outlined below, which suggest the project's inability to meet these goals. Our opposition to the project falls into two categories – first regarding this project and its impact on urban design, planning and the Downtown Crossing neighborhood as well as the precedent it sets for an unmanaged and unplanned influx of character-altering large development in the Ladder District and Downtown Crossing; the second pertaining to specifics of this proposal and its design.

Urban Design & Planning Implications

We are troubled that a proposal of this scale and impact is being considered in the absence of broader planning for the Ladder District and Downtown Crossing, particularly on Bromfield Street. Ed Logue once used the scale and character of Bromfield Street as his reference point when criticizing waterfront planning proposals. "Where's Bromfield Street?" he asked, suggesting that the new development lacked the pedestrian scale and charm that exist along Bromfield. Now we are considering a proposal that dramatically alters Bromfield without the opportunity to consider its place amongst the many other towers, both proposed and pending, for this neighborhood. We feel strongly that the collective impact of several towers on the neighborhood needs to be examined before such dramatic zoning relief should be granted for One Bromfield.

Parking, open space, and other public amenities as well as the physical impact of a new scale of construction should be considered within the larger context of this current wave of development rather than each project individually. With proposals for 533 Washington Street (Felt), Pi Alley Garage and others in close proximity emerging, now is the time to assess their impact *comprehensively* and not let a myopic focus on tax revenue and housing (today's immediate needs) cloud longer-range thinking. Considering a neighborhood context and whether several dense, tall developments would enhance the historic neighborhood as a collective whole rather than individually will have better long-term outcomes. Bold, new architecture and density can be of benefit but needs to be assessed in a broader window.

As Downtown Crossing and the adjacent Ladder District continue to be reenergized, it is important to recognize that one of this neighborhood's greatest assets is the scale and character of much of the existing fabric. With few exceptions, the vast majority of existing high-rise development is on the eastern side of Washington Street and properties such as the one in question are part of an ensemble of buildings of more moderate height. Therefore, a sense of Boston's commercial past has endured in this unique corridor. It is a neighborhood rife with historic character and important landmarks such as the Old South Meetinghouse, King's Chapel, the Old Corner Bookstore, Old City Hall, several historic burial grounds, the Old State House, and the Winthrop-Carter Building. Enhancing these landmarks are many complementary historic commercial buildings like the old Boston Casualty Co. (Sam LaGrassa's), the iconic Parker House, the newly rehabilitated Godfrey Hotel and a consistent collection of others down Washington Street to Boston's prized Theatre District. The Washington Street corridor and the adjacent ladder blocks to Tremont are quintessential Boston, certainly in need of some investment but potentially devastated by the insertion of a host of unplanned, uncoordinated, and unsympathetic towers.

Though we appreciate the innovative design of Midwood's tower – curved and irregular, skewed on the site to reduce shadow/wind impact, and narrow compared to the full site footprint – we question its appropriateness for this location. Despite its narrow profile, the tower still casts shadows on several historic sites including the Common, the Granary Burying Ground, King's

Chapel Cemetery, and the Old South Meeting House, among others. Though seemingly relatively small these shadows are not insignificant. Shadows on historic buildings cause real physical impacts and should be serious considerations throughout the review process. For example, shadows on Old South Meetinghouse are more troublesome than suggested and deserve further study as do the wind impacts at Old South.

With so much of the city already shadowed by existing buildings it is important to consider a different metric, the building's impact on sky view, or the visibility of the sky from the street (which exists even when one is in shadow). As more towers are built across Boston's historic neighborhoods, the pedestrian view of the sky is increasingly lost and a feeling of "canyonization" detracts from the sense of place. For example, visitors to the Freedom Trail once viewed the Old South Meeting House framed by a background of blue sky, as Bostonians have since 1729. With the One Arch Street and the Millennium Tower constructed, the historic meeting house is now visually overshadowed by glass curtainwall from every vantage point.

The DPIR's daylight analysis reveals little because it fails to assess the building's impact on views further from the building such as from the corner of School Street, from Old City Hall, or further up Bromfield Street as the building is approached from Tremont, just to name a few. The three "area context viewpoints" provide little useful information, merely noting that looking directly at large existing buildings blocks much of the the sky. The justification that a new project generating high obstruction values is appropriate given that existing neighborhood buildings already generate similar high values is nonsensical. With existing neighborhood buildings obscuring the sky there is even more reason to preserve this precious resource. A neighborhood in which the view of the sky continues to deteriorate is not a healthy, vibrant, or desirable one.

If towers continue to be permitted in the downtown area without a broader assessment, the powerful historic context of the neighborhood will be lost. We discussed with the Midwood team the need for additional images of the proposed building from the street to allow us to better understand the impact of the proposal. However, isolated from analysis including the multiple forthcoming tower proposals for this neighborhood these images will only provide a limited perspective. While extreme height is often difficult to perceive in close proximity to the building, from a moderate distance towers can obstruct a significant amount of view shed, especially when several towers dominate the skyline in the same neighborhood. The full impact of this tower and the others it will trigger can only be examined with comprehensive planning for the neighborhood, planning that in particular examines the pedestrian experience and how it is impacted as skyview is lost from new construction.

With zoning in this area at 155' we see no justification for the drastic relief the proponent seeks for a project at nearly 700'. There is no PDA here, no "hardship" that zoning relief requires, and no direct community benefit. The proponent points to affordable housing, but they are proposing no more than the required affordable housing quota. They also point to the benefits of urban density and additional residents in Downtown Crossing. While true, these do

not rise to the level of community benefit justifying such relief – no public space, no neighborhood enhancements, no historic restoration, nothing they propose exceeds what they would desire for the benefit of the development itself. Quality design (as was cited at BCDC) is not sufficient community benefit but something we should insist upon for every project in our city. Consider the significant and diverse community aspects of the recent submissions for Winthrop Square by comparison (an observation deck, large indoor cultural spaces, 40 percent affordability, etc.)

Though the Millennium Tower across Washington Street received our support, that project was very different and should not be considered precedent setting for a tower of similar height across the street. First of all, Millennium was built under a PDA without the zoning variances requested here (dramatic relief proposed – 500' plus in height alone). Second, Millennium was responding to a crisis – a particularly vexing hole in the ground, a then-challenged neighborhood, and a different time in the economic cycle. Third, Millennium included the restoration of the historic Filene's Building, a city landmark and strictly adhered to not just Boston Landmarks Commission review but National Park Service review as well. Finally, that project rebuilds Shopper's Park and the T station at the corner of Franklin Street and rebuilt much of the Summer Street plaza adjacent to the project.

This project, by comparison, offers no clearly defined public benefit and no contribution to the historic integrity of this extremely significant corridor. The Alliance feels that granting the requested variances for this project is unjustified and sets a dangerous precedent that is likely to open the door to a multitude of towers southward in the Ladder District, altering the valuable, pedestrian-friendly character and qualities of this neighborhood. In the absence of larger contextual planning for this neighborhood we cannot in good conscience support this project and the zoning relief it requires.

The Proposal's Specifics

The particular buildings Midwood proposes for demolition certainly do not qualify for Landmark status and are in need of rehabilitation to better contribute to the streetscape and vitality of the block in meaningful ways. It's unfortunate that a variety of legal, leasing, and financial circumstances have left the owner feeling challenged to occupy these buildings or maintain their curb appeal; the community typically interprets this disinvestment as a strategy by owners to justify demolitions. We are pleased that at a recent meeting the Midwood team clarified their challenges and offered to enhance these vacant storefronts to better enliven the streetscape as their larger, long-term proposal is being evaluated.

While we are not opposed to a sensitive redevelopment of this site, we have serious concerns about the impact of the current proposal and question the appropriateness of the current design, and ultimately its success in bringing the 24-hour vibrancy needed to enhance Downtown Crossing. Our concerns are on two levels: the tower, which we have outlined, and the pedestal.

Some aspects of the pedestal we feel are beneficial to the site; the height of the pedestal is appropriate and consistent with the abutting buildings. The most recent renderings of the Washington Street façade reflect a more subtle approach to materials and fenestration that we hope will continue to evolve into a more cohesive relationship with the neighborhood's character.

We have expressed to the Midwood team that we feel the façade design at the street level suggests a single occupancy, rather than multiple retail opportunities and storefronts, which would alter the sense of Downtown Crossing. This neighborhood has historically engaged pedestrians with its smaller scale and varied shopping opportunities with diversified storefronts. Such an arrangement produces an engaged, pedestrian-friendly downtown commercial district. We suggest several, smaller retailers in this space, particularly dining options, that would better energize the neighborhood with a vibrant pedestrian experience. A building with a design that reflects this division of space would be most successful in the streetscape, and the Midwood team seemed willing to investigate this suggestion.

However, an area where we continue to disagree is the proposal to put parking and mechanicals on the upper levels of the pedestal. While the plan calls for the view of the cars to be blocked from the street, these floors present a wasted opportunity for continued street level engagement. The upper floors will be static and dead with no visible activity. As the proponents highlight, this block is a central location to Boston's public transit and we feel parking should not supersede other demands upon the building such as a vibrant and active face to the street. We encourage the BRA to require some below grade parking to reduce the demands on the upper pedestal floors, thus allowing them to be visually active and occupied spaces which engage the street below. Even if parking remains on these upper levels, it should be pushed back from Washington and Bromfield Streets to allow other active options for the perimeters of the building, such as micro units.

Similarly, the proposed building presence on Bromfield Street is of great concern. Vehicle access dominates the design and clashes with the historic nature of the granite commercial block across the street. Though the project widens the sidewalk, it disengages pedestrians since this overly-prominent entrance is not intended for the general public but, instead, only for residents and is further segregated by those who own and those who rent. And since the car and lobby access dominates the streetscape, lack of visible retail storefronts discourages pedestrians heading north on Washington Street from turning the corner and entering Bromfield Street in the way that retail storefronts have historically. We fear this will reduce pedestrian traffic on Bromfield overall and cause other businesses on the street to suffer.

In conclusion, in order for the Alliance to consider supporting this proposal, (1) the podium of the building must be redesigned to address the concerns described above and (2) the BRA must have determined, after an opportunity for real public engagement and discussion of the various proposed development projects in Downtown Crossing that the benefits to the neighborhood and the city of such a large tower on such a key corner will

outweigh the comprehensive negative changes in scale and character that it will assuredly cause. .

Thank you for the opportunity to express our concerns with this proposal. We look forward to engaging further as the dialogue continues.

Sincerely,



Greg Galer
Executive Director

CC:

At-Large City Councilor Michelle Wu
At-Large City Councilor Michael Flaherty
At-Large City Councilor Annissa Essaibi George
At-Large City Councilor Ayanna Pressley
City Councilor Bill Linehan
David Carlson, Boston Redevelopment Authority
Sara Myerson, Boston Redevelopment Authority
Jonathan Greeley, Boston Redevelopment Authority
Christopher Tracy, Boston Redevelopment Authority
Brona Simon, Massachusetts Historical Commission
Rosanne Foley, Boston Landmarks Commission
Pamela McDermott, McDermott Ventures
John Usdan, Midwood Properties
Rebecca Lee, Mintz Levin
Emily Curran, Old South Meeting House
Kathy Kottaridis, Historic Boston Incorporated
Liz Vizza, Friends of the Public Garden
Suzanne Taylor, Freedom Trail Foundation
Sean McDonnell, Architectural Heritage Foundation
Tony Ursillo, 45 Province Street Trustees
Randi Lothrop, RG Lathrop Consulting



Christopher Tracy <christopher.tracy@boston.gov>

Midwood Project - 1 Bromfield

1 message

Christine Manfredi [REDACTED]
To: christopher.Tracy@boston.gov
Cc: [REDACTED]

Mon, Jun 6, 2016 at 9:00 AM

Dear Christopher and the Members of the Bra,

I sincerely appreciate the BRA providing the opportunity on June 2 for interested parties to hear from the 1 Bromfield developer and speak our minds. As residents of 45 Province St., my husband and I were in attendance; but didn't stand to speak as the hour of speaking passed quickly and our interests were mostly expressed by the many who did speak. I wanted to send this email to summarize our most important points.

Density and Traffic

Over the past few years living in Boston, we have experienced the extraordinary increase in congestion in all forms - walking, bicycling and auto. We understand growth is inevitable and we are not opposed to that. However, the combined city departments have been irresponsible in dealing with the continued combined affect of construction and congestion in many areas including the Seaport, Atlantic Avenue and here in the historic Ladder District. Specific to this project, it was laughable to hear the traffic study. The first laugh comes from the inadequate, minimum standard set by the DOT. Really, they only have to assess between 8-9 am and 5-6 pm? We have occasion to drive in and out of the building at all times throughout the day. Those confined time frames don't begin to encompass the congestion issues. The second laugh was from hearing the woman delivering the study results suggesting the impact would be "minimal" compared to what already exists. Anything on top of what exists today is detrimental, without knowing the impact from Millennium Towers and other projects underway. WE HAVE A PROBLEM TODAY!

1 Bromfield Servicing Plans

It was very informative to hear from other experts in the audience - the gentleman from Millennium Place, the guy from the Ritz Board and the Professor from Harvard who all had very specific, educated, experienced information about the servicing needs of these large residential multi-use buildings. They were unequivocal in their assessment that there is inadequate planning and design by Midwood Management Project for the servicing of the building. We believe lack of proper servicing design including - only one service bay, two garage elevators, the flow through driveway from Bromfield to Province Ct. and other issues would bring Province St. and the greater area to complete gridlock. It is frequently gridlocked between Tremont/School through Province St. and onto Bromfield many times already with the hotel, various deliveries and on street parking. The increased service traffic due to residents coming and going, moving in and out and receiving deliveries of all services would create significantly more traffic congestions. The servicing plan must be redesigned to create adequate spaces for the trucks that will be driving to this building.

Scale of building too immense

We understand that the scope of the project has doubled since its original concept in 2008. We also understand the project needs a number of regulation and zoning variances. Many attendees at the meeting expressed our opinion that this building should progress under the existing zoning regulations and the developer should be held to the ordinances which already exist in this unique historic district. The CEO's altruistic preaching is insulting and we suspect hollow in reality. There is an obvious reason, other than providing housing diversity, that Midwood decided to double the size of the project by adding low income and rental units.

BRA should have Master Plan for area

We agree with the point that was raised by the man from the Ritz, that there are so many projects underway in this area now, we are concerned that each was approved without regard to another. It seems that for this major project to even be properly considered by the BRA, there would need to be a combined assessment of what is already underway and the density and congestion issues which will result from those. There were so many named, I couldn't even write them all down.

In summary, we believe in the growth in the Ladder District and other surrounding districts. But the City through DOT, the BRA and other departments must exercise their responsibilities to make sure the growth is appropriate for the

9/14/2016

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respective areas and planned in a way that doesn't destroy the quality of life of the people who live, work and visit the city, specifically this heavily populated area. However, we have no confidence that this will happen. We implore the BRA to take a very serious look at this over-extended project and keep it within the existing regulations.

Sincerely,
Christine and Steven Manfredi





Christopher Tracy <christopher.tracy@boston.gov>

One Bromfield Public Meeting 2 June 2016

1 message

Nicholas Trahadas [REDACTED]
To: christopher.tracy@boston.gov

Thu, Jun 9, 2016 at 2:01 PM

Hello Christopher,

I attended the public meeting held last week at Suffolk Law School regarding the proposed new construction for the location at One Bromfield.

My business is located at 333 Washington Street and specializes in the repair and service of fine time pieces for the past twenty five years. My work environment needs to be quite and clean.

My direct concern with this construction is the negative impact to my business. The acoustic diagnostic equipment used daily is extremely sensitive to noise. Tearing a piece of paper four feet from the microphone is easily picked up and effects the precision reading being taken for the timing of that watch.

Clearly, by the lack of response to my questions that evening, no consideration to my business or surrounding businesses has been addressed.

The demolition, loading and unloading of construction debris, ongoing construction, traffic congestion, access to and from our building and the surrounding businesses, residential establishments and all that is related to constructing a building directly next door (eighty one inches) to existing businesses was seemingly ignored by the Proponent.

Additionally, have the long term effects (specifically from a structural perspective) of a fifty nine story building on a remarkably small foot print in this space been considered? Did the impact study addressed the effects short term and long term of the businesses and residents in and around this build site? If yes, what was the "discovery?" Are the results of the impact study available?

The traffic flow presentation was in my opinion elementary and scale of this project is out of proportion to the surrounding business.

The proposed new construction is without question a remarkable undertaking by Midwood Real Estate.

I welcome growth in our city and understand there are a tremendous amount of variables and considerations to be taken into account.

Thank you for your attention in this matter and look forward to hearing from you.

9/14/2016

City of Boston Mail - One Bromfield Public Meeting 2 June 2016

Cordially,

Nicholas P. Trahadas II

Horologist

Precision Watch Works, LLC

[REDACTED]
Boston, MA 02108
[REDACTED]





July 29, 2016

Brian Golden
Christopher Tracy
Boston Redevelopment Authority
City Hall Plaza
Boston, MA 02201

Re: Comments on proposal for development of One Bromfield Street

Dear Mr. Golden and Mr. Tracy:

WalkBoston reviews proposed public and private developments for their potential impacts on walker's safety, convenience and amenity in municipalities across the Commonwealth.

We are particularly interested in the One Bromfield Street proposal because of its significant size and consequent effects on the pedestrian network in and around the Ladder Blocks in Downtown Boston. We recognize that the project proponent has been asked to reconsider the currently existing proposal to examine significant changes that might integrate the project more successfully into its proposed setting. In keeping with the process of reconsidering the designs of the project, we offer the following comments:

1. We are concerned that the project will significantly alter pedestrian patterns on surrounding streets. Impacts on Province Street are especially likely because so many of the project's vehicular access points take place at its intersection with the narrow Province Court.
 - All vehicles passing through Province Court have the potential for disrupting pedestrian flows on the sidewalks along Province Street, especially abutting this project's site. Pedestrians will have to wait for vehicle movements from Province Street into Province Court in substantial numbers given the proposed size of the building. In addition, queues of vehicles may stretch from Province Court toward School Street – the principal access to the site – causing congestion of vehicles and potentially significant hazards for the many pedestrians using the businesses and residences along School Street, Province Street and Bromfield Street.
 - Trucks trying to get to the loading docks will have to maneuver forward on Province Street to get into a position where they can back into the docks located off Province Court. They will need to back in slowly because of the severe physical limitations of the access path. This may cause delays and safety issues for the many pedestrians walking on Province Street, and also contribute to traffic backing up along the narrow street.
 - Delivery vehicles will turn from Province Street into Province Court to get to the porte cochere area (also connected to Province Court) where there are slots reserved for them. Delays in deliveries caused by drivers carrying materials into or out of the building may cause delivery vehicles to gather in Province Street awaiting a slot in the porte cochere area.

- Drivers of vehicles heading toward the parking area within the building are to be served by only two elevators a few feet off Province Court. Waiting for space on the elevators will result in vehicles waiting on Province Street, potentially double-parked on the street. Given the other activities taking place on Province Court, it is very unlikely that private vehicles will be able to wait for elevators within the narrow access provided by Province Court.
 - All privately-operated taxi or other carrying services will pass through this intersection into the porte cochere. Any congestion within the porte cochere will cause waiting vehicles to stand outside on Province Street prior to moving into the building.
2. The project emphasizes vehicular access.
 - The focus of vehicular access on both Province Court and Province Street will result in new traffic patterns and new vehicles that will be competing with pedestrian traffic on the narrow, pedestrian-scale streets in the area. Traffic congregating on Province Street will severely limit successful access to the project while enlarging its impacts on its surroundings.
 - Parking for the project's residences and businesses should be scrutinized to ascertain if the scale is appropriate. Limiting the size of the building would reduce the need for some of the parking. Examining and detailing the market for residences in this location may result in a lesser need for so many spaces. Providing customer parking for any of the businesses appears unnecessary. It is difficult to discern why anyone would drive to this location and require parking on-site, given the difficulty of driving here and the location at the heart of the region's transit system.
 3. Bromfield Street has retained the look and feel of the historic Ladder District, which has been a prominent feature of planning for Downtown Boston for decades.
 - Buildings generally have a modest number of floors, reflecting a pattern of walk-up offices and residences. All buildings are small-scale, occupying only a few feet of street frontage thus allowing a clustering of many businesses into a short and very walkable street. Bromfield Street contained, in the recent past, a small cluster of owner-operated camera stores, as well as a few stores focusing on hobbies such as stamp collecting. Restaurants have occupied some sites, with new operations likely as Downtown recovers its economic footing.
 - The proposal's frontage on Bromfield Street is out of scale with the existing street. The proposed massive opening of the vehicular exit on Bromfield is inappropriate, given present and anticipated traffic patterns of Downtown Boston, especially low-traffic ways like Bromfield Street. Any vehicular access should be kept narrow and unobtrusive in keeping with the pedestrian scale of the district. Small-scale shops on both sides of a vehicular exit would help integrate the street frontage into the historic fabric of Bromfield Street.
 - It seems unlikely that traffic on Bromfield Street will grow from sources other than this project. The pedestrianization of Washington Street will remain. New vehicular traffic from Franklin Street remains an unknown. Consideration is needed for potential access to the project site from Franklin Street – which in the recent past was used only for taxis and buses. Maintaining these limits on traffic will help retain the pedestrian feel of the street

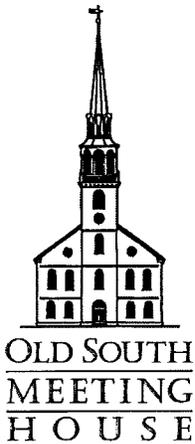
and actually make it safer for pedestrians by limiting the number of vehicles that will travel there.

Thank you for the opportunity to comment on this important project. It seems clear that reducing the scale of the project and its accompanying vehicular access and trips is needed to reduce negative impacts on local pedestrian patterns and facilities. We hope that the City and the proponent will keep walkers prominently in mind during revisions to this project – the quality of life for pedestrians is what gives this neighborhood and this development the value that it has for existing and future residents, neighbors and visitors.

Sincerely,



Wendy Landman
Executive Director



July 14, 2016

Mr. Brian Golden, Executive Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02210

Re: One Bromfield Street DPIR

Dear Mr. Golden,

I am writing to comment on the Draft Project Impact Report (DPIR) issued for One Bromfield on behalf of the Old South Meeting House, a non-profit museum, historic site and active meeting place in downtown Boston. The proposed One Bromfield project, topping off at over 700 feet tall, would have significant permanent impacts on the 1729 Old South Meeting House, located only 200 feet away. Representatives of our board have had conversations with the proponents of One Bromfield and a board member of Old South Meeting House has been appointed to the Impact Advisory Group for this project. We look forward to working with the BRA to address and mitigate the project's adverse impacts to Old South Meeting House. We appreciate the proponent's extending the comment period and consideration of project revisions that reflect comments to date.

Built in 1729, the Old South Meeting House is one of Boston's oldest and most cherished historic treasures and is one of the nation's most important colonial-era landmarks. Site of the mass meetings that led to the American Revolution, including protests of the Boston Massacre and the meetings of over 5,000 people that led to the Boston Tea Party, the Old South Meeting House has the city's oldest steeple and the nation's oldest tower clock still operating in its original location.

One hundred and forty years ago, in June 1876, the Old South Meeting House was auctioned off for \$1,350 for parts, doomed to be torn down to make way for downtown development. Against all odds, people rallied to save it in the first successful historic preservation effort in New England, and one of the first in the nation. Owned and operated since 1877 by the private non-profit Old South Association, today the Old South Meeting House attracts over 3 million visitors each year as a key site on the Freedom Trail and directly serves over 80,000 children, teachers, visitors and residents each year with exhibits, educational programs, debates, concerts, performances and celebrations. It provides millions of passersby on historic Washington and Milk Streets with an iconic reminder of Boston's history, its commitment to freedom and free speech and the City's stewardship of its historic fabric.

We have outlined our concerns regarding the substantial impacts to Old South Meeting House that would be caused by One Bromfield:

Increased Wind: The DPIR shows that the construction of One Bromfield will increase wind velocity by a level at the corner of Milk and Washington Streets, where the Freedom Trail connects to Old South Meeting House and where an outdoor fruit and flower stand is located on our property. This land has been rented as an outdoor stand for over 50 years, generating important income to support the non-profit mission of Old South Meeting House. The DPIR shows current wind levels in this area as comfortable for sitting. The building of One Bromfield will create wind speeds that are no longer acceptable for sitting, dropping to the next level down as acceptable for standing. The creation of additional street level wind velocity at this corner will degrade the use of the corner for the current operation of the fruit and flower stand, where people are sitting and conducting business daily, as well as for the future use of that corner. Over 3 million visitors who come to Old South Meeting House via the Freedom Trail will be impacted as well. (Figure 4.1-10)

We look forward to exploring all potential mitigation measures to improve wind conditions at this location, with a full understanding of how any proposed mitigation measures would in turn affect other important areas around Old South Meeting House.

Permanent New Shadows: The One Bromfield Project would create significant permanent new shadows on the Old South Meeting House and its surroundings during the afternoon, affecting some of the last daylight currently cast on this 1729 historic site. Shadows from the One Bromfield tower will fall across the primary Washington Street façade of the Old South Meeting House and its tower and steeple during the afternoon much of the year, casting the colonial era structure into darkness. The shadows will cover the street level area of Old South Meeting House as well as the upper portions of the building – the front on Washington Street and side facing Milk Street, and the steeple and the tower clock. The DPIR shows shadows from the project on Old South Meeting House from March to June, as well as likely impacts after 3:00 in September. We are concerned that there may be additional late afternoon shadows created by the project in December. We are also concerned about shadow impacts in January and February.

Given our experience in preserving the structure of the meeting house, we know that permanent new shadows on the 1729 Old South Meeting House have the potential to cause damage to this colonial era brick masonry structure. Impacts will likely include increased cold and moisture, freezing of pipes, ice dams, water infiltration, dampness, mold, and mildew, a more frequent need to repoint the masonry, the deterioration of the paint on the steeple and the wood itself. It is difficult to quantify the harmful effects on this 1729 National Historic Landmark however they may be substantial and varied over time. A historic building with wood and brick components that is in additional shade is more susceptible to water-related issues such as dampness, leaks, mold, and mildew than a building that benefits from the drying and warming effects of sunlight. Shady conditions are cooler and that can change how the wall behaves and where dew point occurs and may cause snow and ice on the roof to persist. Our concerns are well founded: the Old South Meeting House has experienced adverse impacts in parts of the building affected by new shadows from other towers, including ice dams, increased icicles and burst sprinkler pipes.

The visual impacts of shadows on one of the city's most important historic sites are also a major concern, affecting how visitors and residents experience this important landmark. The original weathervane on top of the steeple has stood since 1729 as a beacon in the sun visible from almost any direction. The One Bromfield project will remove afternoon sunlight that now highlights the

steeple and weathervane, and the nation's oldest tower clock still operating in its original location. It appears that there will also be shadow on the park across the street, a space that is used by Old South Meeting House for programming and as a key place for visitors to gather to appreciate the Old South Meeting House.

We are concerned about the lack of clarity in the DPIR shadow studies. On pages 7-8, it states that "In sum, net new shadow created by the Project will have no significant impact on historic resources." We find this statement incorrect as the DPIR shows afternoon shadows from the project impacting Old South Meeting House on March 21 (Figure 4.2-3) and June 21 (Figure 4.2-6), as well as September 21, when it appears likely to cast new shadow sometime between the time periods shown, which are 3:00pm and 6:00pm (Figures 4.2-10 and 4.2-11). In addition the December 21 shadow study (Figure 4-2-14) shows sunlight on Old South Meeting House at 3:00pm but does not show what happens after that point; we are concerned that a shadow will move onto the Old South Meeting House after 3:00 at that time of year. Appendix D, which is presented as a Boston Common Shadow Study (as per section 4.2.6) shows shadow impacts at Old South Meeting House on June 21 inconsistent with the shadow studies in Section 4, inaccurately stating that the Old South Meeting House is impacted by shadow for only 2 minutes in June from 2:28-2:30pm. Other shadow studies in Appendix D show that there are additional shadows from the project cast on Washington Street from the front of the Famine Memorial that extend to Old South Meeting House and are cast on three sides of the Old South Meeting House at 3:00pm. The DPIR shadow studies would be much more useful and clearer if it did not fragment shadow impacts by receptor but instead showed cumulative impacts. We are also concerned that the Daylight Analysis concludes that "the proposed project will have a minimal impact on daylight obstruction compared to existing conditions." (4-33). Given the extent of the shadow impacts, this cannot be correct.

We have discussed this with the project applicants, who have agreed to do additional shadow studies and a study of shadow impacts in January and February, two months that are critical for weather impacts on the Old South Meeting House. The DPIR does not show or consider shadow impacts to the upper portions of Old South Meeting House but these are also of great concern. We request that the Final PIR show shadows to the upper level façades of Old South Meeting House.

Vibration during construction: We are concerned about the impact of vibration during construction. We request that vibration monitoring be specifically required for Old South Meeting House and a "stop work" be issued in the event that the monitoring during construction shows any impacts on Old South Meeting House that exceed standard acceptable vibration measurements. We thank the applicant for agreeing to include this customary monitoring, after discussions with board members about its omission in the DPIR.

Increased Traffic and Decreased Pedestrian Safety: As a key site on the Freedom Trail, which is walked by 3 million visitors annually, and a location at the heart of one of the city's liveliest pedestrian areas, we are greatly concerned about the project's impacts on traffic and pedestrian safety. The Washington Street/Milk Street intersection is shown on the drawings, but is not mentioned in the Table (3-9) on "Pedestrian Level of Service" nor is pedestrian safety mentioned. The Irish Famine Memorial park and Old South Meeting House are key locations along the Freedom Trail where the trail crosses a street. In addition, public school busses often stop to discharge and pick up students visiting Old South Meeting House on Milk, Washington and/or School Street, adding urgency to the need for safe crossing locations. It is worth noting here that the Washington/Milk Street intersection is already highly problematic. The closing of Franklin Street next to Millennium Tower has significantly increased traffic on Milk Street and we believe the DPIR traffic studies were done in comparison to traffic patterns

before this change. The light at this corner is timed so that pedestrians are crossing Washington Street on the Freedom Trail at the same time drivers coming up Milk Street are taking a right on a green light - the only direction that they can go at this intersection. We request integrated planning that will make this area safe for pedestrians as well as improve traffic.

Water Infiltration in Basement: We have been working with the MBTA to construct a watertight barrier between the MBTA/Orange Line State Street station and the Old South Meeting House. In 2008 the MBTA constructed a temporary fix in this area, and is planning to construct the comprehensive solution this year. If the construction of One Bromfield Street affects this situation, then both the MBTA's investment and the Old South Meeting House are at risk. We want to confirm that this will not be the case.

Neighborhood and Viewscape: While not required by the BRA in considering impacts, we are especially concerned about the viewscape of Old South Meeting House (as discussed above) and the overall attractiveness of the neighborhood, one of Boston's oldest and most historic. This area is also one of the city's most vibrant, filled with residents, tourists and workers. Yet another tower of such height in this location would lead to the "canyonization" of the neighborhood, losing the visibility of the sky for much of Washington Street and making it less pedestrian friendly. Perhaps nowhere is the loss of sky more poignant than in viewing the steeple of what was once the tallest and largest building in Boston. Visitors to the Freedom Trail once viewed the 1729 Old South Meeting House and its golden banner weathervane framed by a background of blue sky. With the addition of yet another tower, Old South Meeting House will be visually overshadowed by glass curtain wall from every vantage point. The impact on this neighborhood would be significant and irreversible.

As others have suggested, we endorse the concept that the BRA should plan for growth in the Downtown Crossing area, including the Ladder District blocks, with particular attention to the historic buildings and the ways in which street views are least adversely affected by new construction. We believe these issues of neighborhood, streetscape and viewscape are critical planning issues and are inspired by the words of Jacqueline Onassis in her battle to save Grand Central Station:

"Is it not cruel to let our city die by degrees, until there is nothing left of all her history and beauty to inspire our children? If they are not inspired by the past of our city, where will they find the strength to fight for her future?"

As the stewards of this National Historic Landmark, where so much of our nation's history has taken place, we must take all steps necessary to protect the historic Old South Meeting House from adverse impacts, mitigating them by design or other means. Our concerns should be taken into consideration with the revised submittal that you have indicated the BRA has requested. We look forward to working with the BRA to ensure mitigation of the impacts and thank you for your assistance in this important matter.

Sincerely,



Emily Curran
Executive Director

cc: Christopher Tracy, Sr. Project Manager, Boston Redevelopment Authority
John Usdan, Midwood Development and Investment Corp.
Pamela McDermott, McDermott Ventures
Rosemarie Sansone, Boston Business Improvement District
David Carlson, Boston Civic Design Commission
Brona Simon, Massachusetts Historic Commission
Michael Creasey, Boston National Parks, National Park Service
Rosanne Foley, Boston Landmarks Commission
Christopher Cook, Boston Parks and Recreation Department
Board of Managers, Old South Association

The Druker Company, Ltd., Suite 1000, 50 Federal Street, Boston, Massachusetts 02110-2585

July 18, 2016

VIA EMAIL

Christopher Tracy
Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: One Bromfield DPIR

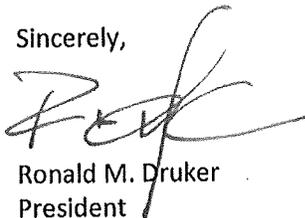
Dear Mr. Tracy:

I am writing this letter as a record of our comments regarding the traffic component of the One Bromfield Draft Project Impact Report (DPIR) submitted to the Boston Redevelopment Authority (BRA) on April 28, 2016. Affiliates of The Druker Company, Ltd. own the buildings across Bromfield Street from the proposed One Bromfield project. We attended both the Impact Advisory Group (IAG) meeting on May 25, 2016, along with the public hearing on June 2, 2016.

We are most concerned with the traffic impacts from the proposed One Bromfield project. We engaged VHB, transportation engineers, as our consultant to analyze the Proponent's traffic studies presented in the DPIR and attached is their memo outlining their concerns. As detailed in the VHB memo, the One Bromfield site circulation as proposed, is very complicated and constrained given its reliance on the 16 foot wide Province Court for two-way traffic for both the loading dock and parking garage. Further, the potential of reversing Bromfield Street would not only negatively affect deliveries to our property, it would preclude the Franklin to Tremont Street connection which has been temporarily closed for construction of the Millennium Tower. When Franklin Street re-opens later this month, we urge the City to consider the benefits of opening Franklin Street and this portion of Bromfield Street to all vehicles and not only to taxis and commercial vehicles.

We understand that the project is currently being redesigned and look forward to seeing how the traffic issues raised in the VHB memo are addressed in the redesign effort. We look forward to further reinvigoration of Bromfield Street and Downtown Crossing.

Sincerely,



Ronald M. Druker
President

Enclosure

Cc: Mr. Harold Dennis; Ms. Barbara Boylan, Mr. David Black



To: Harold Denis, TDC
Barbara Boylan, TDC

Date: July 14, 2016

Memorandum

Project #: 13485.00

From: David Black

Re: One Bromfield Project, Boston, MA
Review of Draft Project Impact Report (DPIR)

VHB has reviewed the Transportation component of the DPIR dated April 28, 2016 submitted to the Boston Redevelopment Authority (BRA) for the One Bromfield Project. The purpose of this memorandum is to summarize transportation issues identified during our review.

1. Site Plan Circulation - Access, Servicing and Reliance on Province Court

The circulation proposed under both site plans (Option 1 and Option 2) for the One Bromfield project will impact the already constrained street layout on Bromfield Street and Province Street in several ways, as follows:

- (a) The One Bromfield project relies substantially on Province Court for vehicle access and servicing under both Project Site Plan options. Province Court is a dead-end street which provides access to other buildings abutting Province Court and to the rear of other buildings fronting Washington Street. It is a Fire Lane regulated by "Tow Zone – Fire Lane - No Stopping – Either Side" signage. The roadway width from curb-to-curb is limited to 16', within an overall ROW of approximately 25' between the abutting building walls, which is inadequate to accommodate the projected 2-way traffic operation.
- (b) Service vehicles, which would need to reverse down Province Court to access the loading dock, would cause queuing and added traffic on Province Street. Even if loading is managed, the additional activity, and need to perform multiple maneuvers to back into the narrow Province Court, would add unnecessary congestion and confusion.
- (c) The introduction of Project traffic circulation, including conflicting entering and exiting garage traffic, to the already constrained geometry of Province Court and its intersection at Province Street would significantly impact existing abutters.
- (d) The addition of conflicting entering and exiting garage traffic on Province Court, which is a Fire Lane, would adversely impact emergency access.
- (e) For many vehicle movements, particularly service vehicles, the circulation in and around the Project (under either Site Plan option) involves over-swinging sidewalks and excessive numbers of maneuvers to accomplish certain turns. The roadway layout and pedestrian accommodations around the site are very constrained and the proposed Project would adversely impact traffic circulation, parking and the pedestrian environment.

99 High Street
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2. Impact of reversing the first block of Bromfield Street (Site Plan - Option 2)

Currently, Bromfield Street accommodates one-way northbound traffic flow from Washington Street to Tremont Street. The DPIR presents two site plan options, one of which (Option 2) proposes the reversal of travel direction on Bromfield Street between Washington Street and Province Street. This circulation change would impact servicing for the entire length of Bromfield Street, as the street would no longer be accessible to commercial vehicles from Washington Street and Franklin Street. As a result, all commercial vehicles would be required to access Bromfield Street from the north via Tremont Street, School Street and Province Street, thereby negatively restricting accessibility of servicing for the entire street and involving circuitous routing of existing and future delivery vehicles to other streets. Taxis would be similarly impacted.

3. Closure of Franklin Street between Hawley Street and Washington Street

The DPIR suggests that the current temporary closure of Franklin Street between Hawley Place and Washington Street to facilitate construction of the Millennium project may be made permanent. This is inconsistent with the Traffic Advisory on the City of Boston's website which states that "...Franklin Street in Downtown Boston, between Washington Street and Hawley Street, will be closed to vehicular traffic from Monday, August 24, 2015, through July, 2016". VHB is unaware of any formal proposal by the City of Boston to make the closure permanent.

This section of Franklin Street is an important connection between the Financial District and Downtown. Its permanent closure would create significant adverse impacts, including the following:

- (a) The important connection to Washington Street, Bromfield Street and Tremont Street for taxis from the Financial District and the wider Downtown area would be eliminated. In addition to the inconvenience for taxi passengers, taxis would be diverted to other routes, thereby adding additional traffic to those streets.
- (b) Similarly, access for commercial vehicles from the Financial District and the wider Downtown area to service Bromfield Street and Washington Street north of Franklin Street would be eliminated. Deliveries to these streets originating in the Financial District and beyond would be required to divert as follows:
 - For deliveries to Bromfield Street north of Province Street, service vehicles would be required to divert to Tremont Street to reach Bromfield Street via School Street and Province Street.
 - For deliveries to Washington Street between Franklin Street and School Street, and to Bromfield Street south of Province Street, service vehicles would be required to approach northbound on Washington Street by diverting to Essex Street, Avery Street, Avenue de Lafayette or Winter Street as currently permitted.

- Deliveries to Province Street would only be possible from School Street, encouraging those service vehicles to depart to Tremont Street via Bromfield Street.

Service vehicles diverted to these other routes would add unnecessary service traffic to those streets.

- (c) The possibility of restoring the previous routes of the #92 and #93 MBTA buses into the core of the Downtown retail district would be precluded.

In summary, the effect of permanently closing Franklin Street would impact a much wider area, and there are significant benefits in keeping it open.

4. Trip Generation

The trip generation analysis which forms the basis of the traffic impact study for the Project uses inappropriate residential trips rates from the Institute of Transportation Engineers (ITE) Trip Generation manual. Two residential land uses are used in the DPIR analysis. The trip rates for ITE Land Use Code 222 (High Rise Apartment) is based on a limited number of studies performed in the late 1960s and 1980's. The trip rates for ITE Land Use Code 232 (High Rise Residential Condominium/Townhouse) are based on only 5 studies performed in the 1980s and 1990s. The ITE Manual calls for caution in the use of both of these Land Use Codes due to their small sample sizes. By contrast, ITE Land Use Code 220 (Apartment) and Land Use Code 230 (Residential Condominium/Townhouse) are based on multiple studies, and are usually recognized as the appropriate basis for trip generation in traffic impact analysis. As a result, the traffic analysis in the DPIR appears to under-estimate Project-generated trips by all modes, including vehicle trips. Residential trips based on Land Use Codes 222 and 232 as projected in the DPIR would be increased substantially if the appropriate Land Use Codes 220 and 230 were used.

T 857-350 3367
230 2008

FROM THE DESK OF

EARL M. COLLIER, JR

July 22, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment
and Development

Dear Director Golden and Mr. Tracy,

Thank you for the opportunity to comment on Midwood's proposed development of One Bromfield in relation to its April 28, 2016 DPIR filing with the BRA. Midwood's proposal, while grand in scope, implicitly recognizes that its plan over-reaches and is inappropriate to the Historic Ladder District neighborhood. **Having seen two presentations of the Midwood proposal at public meetings, I am under the impression that they would be willing to compromise, and it is in that spirit that I submit these comments.**

Ideally, my comments would be made in the context of a comprehensive downtown plan for the Ladder District that addresses traffic, mixed use, and amenities. As you know, Boston enjoys a major renaissance downtown, with strong developer interest, and it is an already thriving residential community. I believe that the BRA and the City of Boston has the time to do city planning right, given the stream of people now clamoring to live downtown. Indeed, developers will be salivating to get into this area for years to come, and thoughtful and consistent planning of new buildings is essential to preserve and enhance the best qualities of this area. If the BRA does begin a downtown plan, similar to that of the waterfront, I'd like to be involved.

My comments on the Midwood plan include: 1) traffic, 2) congestion, 3) consistency with the Historic Ladder District, 4) facility deficits, and 5) commercial plans.

Traffic

The BRA needs a comprehensive traffic plan for downtown, as the narrow streets of the Ladder District (especially School St.) are overwhelmed by



FROM THE DESK OF

EARL M. COLLIER, JR

tourists walking along Freedom Trail as well as commercial deliveries, and Parker House and Ruth Chris valet activities. If One Bromfield has retail activity, the patrons will use the 45 Province garage, which already is quite busy during the day. Your traffic studies are wrong about the burden associated with 419 residential units proposed by Midwood. Also, I would not support the change of direction on Bromfield to allow use of the property's lobby apron.

I suggest that you reduce the total residential density and garage access location, which ideally would be on Washington St.

2. Congestion

I am worried about One Bromfield's use of the Province Court for commercial traffic and for parking. Today, we have congestion from deliveries along Province St. all day long. Also, the Torit Montessori preschool creates backup mornings and afternoon. If Midwood puts access onto Bromfield, this will only become worse. Washington St. is much wider - it should be the entrance for Midwood.

3. The Historical Ladder District and Architectural Consistency

A behemoth 705- foot building like Midwood has proposed doesn't work in the Ladder District, which is full of smaller and architecturally interesting buildings. Please ask Midwood to design within the maximum height of 155 feet and maximum FAR density of 10. Making a smaller building more in keeping with our own building at 45 Province would seem to be aesthetically and historically appropriate.

4. Facility Deficits for Operations

As you know, One Bromfield will have many rental units, and it is true that renters move in and out more often than owners. Thus, Midwood's staff seems to acknowledge that having only one bay loading capacity would be inadequate - I don't know how many is correct, but at least 3 seems appropriate. It is also highly unlikely that the six staging spaces for garage and passenger vehicles will be sufficient to accommodate the 235-space garage. Also, there is no dedicated freight elevator. All of these deficiencies will result in traffic backups on Province St. Please have the developer reduce the building's residential density, especially rental units, to address these concerns.

FROM THE DESK OF

EARL M. COLLIER, JR

5. Commercial Plans

I think the commercial or shopping center design is too large, and there is no parking for the commercial patrons it will attract, other than 45 Province. Moreover, an enclosed shopping center probably would not be Attractive to shoppers, given the outdoor nature of shopping on Washington St. I would scale back shopping space and use that space for One Bromfield amenities or for rental units, as the space would be much better used in that capacity.

Although **I oppose the One Bromfield project** as currently proposed, I know that the BRA and Midwood can come up with a better redesign that addresses neighborhood concerns and still supports the character of our historic community. Thank you and I look forward to engaging with Midwood and the BRA for some time to come.

Sincerely,

Earl M. Collier Jr.

July 22, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy:

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield re: the April 28, 2016 DPIR filing with the BRA. My neighbors and I at 45 Province St. welcome new development, including One Bromfield, but we have problems with their proposal. Indeed, One Bromfield's excessively large scale, at 705 feet, is inappropriate to the Historic Ladder District neighborhood. It occurs to me that Midwood made a grandiose first pass as a political gesture, anticipating neighborhood opposition. The developer has presented at two public meetings that I have attended, and it is clear that they are open to input and to compromise. **Thus, I strongly oppose the One Bromfield project as currently proposed, and I recommend that the BRA ask the developer to come up with something more in keeping with the historic neighborhood of the Ladder District.**

First, I'd like the BRA and the City of Boston to delay action on this project until we have in place a comprehensive downtown plan that anticipates the traffic impacts of One Bromfield and all other projects under consideration for this area. We need to look at traffic, amenities, and burden on city services, aesthetics, and other matters. Count me in if you put together such a planning project – I would like to help, if I can.

As to the project for One Bromfield itself, may I make the following comments:

1. Traffic

The Ladder District (especially School St.) has narrow and historic streets that cannot be expanded or improved, and which are part of the charm and historic attraction of the area. However, at present, cars and trucks clog the street, especially when turning from Tremont onto School Street, which is the access point for the One Bromfield project. During during the day, I find that the corner of Tremont and School going towards Province Street frequently is impassable. There are tourists walking along Freedom Trail, commercial deliveries, Parker House and Ruth Chris valet activities, and valets rushing from hotels to parking lots. One Bromfield's retail shoppers will use the 45 Province garage, which already is quite busy during the day and often has a line down to School St. for access to the garage. Midwood's traffic studies significantly under-estimate the pressure of cars on School and Province Streets. Also, I would not support the change of direction on Bromfield to allow use of the property's lobby apron. Rather, I suggest coming up by Millennium Tower to Washington St. and opening up that

section of Washington St. to enter the One Bromfield garage and lobby apron. I also think a smaller residential density and fewer retail stores would be required to lessen the traffic impact.

2. Congestion with Current Uses

One Bromfield's use of Province Court for parking access makes no sense, since it is essentially a one-way court. On Province Street now, we have congestion from deliveries along Province St. all day long. The Torit Montessori preschool has drop off and pick-up at rush hour daily, and children are walking along the sidewalks. If Midwood puts its access onto Bromfield, this will only be worse. As you know, Washington St. is significantly wider - it should be the entrance for One Bromfield, and drivers can come up from the Financial District to access the site.

3. The Historical Ladder District and Architectural Consistency

Midwood's proposed modern enormous building (at 705 feet) doesn't fit into the architectural integrity of the Historic Ladder District, which is full of buildings that are old, three to five stories, and low density. Midwood should try to keep within the maximum height of 155 feet and maximum FAR density of 10. A shorter building should mitigate wind problems, which are also acute in our area, as the wind comes off the river down Tremont Street and sweeps down Bromfield and our own alley. This building will only make the wind worse. In the end, a smaller building still can be profitable for the developer, and it would be more in keeping aesthetically and historically with the area.

4. Garage and Loading Bay, etc.

At the recent public meetings, Midwood said they understood that having only one -bay capacity for a loading dock would be inadequate for a building with renters, who move in and out frequently. They need to redesign their whole freight/loading and garage access. It is doubtful that six staging spaces for garage and transient passenger vehicles will be sufficient to accommodate the 235-space garage. I am worried that move-ins will interfere with the normal course of business on Province St. and normal access to their own garage, causing traffic back-ups in a situation where we already have such back-ups often during the day. Please have the developer reduce the building's residential density and number of rental units to address these concerns. Also, consider having the garage entrance on Washington St.

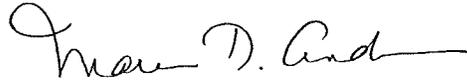
5. Retail

I think the amount of retail proposed is too much, and there is no parking for these commercial patrons, other than at 45 Province. Maybe some street-front retail would make sense, but I would recommend replacing some retail, especially in the basement, with One Bromfield amenities or rental units.

In conclusion, I am in opposition to the One Bromfield project as currently proposed, but I have faith that the BRA and Midwood will redesign the plan to address neighborhood concerns. I want to see Midwood move away from a modern behemoth tower and consider something more in scale and design to "work" with the historical buildings surrounding it. I think that Millennium tried to blend in to the sky and background, and certainly 45 Province did that. A rethinking can be more successful, I'm sure. I hope BRA continues to involve the

community in the planning process for One Bromfield, and I stand ready to help on any downtown planning process that is more comprehensive in nature.

Sincerely,

A handwritten signature in black ink, reading "Maren D. Anderson". The signature is written in a cursive style with a long horizontal flourish at the end.

Maren D. Anderson

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

July 25, 2016

Re: Proposed development of One Bromfield by Midwood Investment and Development

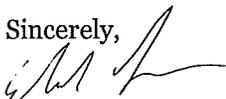
Dear Director Golden and Mr. Tracy,

I writing to comment on Midwood's proposed One Bromfield development at the corner of Washington and Bromfield Streets, as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident of Boston living at 101 Canal St Apt 731 Boston, MA 02114 and owning a business at 185 Devonshire Street, I am encouraged to see the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, this part of town has long held potential to become a vibrant destination for residential, retail, and commercial activity. That transition has taken a long time, but with the addition of pioneering residential projects like the Ritz towers and 45 Province, as well as more recent additions from Millennium Partners, the area has now attained a healthy number of full-time residents. In turn, this has attracted modern, exciting new retail establishments, from Roche Brothers and George Howell Coffee to Yvonne's and JM Curley, as well as Sweetgreen and Clover. At the same time, this development has been accomplished while maintaining the charming look of a neighborhood that is part of Boston's fabric and attracts visitors and tourists year round. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the greater Boston community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have several concerns about Midwood's project proposal at One Bromfield. They include:

- 1) **Traffic:** A 235-car garage and delivery and commercial passenger vehicles associated with 419 residential units will greatly overburden surrounding streets. Traffic backups on Province St. and School St. already regularly occur from delivery activity taking place at numerous retail locations on Province St., activity at the 45 Province garage, valet activity associated with Ruth's Chris, weekend patrons to Gem nightclub, etc. I request that the BRA work with the developer to minimize the project's residential density as well as the garage capacity to alleviate traffic issues. I also oppose the requested change in direction of Bromfield Street between Province St. and Washington St., as it will eliminate a relief valve for commercial traffic traveling north on Washington St.
- 2) **Pedestrian Safety:** Numerous aspects of this project would put residents, patrons, visitors, tourists at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., heavy valet activity on Province St., and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.
- 3) **Wind and Shading:** A building of the size proposed by the developer will have uncomfortable wind impacts on pedestrians as well as an unfavorable shading impact on both neighboring buildings and the surrounding historic streets. The BRA should enforce current zoning limits to minimize these impacts.
- 4) **Height and Architecture is Out of Character:** A tall, shiny structure is extremely out of character for the Historic Ladder District neighborhood. Thoughtfully created zoning laws in this area dictate a maximum height of 155' (as well as a maximum FAR density of 10). It can be seen up and down the western side of Washington Street on either side of the proposed structure that existing buildings have both a height and a façade that are consistent with this notion. A 705' building of new age architecture with a FAR of 25.5 is very inconsistent with the look and feel of this neighborhood and will degrade the unique character of it, negatively impacting residents and tourists or visitors to the area. I request that the BRA work with the developer to redesign the building so that it better assimilates itself into the neighborhood.

Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. At this more mature stage of its transition, I believe the city of Boston should be more thoughtful and selective about incremental development in the Historic Ladder District. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



Edward Lennon

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I writing to comment on Midwood's proposed One Bromfield development at the corner of Washington and Bromfield Streets, as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident of Boston living at 101 Canal Street Boston MA 02114, I am encouraged to see the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, this part of town has long held potential to become a vibrant destination for residential, retail, and commercial activity. That transition has taken a long time (decades), but with the addition of pioneering residential projects like the Ritz towers and 45 Province, as well as more recent additions from Millennium Partners, the area has now attained a healthy number of full-time residents. In turn, this has attracted modern, exciting new retail establishments, from Roche Brothers and George Howell Coffee to Yvonne's and JM Curley, as well as Sweetgreen and Clover. At the same time, this development has been accomplished while maintaining the charming look of a neighborhood that is part of Boston's fabric and attracts visitors and tourists year round. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the greater Boston community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have several concerns about Midwood's project proposal at One Bromfield. They include:

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- 2) **Pedestrian Safety:** Numerous aspects of this project would put residents, patrons, visitors, tourists at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., heavy valet activity on Province St., and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.
- 3) **Wind and Shading:** A building of the size proposed by the developer will have uncomfortable wind impacts on pedestrians as well as an unfavorable shading impact on both neighboring buildings and the surrounding historic streets. The BRA should enforce current zoning limits to minimize these impacts.
- 4) **Height and Architecture is Out of Character:** A tall, shiny structure is extremely out of character for the Historic Ladder District neighborhood. Thoughtfully created zoning laws in this area dictate a maximum height of 155' (as well as a maximum FAR density of 10). It can be seen up and down the western side of Washington Street on either side of the proposed structure that existing buildings have both a height and a façade that are consistent with this notion. A 705' building of new age architecture with a FAR of 25.5 is very inconsistent with the look and feel of this neighborhood and will degrade the unique character of it, negatively impacting residents and tourists or visitors to the area. I request that the BRA work with the developer to redesign the building so that it better assimilates itself into the neighborhood.

Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. At this more mature stage of its transition, I believe the city of Boston should be more thoughtful and selective about incremental development in the Historic Ladder District. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



July 27, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I thank you for the opportunity to offer my comments on Midwood Investment and Development's One Bromfield project proposal. It has been a privilege to serve as a member of the One Bromfield Impact Advisory Group. The process has been smooth so far, and I appreciate the BRA having given serious consideration to the feedback the group has thus far offered as it relates to the project proposal. I look forward to participating in additional constructive discussions going forward.

As you know, I have been deeply engaged in understanding Midwood's proposal, including a meticulous reading of both the 2008 PNF and the April 28, 2016 DPIR. I have also taken the time to engage numerous members of the neighborhood, both residents and business owners, and I have worked hard to understand the BRA's development review process by attending many BRA-sponsored meetings related to other projects. It is with this base of knowledge that I offer my feedback on the One Bromfield proposal.

I have lived at 45 Province for over two years. My wife and I purchased our home there because we were attracted to how centrally located 45 Province is, both to my place of employment and to the restaurants, concerts, and city events we enjoy. But we also loved the historic presence of the area. It is rich with elegant architecture and with reminders of our country's birth as a nation. The longer we've lived here, the more we have come to appreciate how unique the Historic Ladder District is as a neighborhood, something my fellow residents at 45 Province and in neighboring residences agree on. I'm thrilled with how quickly the neighborhood has matured. A welcome mix of retail, commercial, and residential investments has created a vibrancy to the neighborhood and we have all seen our quality of life improve greatly because of it. At the same time, this development has been accomplished while maintaining the charm of the neighborhood that I value as a homeowner and that attracts visitors and tourists year round. I would like to ensure that the Historic Ladder District evolves in a manner that continues to be positive for the greater Boston community and is consistent with and respects the unique and treasured nature of the neighborhood.

From that perspective, I have numerous serious concerns about Midwood's proposal. I would like to highlight the following as issues that I think need to be addressed by Midwood and the BRA:

- 1) **New traffic will burden already congested streets.** The narrow, often one-way streets in the area cannot handle new traffic loads produced by a building the size Midwood is proposing (a 235-car garage and delivery and commercial passenger vehicles associated with 419 residential units). Even the Boston Transportation Department recognized this issue, referring to Province Street and Province Court in its comment letter response to the 2008 PNF by noting those streets already had "limited roadway capacity." I request that the BRA work with the developer to minimize the project's residential density as well as the garage capacity to alleviate traffic issues. I also oppose the requested change in direction of Bromfield Street between Province St. and Washington St., as it will eliminate a relief valve for commercial traffic traveling north on Washington St.
- 2) **Numerous aspects of the project would put pedestrians at risk.** I am concerned about several aspects of this proposal that seem to sacrifice the safety of pedestrians for the benefit of the developer. The plan to have trucks backing up on Province St. to approach the loading bay area on Province Ct. is dangerous. So is the plan to have what I suggest will be time-pressed valets hurriedly parking cars via Province Street and Province Court. And I can foresee the 50-foot wide porte cochere opening on pedestrian-heavy Bromfield Street being a source of constant pedestrian anxiety, if not serious accidents. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I

oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.

- 3) **The operating plan for this building is very poorly thought out.** Recall from the IAG meeting on May 25 that I highlighted two nearly unworkable aspects of the way One Bromfield's operations would be managed. First of all, the project has inadequate loading bay capacity for the building's size, and indeed for a building that is just two-thirds the size from a unit and gross floor area perspective, which is what was proposed in 2008. Secondly, the staging capacity for vehicles that would utilize the garage as well as transient vehicles like taxis and ubers is not nearly enough and runs the risk of creating backups on surrounding streets as well as frustrated residents and building employees. Beyond these issues, Midwood is materially underestimating the number of deliveries that will take place daily, either in the porte cochere or at the single delivery bay. Once again, it seems the effects will be traffic backups and frustrated employees and delivery drivers. Finally, it is inconceivable that no freight elevator was designed into a project so large. Borrowing passenger elevators as "swing" elevators on a nearly permanent basis is not an adequate solution. The Province Street block is currently a very pleasant place for residents, shop owners, and visitors. The disruption from what is seemingly a poorly devised operating plan will have very negative repercussions for the immediate neighborhood – ones that cannot be undone if this project were approved and built. The best way to alleviate these issues is to have Midwood significantly reduce the scope of the project. It likely needs to be less than a third the size (fewer than 125 units, less than 75 parking spaces) in order to allow the single loading bay, six staging spaces, and limited elevator capacity to function effectively. Please work with Midwood toward a project no bigger than that.
- 4) **Variances are not warranted here.** On the back of my previous comment, I would just like to reinforce to both Midwood and the BRA that there do exist zoning limits in this area – limits that as part of the Zoning Code were very thoroughly considered at the time. Essentially, the height and density limits exist because the city did a thoughtful analysis as to how much activity can reasonably take place on a site of a particular size. The guidelines in these laws have served the city very well over the decades since. For the reasons I've articulated above, including traffic considerations, building operations, and the safety of pedestrians in a unique part of the city, those limits continue to make sense here. There's no justification in my view for Midwood to receive any variances above the allowable 155' height limit or density limit of 10 FAR. I believe that Midwood can build an economically viable project that respects and adheres to the zoning limits, particularly given what is presumably a very low cost of real estate for the buildings on the site. I would urge the BRA to enforce the Zoning Code parameters for this project.
- 5) **The building as designed is out of place for the neighborhood:** As I described earlier, the Historic Ladder District has a unique look and feel to it, from the narrow streets to the buildings of modest height that display a classic, elegant architecture. Midwood's 705' ultramodern cylinder is about as far from that as one can imagine. At the IAG meeting, Midwood's President suggested that his aim was to erect an "iconic" building in Boston. Unfortunately, his site is not the right place for such a building. If anything, Midwood should be thinking the other way – how to introduce something that assimilates with a neighborhood that dates back hundreds of years while still adding to the experience that current residents, workers, and others in the community can have in the neighborhood. The Godfrey Hotel, also located in the Historic Ladder District neighborhood further down Washington Street, is a shining example of such a project. I would encourage a thoughtful redesign of One Bromfield that uses the context I've laid out as a guide for what might work better at the site.

There are additional issues with the project that I have no doubt will be voiced by others. Those mentioned above were the most serious in my view. As an IAG member, I think Midwood has a lot of work to do in order to evolve its project into something that will work for the community, and I am eager to assist in that process. As a resident in the immediate neighborhood where the project is being proposed, I must state my opposition to the project as it is currently designed. I encourage the BRA to work with Midwood to redesign the project to address the concerns I have expressed in this letter.

Sincerely,

Tony Ursillo
IAG member, One Bromfield



July 28, 2016

By Email and Hand Delivery

Mr. Brian P. Golden
Mr. Christopher Tracy
Boston Redevelopment Authority
One City Hall Plaza, 9th Floor
Boston, MA 02201

Re: Proposed Development of One Bromfield Street, Boston MA

Dear Director Golden and Mr. Tracy:

I write on behalf of the Board of Trustees of the 45 Province Condominium ("45 Province" or "Trustees") with comments and concerns about the project proposed by Midwood Investment and Development ("Midwood") which it names "One Bromfield" and which is located at the corner of Washington and Bromfield streets in Boston's Historic Ladder District. The Trustees and many residents of 45 Province have participated actively in the community meetings convened by the Boston Redevelopment Authority ("BRA") to consider Midwood's Draft Project Impact Report, dated April 28, 2016 ("DPIR") and have raised substantial questions and concerns about locating this out-of-context and disproportionately massive building in the historically sensitive Ladder District. As was evident at the June 2 Public Meeting and from the flood of comment letters submitted, many other members of the Historic Ladder District neighborhood, the preservation community and the community at large join these concerns.

The Trustees appreciate the opportunity to express their concerns regarding the Proposed Project at One Bromfield. They would like to convey the sentiment that there is genuine excitement among the building's residents regarding the increased interest and investment in the neighborhood. Along with the related Midtown and Downtown Crossing areas, this part of town has long held potential to become a vibrant destination for residential, retail, and commercial activity. While the transition has taken a long time, pioneering residential projects like the Ritz towers and 45 Province, as well as more recent additions from Millennium Partners, have allowed the area to attain a healthy number of full-time residents. In turn, this has attracted modern, exciting new retail establishments, from Roche Brothers grocery store and the George Howell Coffee café to trendy Yvonne's and JM Curley, as well as health-conscious dining options like Sweetgreen and Clover. This evolution has greatly improved the quality of life for residents of 45 Province and others in the neighborhood who consider this home. At the same time, this development has been accomplished while maintaining the charming look of a neighborhood that is part of Boston's fabric and attracts visitors and tourists year round. We would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. At this more mature stage of the neighborhood's evolution, we believe the city of Boston and the BRA should be more thoughtful and selective about incremental development in the Historic Ladder District. It is in that sincere spirit that we offer our comments on the Proposed Project at One Bromfield.

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1. **Midwood's Proposed Project Egregiously Violates the Dimensional Requirements of Boston Zoning Code.**

The Proposed Project is located in Subdistrict 1 (General Area) of the Midtown Cultural District and as such is regulated pursuant to Article 38 of the Boston Zoning Code, as amended (the "Code"). Significantly, the Midwood Proposed Project is located at a sensitive intersection within the Historic Ladder District.

As discussed in more detail below, without justification, **the Proposed Project seeks variances vastly exceeding the allowed limits. The Project's density (measured by floor area ratio of the project) of 25.5 FAR is over 2.5 times the allowable limit of 10. The Project's height of 705 feet is well over four times the allowable limit of 155 feet.**

The chart below identifies how the Proposed Project exceeds the requirements set forth in the Code as compared to the Proponent's Draft Project Impact Report.

| Zoning Requirement: | Allowed by the Zoning Code: | Proposed by the Developer: |
|---|-----------------------------|-------------------------------|
| Floor Area Ratio ("FAR") (displayed as proposed total square footage) | 230,768 sq. ft. (FAR of 10) | 605,000 sq. ft. (FAR of 25.5) |
| Maximum Height | 155' | 705' |

It is abundantly clear that the Proposed Project requires significant and unwarranted dimensional Variances from the Code. We respectfully submit that the Proposed Project does not meet any of the three conditions required for a Variance, outlined below.

Pursuant to Article 7, Section 7-3 of the Code, the Board of Appeal for the City of Boston (the "Board"), shall only grant a variance if the following conditions have been met:

- (a) That there are special circumstances or conditions, fully described in the findings, applying to the land or structure for which the variance is sought (such as, but not limited to, the exceptional narrowness, shallowness, or shape of the lot, or exceptional topographical conditions thereof) which circumstances or conditions are peculiar to such land or structure but not the neighborhood, and that said circumstances or conditions are such that the application of the provisions of this code would deprive the appellant of the reasonable use of such land or structure;
 - No such exceptional circumstances or conditions are evident here. While the Proponent notes a downward slope of 12 feet from Province Street (inexplicably beyond the Proponent's property line) to Washington Street on page 2-1 in Section 2.1 of the DPIR, our investigation of this issue with the development community confirms this is an immaterial consideration for

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building on the site and thus falls well short of a special circumstance warranting a variance.

- (b) That, for reasons of practical difficulty and demonstrable and substantial hardship fully described in the findings, the granting of the variance is necessary for the reasonable use of the land or structure and that the variance as granted by the Board is the minimum variance that will accomplish this purpose;
 - No such demonstrable and substantial hardship is evident here.
- (c) That the granting of the variance will be in harmony with the general purpose and intent of this code, and will not be injurious to the neighborhood or otherwise detrimental to the public welfare; and
 - To the contrary, Midwood's design is discordant with and injurious to the harmony of the Historic Ladder District neighborhood, as will be made readily evident in subsequent comments.

The Trustees submit that the Project Proponent has given no justification for such enormous variances and has made no effort to comply with the Code. As such, Midwood should be required to submit an As-Of-Right alternative design. The Proponent does offhandedly assert in Section 2.4.2 of the DPIR that an As-Of-Right Alternative would not include sufficient space to make the Project financially feasible, but provides no explanation or justification for that assertion. We refer the BRA to the recent Godfrey Hotel project which was built in compliance with the height and density requirements of the Zoning Code and has proven to be both economically viable and a meaningfully positive contribution to the neighborhood. We respectfully request that the Project Proponent submit a design that complies with the dimensional requirements as stated in the Code. In the absence of a submission that is in compliance with the Code, we request a thorough explanation of how an As-Of-Right Project would not be financially feasible, given that the Project Proponent has owned the Proposed Project's properties for many years, with what is likely a very low economic basis.

2. Even IF the Proposed Project Were a Large-Scale PDA Project, it Would Not Comply With the Zoning Code Requirements for These Large Scale Developments.

- To emphasize the aggressive nature of the Proposed Project, it not only greatly exceeds the zoning regulations set forth in the Midtown Cultural District, but would not even meet the more generous requirements for the maximum height and density requirements for a Planned Development Area in the Midtown Cultural District.
- As discussed in Article 38, Section 38-10 of the Code, Planned Development Areas are established to create "a more flexible zoning law and *encourage large-scale private development* on underutilized sites". Article 38 of the Code anticipates that large developments may be permitted in the Midtown Cultural District, but has set forth specific locations and separate dimensional requirements for those developments.
- Notably, the Proposed Project does not include sufficient area to support a request for PDA designation and, moreover, is not located within one of five specified Planned Development Areas within this District. The five specified

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PDA's all lie outside of the Historic Ladder District and on the other side of Washington Street, adjacent to the Financial District. The Proposed Project nonetheless does exceed the height and density requirements for any such permitted Planned Development Areas in the Midtown Cultural District. Pursuant to Article 38, Section 38-11, Table A the following dimensional regulations apply to the PDA's in the Midtown Cultural District.

| | Maximum Height Standards | Maximum FAR Standards |
|---|--------------------------|-----------------------|
| PDA-I (West of Washington Street) | 155'-388' | 10-14 |
| PDA-II (West of Washington Street) | 155'-400' | 10-14 |
| PDA-III (In Chinatown) | 155'-300' | 10-14 |
| PDA-IV (Millennium Residences) Avery | 155'-275' | 10-14 |
| PDA-V (West of Washington Street) | 155'-495' | 10-14 |

- The Proposed Project far exceeds these PDA standards, in addition to the zoning maximums. As such, it is clear that a development of this nature is not intended to be located in the Midtown Cultural District.

3. Midwood's Proposed Project Unabashedly Disregards the Zoning Design and Use Requirement for the Historic Ladder Blocks District.

In addition to the above gross dimensional exceedances, the Proposed Project ignores and demonstrates gross neglect for the additional design requirements set forth in Article 38 of the Code. As currently designed, the Proposed Project violates the purpose and intent of the Zoning Code as articulated in the provisions established for proposed development in the Midtown Cultural District. To the contrary, Midwood's futurist tower reflects a wholesale rejection of the Midtown Cultural Development standards and the Ladder Blocks and Washington Street Theater Protection Area. As proposed, the redevelopment would substantially detract from the existing historic nature of the streetscape and neighborhood.

Projects in the Ladder Blocks and Washington Street Theater Protection Area, according to the current Zoning Code, must have minimal adverse effect on the lot-by-lot appearance and notable facades of the District and must be designed so that exterior, proportion, scale,

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massing, window treatment, materials, colors, and architectural detailing are compatible with the observable historical and architectural character of the other buildings in the area.

Furthermore, the Project Proponent does not directly address what appear to be additional code violations, specifically as to street wall height setback above the street wall portion of the building. The DPIR also admits, "the building may not meet the technical sky plane setback exception". See Section 1.5 of the DPIR. We respectfully request that the Project Proponent further identify the various heights and setbacks and include the appropriate plans and site plans showing the same.

| | | |
|--------------------|--|-----------------------------|
| Street Wall Height | Shall not exceed 90 feet | Unknown: Admitted Violation |
| Sky Plane Setback | Every portion above the street wall height shall comply with the sky plane setback 10' for building height from 90' to 155' and 15' for building height above 155' | Unknown: Admitted Violation |

In total, the Proposed Project appears to require five variances from the Zoning Code (density, height, sky plan setback, street wall height and parking allocation). However, we request that if there are any other variances the Proposed Project would require, regardless of how minor, that they be disclosed.

We respectfully request that the BRA require the Project Proponents and its able team to present alternatives for redevelopment of this historic building that conform with the scale, proportion and massing for the area and propose a redesign which supports – instead of supplants – the historic fabric of the District.

Finally we note that Midwood appears to have ignored the Day Care Creation requirements of Article 38. The 45 Province Condominium, in contrast, hosts an early childhood learning center.

4. Midwood's Proposed Project Greatly Threatens the Safety of Pedestrians in the Area.

In its effort to accommodate an overly ambitious project, Midwood's proposal would produce considerable risk to residents, patrons, visitors, tourists, and even schoolchildren in the area. In particular:

a) Midwood states on page 3-47 of the DPIR (Section 3.4.1.3) that "delivery vehicles will need to back into Province Court to access the loading dock." This will obviously also require those vehicles to back up on Province Street. Such activity, which will be taking place numerous times on a daily basis, is considerably dangerous to pedestrians of all kinds, as noted above.

b) The porte cochere proposed by Midwood opens a gaping, 50-foot wide hole on Bromfield Street. This narrow, quaint street is currently heavily burdened by pedestrians, who often treat it as a pedestrian way by default. Exposing those people to vehicles regularly exiting onto Bromfield would pose considerable risks to

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the thousands of pedestrians who pass by that area on a daily basis and puts an undue burden on such pedestrians to avoid exiting vehicles, if not the northern sidewalk of Bromfield Street altogether. This is clearly not a desirable result for the city or the community's residents, visitors, and workers.

c) The Trustees would also like to note pedestrian safety as a key argument to underscore our intense opposition to the Project's proposed circulation ("Option 2" on p. 3-45). Changing the direction of Bromfield Street between Province Street and Washington Street will result in funneling all commercial traffic traveling north on Washington Street into the Pedestrian Zone area between Washington Street and Milk Street. Currently, commercial vehicles are allowed in the Pedestrian Zone between 6:00 p.m. and 11:00 a.m., during which time they can also access Bromfield Street by making a left and heading west toward Tremont Street. Under "Option 2," those vehicles would be required to continue north on Washington during what are two of the busiest times of the day for the Pedestrian Zone, during when local residents and commuters are heading to and from work on foot to either their nearby homes or the numerous MBTA stations in the area. Such proposed circulation clearly violates the spirit of the Pedestrian Zone and directly conflicts with one of the City of Boston's shining successes in its priority to make Boston a more inviting, pedestrian-friendly city.

d) Under existing circulation conditions, valets must deliver cars to the building's vehicular elevators by exiting the porte cochere onto Bromfield Street, then north on Province Street, and subsequently turning right onto Province Court. Under the reasonable assumption that the valets will be routinely expected to be delivering and retrieving vehicles in a timely manner, the Trustees remain very concerned about the safety implications of this activity on pedestrians of all types. Of particular concern is the risk to preschool children attending the Torit Montessori School that is a tenant of 45 Province. Many children are dropped off and picked up on foot and are often crossing Province Street and would also be passing by the proposed porte cochere on Bromfield Street. We would note that under proposed circulation conditions, which we are opposed to, pedestrian risk as it relates to this issue is the same.

e) Given what will be considerably more traffic on surrounding streets as a result of the proposed project, we also have considerable concerns about the ability of emergency vehicles to access the immediate area in a timely manner. The safety and health of the community's existing residents, business owners and patrons, as well as others, should be of paramount concern. Any potential interruption of a clear path for police, ambulance, and fire vehicles to access the area would put those members of the community in greater danger.

f) Finally, we would note that in its November 28, 2008 comment letter in response to the PNF filing on this project, the Boston Transportation Department ("BTD") stated that it "is also concerned that loading bays for trucks encroach on the public right-of-way. Although these vehicles will be parked here temporarily, this could pose a pedestrian hazard." In its response on page 10-16 of the DPIR, Midwood states that it "has developed a design that provides for safe and efficient loading" and that "no on-street loading will occur on adjacent public streets." We

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request that the Proponent clarify what specific design aspects exist that sufficiently address the BTB's concerns as noted above.

In summary, it is clear that the Proposed Project's design and vehicular plan significantly elevates risk levels for pedestrians. We request that the Proponent and the BRA work diligently to investigate alternative designs and operational plans for the Project that do not threaten the safety of the community's residents, patrons, visitors, and tourists, assuming that a satisfactory solution is even available.

5. **Midwood's Proposed Project Would Generate a Considerable and Unacceptable Amount of Traffic to an Already Overburdened Section of the Historic Ladder District.**

One of the issues making many residents and local business owners in the area most anxious is the growing traffic congestion. The Historic Ladder District is comprised of a series of narrow, one-way streets, complicated by heavy pedestrian activity at many times of the day and evening. The BTB itself noted on page 2 of its 2008 comment letter response to the One Bromfield PNF the "limited roadway capacity of Province Street and Province Court," a condition which existed prior to the completion of the 45 Province building and has only been exacerbated by growth in the area since then. Such fragility clearly extends to nearby streets, including School Street and Washington Street (both within and outside of the Pedestrian Zone). We strongly believe that activity associated with a 235-car garage, as well as delivery and commercial passenger vehicles servicing residents in 419 new units will greatly overburden these surrounding streets. Traffic backups on these streets occur regularly from delivery activity taking place at numerous retail locations on Province Street, activity at the 45 Province garage, valet activity associated with the Ruth's Chris restaurant, weekend patrons to Gem nightclub, etc. We also note that Millennium Tower has just begun to see residents move into the building, and despite that developer's best efforts, it is quite unclear what the true derivative impact will be on the area from hundreds of new residents and a garage with hundreds of new spaces. Given this tenuous situation, we have serious concerns about a new residential development of anything close to the size and scope proposed by the Proponent. In addition to the concerns noted above, we have highlighted other significant traffic considerations elsewhere in our comment letter, including the section on pedestrian safety, operational logistics, and the retail component. We encourage the Proponent and the BRA to consider the totality of these traffic concerns in evaluating what would be an appropriate project for the site.

In light of our numerous concerns and the Proponent's contention that its Proposed Project would have a minimal impact on traffic conditions, we felt compelled to employ a firm to conduct an objective peer review of the Transportation Analysis provided in the DPIR. Traffic engineers Sudhir Murthy and Deanna Peabody of TrafInfo Communications, Inc. have undertaken a peer review of the Transportation Analysis in the DPIR and raise substantial concerns regarding some of the data and traffic analysis methodologies presented in the DPIR. TrafInfo concludes that the DPIR Transportation Analysis "does not present a realistic description of the likely impacts resulting from the large proposed development known as One Bromfield." A copy of the TrafInfo report dated July 25, 2016, is attached hereto.

Specifically, TrafInfo recommends that the BRA require further analysis methodologies to assess the impacts of this proposed project, as follows:

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- We recommend the Proponent conduct a Travel Time and Delay Study to better quantify the existing travel conditions in the project area by taking into account the delays to traffic flow resulting from the heavy pedestrian activity, on-street parking and drop-off/pick-up activities and commercial deliveries.
- The assessment of potential traffic impacts from the proposed development does not adequately account for the delays mentioned above. The Proponent should develop and calibrate a Microsimulation Model to more accurately assess the traffic impacts.
- The Proponent should reconsider the trip generation methodology which results in an under-estimation of vehicle trips by the proposed development.
- The trip distribution of trips to/from the proposed development appears to under-estimate the percent of trips that would likely arrive from the south (Atlantic Ave/Summer St/Franklin St.). The Proponent should clarify and justify the route likely to be used by traffic from the I93/Southeast Expressway and points south.
- The proposed development will likely generate a demand for parking by residents greater than the 235 spaces provided on site. The Proponent should provide data from similar developments in the vicinity.
- The limited space for drop-off/pick-up and delivery activities within the porte-cochere combined by the logistics involved in parking vehicles by the garage attendant using the vehicle elevators will likely result in an overflow of resident vehicles and delivery vehicles onto Province Street thereby impacting traffic flow and access/egress to existing businesses and residences on Province Street.

Finally, we would like to state our firm opposition to the Proponent's request to change the direction of Bromfield Street between Province Street and Washington Street. Not only would this take a public way and for all intents and purposes turn it into a private entrance for the Project, but it also has significant implications for traffic flow in the neighborhood. Such a change would eliminate the option for commercial traffic traveling north on Washington to turn left (west) on Bromfield in order to service Bromfield Street and Province Street. It would also eliminate efficient access to Tremont Street for those vehicles. Closing this relief valve would result in forcing all northbound commercial traffic on Washington to proceed further into the Pedestrian Zone toward Milk Street. This will cause further congestion on Washington Street (and perhaps School Street depending on the intended destination of some commercial vehicles). And as stated earlier, it will also endanger those in the most northern part of the Pedestrian Zone. This request by the Proponent appears to be self-serving in nature and has negative consequences for the neighborhood while it seems to have no positive benefits at all.

6. The Operational Logistics of Midwood's Proposed Project are Woefully Inadequate.

From the considerable analysis we have done, which involves a detailed inspection of the DPIR, discussions with the Proponent, as well as comparisons to similar residential buildings in the area, we have concluded that the Project as proposed will be an ongoing nightmare for the building's residents, an operational disaster for the building's managers, and a

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consequent fiasco for the Historic Ladder District neighborhood. Up to now, the neighborhood has seen a series of very thoughtful, high quality projects thrive, resulting in a greatly improved quality of life for residents of those buildings and many other constituent groups in the community. As detailed below, the Proponent's proposal is built on numerous faulty assumptions, resulting in a highly questionable Project. We conclude that the resultant deficiencies can only be addressed by a material reduction in scope of the Project at best and, at worst, those deficiencies call into question the viability of the proposal. We note the following serious concerns:

a) **Loading bay capacity:** The Proponent has proposed two bays: one loading bay and one trash bay. We first note that the Proponent's initial proposal in its PNF from 2008 contemplated a 28-story, 333-foot building with 407,000 square feet of gross floor area and 276 residential units. In that proposal, the Proponent similarly designed the project with one loading bay and one trash bay. In its 2008 comment letter response to this proposal issued as part of the Scoping Determination, the BTM stated on page 2, "According to our guidelines for buildings of this size, at a minimum the site should have three loading bays that can accommodate larger delivery trucks (WB-50 to a WB-35), including a separate trash facility bay." Moreover, the BTM states that "Given the point of access at Province Court, this will not be achievable based on the current building design and width of the street." We note that in its response to this comment (noted as BTM6 on p. 2 of the letter included in the DPIR and addressed on p. 10-16 by the Proponent), Midwood fails to even acknowledge the deficient loading bay capacity or the constraint being posed by the width of Province Court (which the Proponent confirmed during the May 19, 2016 Scoping session that it does not intend to widen). Failing to answer these issues, let alone offering a sufficient remedy to them in its revised project design, expressly ignores the BTM's request on page 5 of its 2008 comment letter that these "be addressed as part of the transportation analysis to be provided in the Draft Project Impact Report." What is even more perplexing is that the Proponent's now revised project is roughly 50% larger (605,000 gross floor area and 419 residential units) than the original proposal and yet, no additional loading bay was added to the design. We see serious operational issues with such limited servicing capacity, particularly given the rental component of the project, which may generate as many as 300 combined move-ins and move-outs annually, assuming an average rental term of two years (and not even factoring in turnover for the 119 condominium units). Given limitations on the hours and days that move-ins and move-outs can occur, it will be nearly impossible to manage the turnover of the proposed units in the building. This will only be complicated by other building-related deliveries taking place from larger vehicles that must also access the single loading bay. Inevitably, this bottleneck will not only frustrate management and anger residents of the building, but it will cause queuing of large delivery vans on Province Street, creating a cascading of traffic issues for the neighborhood. Per the BTM's prior comment on the width of Province Court, we are not even sure that street is able to accommodate a loading bay and would request that the Proponent directly address and resolve this question with the BTM. In any event, the Project must see a considerable reduction in scale such that a single loading bay can adequately accommodate the activity on the site.

b) **Vehicular staging:** We consider this issue to be a prime example of the lack of thoughtful effort on the part of the Proponent to develop an effective plan for

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on-site management of vehicular activity. On page 3-3 of the DPIR (section 3.1.4), the Proponent states that the porte cochere "has the capacity for approximately six vehicles plus one space for a delivery vehicle." We first of all request that the Proponent provide the assumptions behind the conclusion that seven vehicles can simultaneously be parked or staged in the porte cochere, namely by providing both the length of the porte cochere allocated to staging and the estimate of the average length of a vehicle expected to be parked within that designated staging area. Even taking the Proponent's conclusion at face value, namely that six non-delivery vehicles can be staged simultaneously, we find the staging capacity of the porte cochere to be well below what will be necessary to effectively and efficiently manage such vehicular activity. We note the Proposed Project's plan for 235 parking spaces and 419 residential units. For comparison purposes, we consider the Trustees' own building, 45 Province. This residential building has 250 functional parking spaces (permitted for 294, but the garage manager says that given the length and width of many SUVs these days, its functional capacity is only about 250). This is just 6% more spaces than are being planned at One Bromfield. In addition, 45 Province has 137 condominium units, or just one-third the number of units proposed at One Bromfield. However, the 45 Province property is managed using seventeen (17) staging spaces (4 each on either side of the vehicular elevators, two in the porte cochere in front of the elevators, two on the street in front of the elevators, and five legally designated street valet spaces on either side of the porte cochere. During most hours of the day, and certainly during peak hours, comfortably over half of those spaces are being used for staging vehicles that are either in the process of being picked up by residents or delivered to the garage. In addition, none of these spaces accommodates any taxicab or equivalent (e.g., Uber) vehicles, which conduct pickup and drop off on Province Street directly in front of the building lobby. However, according to page 3-3 (section 3.1.4), the curbside stopping lane will handle valet staging and taxicab activity, presumably all in the six spaces not designated for delivery. From this comparison, it should be clear that the Project has nowhere near enough staging capacity to handle the vehicular activity that would reasonably be expected to occur from a project of this size. The result of such a bottleneck will almost certainly be a backup of traffic on Province Court and Province Street, perhaps even impeding the ability of the valets to relieve the situation by being able to access the garage elevators via Province Court. Moreover, we note that on p. 10-23 of the DPIR, in response to concerns from the prior IAG regarding potential backup of vehicles onto Province Street due to loading bay activity, the Proponent concedes that "The garage attendant (driver) may need to wait until the delivery vehicle has completed its maneuver into/out of the loading bay." Considering our observations and conclusions in the above section regarding heavy daily use of the single loading bay proposed, we view this additional valet parking complication as contributing even more of a challenge to what appears to be a dysfunctional system. Consequences of this situation will include extreme congestion on Province Court and Province Street, both of which the BTD cited on page 2 of its 2008 comment letter as having "limited roadway capacity" (we note this was before the 45 Province project was completed). It can also be reasonably anticipated that wait times for residents requesting their vehicles could stretch to highly unacceptable levels. Well-run buildings such as the Ritz Avery towers and 45 Province see regular wait times of 10-15 minutes for vehicle retrieval. Residents of One Bromfield as currently proposed could be waiting a half hour or more, which will leave both residents and valets frustrated, if not angry, and this issue alone may be

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enough to dissuade occupancy in the building. We believe the only way to successfully alleviate these operational problems is to considerably reduce the scope of the project by reducing the number of units and concurrently the number of parking spaces available within the building.

c) **Daily delivery volumes:** According to Table 3-24 on page 3-81 (section 3.4.12), the Proponent estimates that just three daily deliveries would occur in conjunction with the residential component of the building. We find this to be a gross underestimation of the delivery activity that will take place at a building comprising 419 units, and the Proponent was not able to give a reasonable explanation at the May 25 IAG meeting for this estimated number of deliveries. For comparison purposes, we considered the Trustees' own building, 45 Province, which is comprised of just 137 units, or just one-third the number proposed at One Bromfield. The number of daily deliveries and other vehicular servicing instances that take place at this building is well over twenty (20) and includes: two Fedex (ground and air), two UPS (ground and air), three USPS (mail, small packages, large packages), Laser, DHL, Google Express, newspaper delivery, at least four dry cleaning drop-offs/pickups, Winston's Flowers, Comcast, Kone elevator maintenance, and a minimum of six food delivery services. We note that the actual number of deliveries in a given day is much greater, but these are the ones that reliably occur on a daily basis. It does not seem likely that just a single delivery space in the porte cochere can handle the volume of deliveries expected at such a large project as the one proposed by Midwood. We cite the Proponent's delivery assumptions as another prime example of the lack of thoughtful effort invested in this project in order to create a successful project for its residents and the broader community. Unfortunately, even if the Project's number of units were significantly reduced, many of these daily deliveries would still occur. We request that the Proponent produce an adequate solution to handle deliveries at the building, assuming one can actually be developed.

d) **Elevator capacity:** We also note that while the Proposed Project has two passenger elevators for the rental units and two for the condominium units, there is no dedicated freight elevator. This is an egregious shortcoming for a building encompassing 419 units. Per the May 19 Scoping session, Midwood's suggested solution is to utilize one of the passenger elevators as a "swing" elevator, meaning that as needed, one of these elevators would be taken out of service for regular residential use and converted for use as a freight elevator. This would leave just one elevator servicing either 119 condominiums or one elevator servicing 300 rental units. Unfortunately, given the view that at least 300 move-ins and move-outs could take place annually, it seems that one elevator on either side would be "out of service" every single day. Once again, the resultant experience for residents of the building would be incredibly unsatisfactory. We encourage the Proponent and the BRA to look at residential buildings of similar quality (such as the Millennium Tower, Millennium Place, Ritz Avery towers, 45 Province) and compare the ratio of units to elevators. The conclusion will be that the number of units in total, and particularly on the rental side, should be reduced. If the Proponent cannot find room in its already cramped design to accommodate a dedicated freight elevator, then we advocate for a more substantial reduction in proposed units.

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7. Midwood's Proposal Ignores the Unique Character of the Historic Ladder District and Fails to Comply With the Midtown Cultural District Plan.

Midwood has designed its futurist skyscraper in direct contravention to the Midtown Cultural District Plan, adopted by the BRA on January 12, 1989, and as recognized by the Zoning Commission in Article 38-2 of the Zoning Code.

The DPIR ably catalogues forty-eight (48) historic resources in the vicinity of the project site (See DPIR Table 7-1 and Figure 7-1), including three historic buildings on Bromfield Street, directly across the street from the Proposed Project and others in the immediate vicinity (the Wesleyan Association Building at 20-30 Bromfield Street, the Ballard Block at 26-30 Bromfield Street, Old South Meeting House and the Old Corner Bookstore). Notwithstanding its careful inventory, Midwood glibly and disingenuously asserts, at Section 7.4.2 of the DPIR, that the Proposed Project "is in keeping with the architectural character of the surrounding neighborhood."

To the contrary, not only does the DPIR run afoul of the Midtown Cultural District Plan, detailed below, but the Boston Preservation Alliance in its comment letter dated May 3, 2016 has asked the BRA to require redesign due to concerns about the podium, scale and character of the tower at a key historic corner and the Old South Meeting House has denounced the Proposed Project for significant permanent impacts on Old South itself (in its letter dated July 14, 2016).

In its 1989 Plan to Manage Growth for the Midtown Cultural District, the BRA established the blueprint for a vibrant, mixed-use neighborhood that is today maturing before our eyes. The theater and Cultural District has been revitalized and the BRA has been guided by the Plan in steering large residential towers into areas with few historic structures. Today larger residential buildings (on Avery Street, across Washington Street along Tremont Street) at the outer borders of the Historic Ladder District bracket the small scale buildings of the Ladder Blocks themselves. The Trustees thank the BRA for its work to date and ask that deviations from the 1989 Plan be carefully evaluated. The 1989 Plan has proved a valuable tool, balancing measured growth with preserving the historic fabric of the Ladder District. It should be respected and honored and not disregarded without justification

For instance, we call out the following goals of the 1989 Plan:

- Protect the district's historic buildings by steering development away from areas with historic buildings, strengthening the city's power to protect historic buildings and create historic districts, and helping fund the renovation of important historic buildings. Page 8.
- Enhance the character of the district by limiting the height of most new buildings in the district to about 12 stories, preserving the historic scale and character of the district's pedestrian oriented street-scape, protecting pedestrian areas from adverse environmental impacts, and ensuring the new development is appropriate to the Boston skyline. Page 8.
- To protect the area's more than 150 historic buildings by strengthening historic preservation laws and limiting new development in areas with large concentrations of historic buildings. Page 11.

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- Protect the district's historic scale and character through land use and urban design guidelines that ensure that new development is in character with the district. Page 11.

The Plan was adopted after three decades (between 1959 and 1989) when 1,200 historic downtown buildings were destroyed. In adopting the Plan, the BRA has implemented successful strategies for preservation within the Historic Ladder District. These guiding principles quoted below should be embraced and not discarded:

- Require generous setbacks along the Washington Street retail corridor to ensure that neither the historic buildings nor the historic character of the street are compromised by new construction, and to allow sufficient light and air to penetrate one of the city's major pedestrian streets. Page 103.
- Establish the Ladder Blocks Historic District. The Ladder Blocks runs along the Boston Common. They are bordered by Washington and Tremont Streets to the east and west, and by Court and Boylston Streets to the north and south. Their name is derived from the configuration of the six short streets connecting Washington and Tremont Streets which look like the image of a ladder. The blocks contain a number of historically and architecturally significant structures which over the years fell into a state of disrepair. Recently, however, the area has attracted extensive redevelopment interest. As new development occurs it is important that a balance is struck between economic revitalization of the area and preservation of the many buildings in which are now a part of the city's social, economic, and architectural history. Pages 103, 105.
- The Midtown Cultural District Plan will preserve the historic character of the area by protecting historic buildings, blocks, and street patterns; steering major development into areas that contain few historic structures; limiting building height in areas with historic buildings; and promoting the renovation of historic buildings. The commitment to historic preservation ends a 30-year era in which more than 1,200 historic downtown buildings were destroyed for such projects as Government Center, the Central Artery, and Charles River Park. Page 101.
- To enhance the character of the district by limiting the height of most new buildings in the district to about 12 stories, preserving the historic scale and character of the district's pedestrian oriented street-scape, protecting pedestrian areas from adverse environmental impacts, and ensuring the new development is appropriate to the Boston skyline. Page 8.

Since 1989, the District has been transformed – consistent with the vision advanced in the 1989 Plan - from an area where half the historic theaters were vacant and where amenities were lacking for workers, visitor and residents, to a vibrant and beautiful neighborhood with further opportunities for respectful and responsible growth. The urban planning analysis behind the 1989 Plan is valid today and should continue to guide development:

- "On the Boston skyline, new Midtown buildings will be transitional elements that visually connect the office towers of the Financial District to buildings in the Prudential/Copley Square area. Mid-town buildings will also integrate these buildings into the low-rise profile of the city's 18th and 19th century buildings.

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New buildings will be located and designed in ways that create minimal new shadows and little additional wind in public spaces.” Page 111 (emphasis added).

- “Design Guidelines: The guidelines ensure that new buildings in the district accentuate the historic character of the area by preserving historic street patterns and continuing historic cornice lines and streetwalls. The upper floors of new buildings will be set back so that the historic and human-scape character of the streets is preserved. Mid-rise buildings as tall as 34 stories will be allowed only on sites large enough to allow setbacks sufficient to protect the environment and visual quality of the area. To maintain the district's historic street pattern, which developed before the Revolutionary War and was expanded through 19th century landfilling, the preservation of existing streets and alleys and their rejuvenation and use as pedestrian-oriented ways is encouraged. Significant view corridors will be preserved and enhanced. The upper floors of new buildings will be set back so that the historic and human-scale character of the street is preserved.” Page 114 (emphasis added).
- “Building Massing: The majority of buildings in the district are 70-to-125 foot high buildings from the 19th and the early 20th century. A few modern towers of 155-to-275 feet are on the edges of the district. Low-rise residential neighborhoods and the Boston Common are also adjacent to the district. To ensure that the character of the area is enhanced:
 - Bases of new buildings, up to approximately 90 feet or first setback - will respond to the height, width, bay rhythm, and massing of surrounding buildings.
 - New construction will adopt cornice lines that are consistent with the traditional range of building height in the surrounding area.
 - Taller building elements and towers that are higher than the prevailing cornice line will have significant setbacks from the building base that will reduce their visual impact from the street, admit light, give air and sky exposure, and prevent adverse effects from strong wind conditions. Recent buildings with significant setback include 101 Arch Street and 99 Summer Street.” Page 117 (emphasis added).

8. Midwood’s Proposed Project creates an Unappealing, Inharmonious Streetscape.

We find the Proposed Project to have numerous negatives as it relates to the streetscape and resultant pedestrian experience. Notably,

- a) We lament the potential loss of quaint storefronts on Bromfield to a cavernous, 50-foot wide porte cochere opening onto the street. We think this will irreparably damage the charming nature of one of the more historic streets remaining in Boston.
- b) The current wall of glass along Washington Street and Bromfield Street is halting in its stiff presence and contrast to surrounding buildings. We would like to

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see any retail component of the Project offer a much more inviting engagement with pedestrians, implying something of smaller stature, with a better blending of the retail and sidewalk areas, and preferably an architecture that assimilates better into the neighborhood. We note that the Boston Civic Design Commission ("BCDC"), in its PNF Scoping Comments dated "end of January 2009," which are included in the DPIR, concurs with this view, stating "we ask that the residential entry and multiple retail entries enliven the street edges to the maximum extent possible." Similarly, and also serving as an endorsement of our first point regarding the porte cochere, the BCDC advocates that "the retail mix include provisions for smaller entities as well."

c) We are opposed to the Proponent's proposal for above-grade parking. Similar buildings in the area (Millennium Tower, Millennium Place, 45 Province) all added below-grade parking facilities, and nothing except the Proponent's apparent desire to save money on the project prevents it from doing the same with this Project. Above-grade parking is an unnecessary eyesore to pedestrians, particularly tourists and other visitors who are in the Historic Ladder District neighborhood specifically to enjoy the historic feel of it.

9. Midwood's Project Would Create Inhospitable Windy Conditions in the Historic Ladder District.

Midwood's contention in its DPIR, Section 4, that no discernable wind impacts will result from building an enormous skyscraper adjacent to a historic neighborhood of low and mid-rise building, is not credible. For instance, as Old South Meeting House warns in its July 14 comment letter, wind velocity will increase significantly and deleteriously impact the corner of Milk and Washington Streets along the Freedom Trail.

The Trustees have looked carefully at the Pedestrian Wind Condition Figures 4.1-6 and 4.1-7 and also find serious degradation in the pedestrian environment in and around Bromfield and Province Streets. Specifically, new uncomfortable wind conditions arise at eight (8) new locations near the 45 Province Condominium:

| Location # | Location | Winder Under No Build Conditions | Wind With One Bromfield |
|------------|-------------------------------------|----------------------------------|-----------------------------------|
| 3 | Corner of Bromfield and Washington | No data | Downgrade to Uncomfortable |
| 4 | Bromfield at Passage | Comfortable for Sitting | Downgrade to Walking Only |
| 12 | Province Court | Comfortable for Sitting | Downgrade to Walking Only |
| 13 | In front of Sam LaGrassa's | Comfortable for Sitting | Downgrade to Standing Only |
| 16 | In front of 45 Province Condominium | Comfortable for Standing | Downgrade to uncomfortable |

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| | | | |
|----|--|-------------------------|-----------------------------------|
| 41 | Bromfield/Entry to Province | Comfortable for Sitting | Downgrade to Standing Only |
| 42 | Bromfield Across from Passage | Comfortable for Sitting | Downgrade to Walking Only |
| 64 | Washington Street across from New Park | Comfortable for Walking | Downgrade to Uncomfortable |

Indeed, a careful reading of Figure 4.1-10 in the DPIR clearly shows and acknowledges that Pedestrian Comfort Category would deteriorate significantly at ten (10) different locations, five (5) along Province Street and Bromfield Street with the Proposed Project. These windy conditions are damaging to the continued revitalization of the neighborhood. We ask the BRA to require Midwood to downsize its proposed project to a size that will not create an uncomfortable and inhospitable public realm.

10. Shadow Impacts from Midwood's Proposed Project on the Ladder District's Historic Resources and on 45 Province are Concerning.

Through our review of the shadow impact analysis undertaken by the Proponent, we understand that the building as proposed will cast minimal shadows on the Boston Common – little enough such that the shadow bank will not be impacted. However, it is very disappointing to see that in half of the fourteen time periods studied (see figures 4.2-1 to 4.2-14), the Proposed Project casts new shadows on at least one of the following five historic resources, all of which are located on the Freedom Trail: the Granary Burying Ground, Kings Chapel Cemetery, Old City Hall Plaza, the Old South Meeting House, and the Irish Famine Memorial. Disrespect for the neighborhood and Boston's history aside, residents and tourists deserve the opportunity to enjoy these well-maintained resources in the best circumstances possible. Such encroachment on this experience could easily be avoided if the Proponent submitted an As-of-right design, which the Proponent's own study shows would cast no new shadows on any of the city's treasured historic resources. This represents just one more example underscoring the merit of the city's Zoning Code and the negative consequences of violating the carefully considered requirements contained within it.

Additionally, we note that the Proponent's shadow impact analysis specifically excludes any shadow impact on neighboring buildings. Given 45 Province sits directly across the street from the project site and is home to over 300 residents, our concern is that the Proposed Project will cast substantial shadows on a significant number of residential units, materially degrading the daily quality of life for residents of the building. We respectfully request that the Proponent expand its analysis to include illustrations and quantitative conclusions of the shadow impact on the 45 Province building.

11. Details on the Retail Component of Midwood's Proposed Project are Materially Lacking.

Despite having already proposed a retail component to the Project in the 2008 PNF, Midwood has failed to provide anything but the most basic description of the retail component of its revised proposal in the DPIR. Considering the DPIR typically serves as a more detailed

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description of a project, it is disappointing and entirely unsatisfactory that the Proponent did not include nearly enough detail on the retail operations of the Project in order for the community or the BRA to adequately evaluate its merits. We request that the following questions be addressed with considerably more detail:

- a) How many retail tenants does the Proponent expect to inhabit One Bromfield?
- b) What does Midwood anticipate the specific business of the various retail tenants to be?
- c) Where is servicing (deliveries, maintenance visits, etc.) expected to take place?
- d) What is the analysis supporting the conclusion that the retail operations will require just three daily deliveries, as suggested in Table 3-24 on p. 3-81 (section 3.4.12)?
- e) Will retail tenants be utilizing the same trash receptacle that is serving the residents?
- f) What is the specific (quantified) anticipated effect of vehicular traffic related to the retail operations on the surrounding streets and intersections?

12. **Midwood's Proposed Project Adds Unnecessary Parking Load to a Prime Transit Oriented Development Location in Clear Violation of the Parking Requirements of the Zoning Code.**

The proposed parking facility is located within the Restricted Parking Overlay District, within which parking uses are conditional (and not as-of-right) unless accessory to a residential use. As such, Midwood requires a conditional use permit pursuant to Article 38, Section 38-18(6)(d). Here, Midwood admits that "some" of the proposed two hundred and thirty five (235) parking spaces will likely be used to support the proposed retail space. See Section 1.5 of the DPIR. As such, the Proposed Project requires a Conditional Use permit.

Pursuant to Article 6, Section 6-3 of the Code, the Board of Appeal shall grant any such appeal only if it finds that all of the following conditions, among others, are met:

- (a) the specific site is an appropriate location for such use or, in the case of a substitute nonconforming use under Section 9-2, such substitute nonconforming use will not be more objectionable nor more detrimental to the neighborhood than the nonconforming use for which it is being substituted;
- (b) the use will not adversely affect the neighborhood;
- (c) there will be no serious hazard to vehicles or pedestrians from the use;
- (d) no nuisance will be created by the use; and
- (e) adequate and appropriate facilities will be provided for the proper operation of the use.

We respectfully submit that the Proposed Project does not – and cannot – meet these conditions required for a Conditional Use Permit. Notably, the Proponent has repeatedly extolled the unique location of the Project site as one "well served by public transportation"

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and having the "convenience of the nearby MBTA subway stations" encompassing the Red, Green, Blue and Orange Lines. As such, this prime transit-oriented development site should not be allowed supplemental and extraneous parking, particularly when the traffic impacts on the local neighborhood streets would be so egregious.

Moreover, because the Proposed Project is located within the Boston Proper Parking Freeze Zone, any additional commercial parking may only be approved if an equivalent number of off-street or legal on-street parking spaces have been physically eliminated within the freeze area and a Parking Freeze Permit has been issued by the City of Boston Air Pollution Control Commission. Here again, any such request to make use of the Parking Bank is unwarranted.

We respectfully request that the Project Proponent further identify exactly how many parking spaces will be utilized for the retail space and which of the existing off-street or legal on-street parking spaces have been eliminated to accommodate those spaces.

13. Conclusion.

We ask the BRA to require Midwood to redesign its proposed project to reflect the comments in this letter and to require submission of an as As-Of-Right Alternative.

Very truly yours,



Diane Rubin

DRR/dmo
Enclosures

cc: Councilor Bill Linehan
Councilor Michelle Wu
Councilor Michael Flaherty
Councilor Annissa Essaibi-George
Councilor Ayanna Pressley
State Representative Aaron Michlewitz
State Senator Joseph Boncore
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MEMORANDUM

TO: Diane Rubin
FROM: Deanna Peabody/Sudhir Murthy
DATE: July 25, 2016
SUBJECT: **One Bromfield Street DPIR** – Chapter 2 Transportation Analysis

This memorandum discusses TrafInfo's peer review of Chapter 2 Transportation Analysis of the Draft Project Impact Report (DPIR) document dated April 28, 2016 submitted to the Boston Redevelopment Authority (BRA) by Epsilon Associates for the proposed mixed-use retail and residential project at the corner of Washington and Bromfield Street in the City of Boston.

The proposed development presented in the DPIR is a 59-story mixed use building consisting of about 30,000 SF of retail use in three levels and 419 residential units, totaling approximately 605,000 square feet (SF). The building is proposed to have 235 on-site parking spaces located on the third and fourth levels with a full-time valet service.

Based on a review of the DPIR, we have substantial concerns regarding some of the data and traffic analysis methodologies presented in the report and feel that the transportation analysis does not present a realistic description of the likely impacts resulting from the large proposed development known as One Bromfield.

The following sections discuss our concerns and questions regarding Chapter 2 Transportation Analysis of the DPIR.

Traffic Operational Analysis

The most significant concern about the DPIR is the results of the traffic operational analysis in terms of queues, delays and levels of service. The DPIR presents an inaccurate traffic analysis for 2016 existing conditions. Tables 3-3 and 3-4 do not adequately capture the traffic operational realities along Washington Street, Tremont Street, and School Street during the AM and PM peak hours. We recognize the technical limitations of the Synchro software in that it does not adequately account for the combined effects of a high level of pedestrian activity, on-street parking maneuvers, and stopped traffic and double parking that occurs during drop-off/pick-up by taxis and commercial deliveries and thus recommend that a more comprehensive modeling tool be utilized.

The limitation of the DPIR is especially evident when one considers the existing traffic operations along School Street between Tremont Street and Washington Street. In this stretch of roadway, vehicles are presented with an intense level of pedestrian crossings, some at designated crosswalks at intersections and a large portion occurring at mid-block crosswalks. This results in

vehicles having to stop frequently. This is compounded by drop-off/pick-up activities in front of the Omni Parker Hotel and Ruth's Chris Steak House restaurant and a large number of commercial deliveries in the vicinity. The resulting effect is the extremely slow movement of traffic along School Street. So, while the analysis results in Tables 3-3 and 3-4 may be technically correct in that the delay attributable to the traffic signal at the intersection of Washington Street and School Street may be low, the analysis is incomplete because it does not capture the actual delay experienced by vehicles along School Street from pedestrians, deliveries, and drop-off/pick-up activities.

We recommend that the Proponent conduct a comprehensive Travel Time and Delay Study, particularly along routes that residents of and visitors of One Bromfield will use including Washington Street, Court Street, Tremont Street, School Street, Province Street and Bromfield Street. In addition, to assess the impact both from the proposed development as well as the traffic conditions that the residents/visitors of One Bromfield will experience, we recommend that the Proponent develop a Microsimulation Model that is constructed and calibrated to adequately capture the traffic operational impacts from the high level of pedestrian activity, on-street parking and drop-off/pick-up activities in the vicinity, and commercial delivery activity in addition to the delay from the existing traffic signals.

The traffic analysis results presented in Tables 3-11 and 3-12 show that the intersection of Tremont Street/Cambridge Street/Court Street has an approach operating at LOS E. In addition, all approaches during the AM peak hour and the Court Street approach during the PM peak hour have 95th percentile queues that exceed the storage capacity of the approach, as evidenced by the '#' mark next to the queue length. This indicates that there is already an overflow of traffic which often results in cascading impacts to upstream intersections. This aspect of queue overflow has not been discussed in the DPIR and should be analyzed for neighborhood impacts.

Trip Generation

The trip generation methodology utilized in the DPIR is based on the Trip Generation Manual published by the Institute of Transportation Engineers (ITE) which is considered an industry standard. The methodology is to first estimate the number of vehicle trips and then convert the vehicle trips to person trips using a national average vehicle occupancy (AVO) number of 1.13. The flaw in this methodology is that the resulting estimate of person trips underestimates the actual total person trips generated by the development. The NCHRP 365¹ publication estimates 10.8 daily person-trips per household with high household income which is likely to be the case of residents at One Bromfield. For the proposed 419-unit residential development, that would result in 4,525 daily person trips, which is significantly higher than the 1,987 daily residential person trips estimated by the DPIR. This would also mean the proposed development would likely generate a higher number of vehicle trips.

¹ NCHRP Report 365 *Travel Estimation Techniques for Urban Planning*, Transportation Research Report

Table 1 - Total Daily Person Trips

| DPIR Estimated Person-Trips | NCHRP 365 Estimated Person-Trips |
|--|---|
| 1987 | 4525 |

It should be noted that the DPIR is correct in that no credit is taken for any trips generated by the few existing land uses at the project site, there is no inclusion of internally-captured trips between the residential and retail land uses, and there is no account for pass-by trips. Given the level of remaining existing land uses, the level of retail land use proposed and the type of retail likely to exist, we concur with these aspects of trip generation adopted in the DPIR.

Trip Distribution

We question the assumptions of the DPIR trip distribution analysis. Figures 3-17 and 3-19 provide the distribution of trips generated by the proposed development for access options 1 and 2, respectively. The trip distribution shows project trips using Cambridge Street (15%), Congress Street (35%), or State Street (20%) for a total of 70% of trips appearing to originate mostly for the north; and 25% of trips using Beacon Street appearing to originate from the west. Only a small percent of trips (5%) use Milk Street.

The DPIR assumes no significant percent of trips arriving at One Bromfield from the south, particularly from the I-93/Southeast Expressway corridor. This traffic would most likely have used Atlantic Avenue to Summer Street to Franklin Street to Milk Street. It seems inconceivable that only 5% of the traffic would originate from the I-93/Southeast Expressway. The Proponent should clarify and justify the route likely to be used by traffic from the I-93/Southeast Expressway and points south.

Parking

It is proposed that the 419 residential units will have 235 parking spaces, a ratio of approximately 0.56 spaces per unit. The garage is proposed with access from Province Court and will have a valet-operated mechanical lift.

The proposed 235 parking spaces assumes that roughly half of the residents of One Bromfield will be able to park one vehicle on-site. Section 3.4.8 of the DPIR indicates that the demand for parking by residential land use in Boston is often less than 0.5 spaces per unit. However, there is no indication of the source of this statement. Given the likely affluence of the residents of this development, it is very likely the average number of vehicles per unit will be closer to 1 as evidenced by similar residential buildings in the area.

While the residents might look to park their vehicle at an off-site parking facility if on-site parking is unavailable, these vehicles are nevertheless likely to come to One Bromfield, even if it is for loading/unloading or drop-off/pickup. Furthermore, many residents will likely use car sharing, taxis, and other ride services. It is also reasonable to expect residents requesting the valet to temporarily park their vehicle on-site while they make a short duration visit to their

residence for any number of reasons. So, while there may be 235 delineated parking spaces, the concern is that more than 235 vehicles may be parked by the valet as is typically seen at parking facilities where a portion of the parking facility is cordoned off for valet parking. Can the project proponent guarantee that no more than 235 vehicles will be parked on-site at any given time?

Porte-Cochere

The parking operation involves a porte-cochere with 6 spaces for residents/visitors and 1 space designated for delivery vehicles. The porte-cochere is expected to function as a drop-off/pick-up area by residents, guests, retail customers, and delivery vehicles as well as a temporary holding area while the valet parks or brings back the vehicles from the parking levels. From the porte-cochere, the valet would drive to Province Court and then pull into the vehicle elevator. We are concerned that 6 spaces for residents, guests, and retail customers and 1 space for delivery vehicles is not sufficient. Following are some of the concerns that result from this type of operation:

- The DPIR does not indicate the likely duration of each parking/retrieval operation. Without this information, it is not possible to properly assess the proposed number of spaces within the porte-cochere.
- If the elevators are in use, vehicles will occupy the space within the porte-cochere until the elevator becomes available. If in this duration, additional vehicles were to arrive, they would have to wait on Province Street until a space becomes available within the porte-cochere.
- Given the existing high utilization of on-street parking on Province Street, especially during evenings and weekends, combined with delivery vehicles to existing businesses along Province Street, if the porte-cochere is completely utilized and if additional vehicles arrive at One Bromfield, they are likely to wait along Province Street through double-parking and thereby impacting traffic flow and access/egress to existing businesses and residences on Province Street.

The DPIR provides a general statement that some of the 235 parking spaces for residents may become available during the day and could be used by visitors to the retail land uses at One Bromfield. The Proponent should provide further details on how the vacant spaces during the day will be managed and utilized for retail visitors. Would there be a limit on the number of potential parking spaces that might be used for retail visitors? Furthermore, given the tendency to park more vehicles than are designated spaces in areas designated for valet parking, does the Proponent intend to limit the number of visitor vehicles parked on-site?

The DPIR provides no indication on what the contingency plan would entail in the event the mechanical elevators to park the vehicles are temporarily disabled or under repair or do not operate as quickly as anticipated. The concern is whether this plan entails temporarily parking the vehicles on Province Street. This could have significant impacts to traffic operations along Province Street and perhaps, given the relative proximity, the intersection of Bromfield Street and Province Street as well as School Street and Province Street.

Table 3-5 of the DPIR presents the parking supply at nearby parking facilities. However, there is no indication as to the current level of occupancy and hence the parking availability at these parking facilities. The DPIR needs much more detailed analysis to address these concerns.

Deliveries

Deliveries to the proposed development will have one space within the porte-cochere to use. It is important to note that deliveries are typically during off-peak time periods on weekdays, between 10AM and 3PM. This would imply that there could be numerous delivery trucks arriving at One Bromfield during these delivery hours. We are concerned that one space designated for deliveries is not sufficient and the six spaces for residents may get encroached upon by the delivery trucks. The DPIR is not clear on how the delivery trucks will be managed within the porte-cochere and what steps will be taken to prevent double parking of delivery trucks along Province Street which would impact the traffic flow and access/egress to existing businesses and residences along that street.

Pedestrians

The DPIR only analyzes pedestrians along two short segments and on only one side of the roadway: Province Street (east sidewalk) between Bromfield Street and Province Court and Bromfield Street (north sidewalk) between Washington Street and Province Street. The Proponent should also include School Street between Tremont Street and Washington Street, Province Street between Province Court and School Street, Bromfield Street between Province Street and Tremont Street. Furthermore, the DPIR only analyzes pedestrians under existing conditions. The Proponent should analyze the impact of the development on pedestrians under build conditions as the proposed development is estimated to generate over 1,500 pedestrians in a day consisting of both walk/bike trips as well as transit trips.

It is unclear how the estimate of 500 pedestrians per hour on Bromfield Street and 200 pedestrians per hour on Province Street were computed in the pedestrian analysis included in Appendix B. These do not appear to correlate with the pedestrian volumes shown in Figures 3-8 and 3-9. The Proponent should clarify this.

Construction

The project proposes the demolition of the existing building and the construction of a new 59-story building.

Given the density of the project area and the intense level of pedestrian activity along Washington Street and School Street, construction-related impacts remain a major concern. However, the DPIR provides only limited details and relegates most of the details to be part of a Construction Management Plan (CMP).

The DPIR states that the construction duration is anticipated to be 32 months. It is unclear if this accounts for any stoppages of construction activities during the winter months.

At a minimum, the DPIR should have estimated the number of trucks per day resulting from various construction activities and the range (low and high) throughout the construction duration, the likely truck routes, and whether the Proponent will restrict delivery of construction materials to the site during certain hours of the day when pedestrian activity levels in the area are minimal. If the delivery of construction materials and equipment were to occur primarily during night-time hours, the resulting noise impacts to existing residences in the immediately vicinity especially along Province Street would be of major concern.

Given the relatively high parking costs in the area parking facilities, many construction workers may strive to find ways to park in or around the project area, potentially resulting in traffic operational impacts on Bromfield Street and Province Street.

Conclusion

Based on a review of the DPIR for the proposed One Bromfield mixed-use residential and retail development at the corner of Washington Street and Bromfield Street, we have concerns regarding some of the data and traffic analysis methodologies presented in the report and feel that the transportation analysis does not present a realistic description of the likely impacts resulting from a large development such as the one proposed at One Bromfield. Provided below is a summary list of specific concerns/comments:

- We recommend the Proponent conduct a Travel Time and Delay Study to better quantify the existing travel conditions in the project area by taking into account the delays to traffic flow resulting from the heavy pedestrian activity, on-street parking and drop-off/pick-up activities and commercial deliveries.
- The assessment of potential traffic impacts from the proposed development does not adequately account for the delays mentioned above. The Proponent should develop and calibrate a Microsimulation Model to more accurately assess the traffic impacts.
- The trip generation methodology results in an under-estimation of vehicle trips by the proposed development. The Proponent should reconsider the methodology.
- The trip distribution of trips to/from the proposed development appears to under-estimate the percent of trips that would likely arrive from Atlantic Ave/Summer St/Franklin St. The Proponent should clarify and justify the route likely to be used by traffic from the I-93/Southeast Expressway and points south.
- The proposed development will likely generate a demand for parking by residents greater than the 235 spaces provided on site. The Proponent should provide data from similar developments in the vicinity.
- The limited space for drop-off/pick-up and delivery activities within the porte-cochere combined by the logistics involved in parking vehicles by the garage attendant using the vehicle elevators will likely result in an overflow of resident vehicles and delivery

Memorandum – One Bromfield DPIR
July 25, 2016

vehicles onto Province Street thereby impacting traffic flow and access/egress to existing businesses and residences on Province Street.

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit #1503 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly during that time. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with, and respects the unique and treasured nature of, this neighborhood. In that regard, I have some serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

- 1) **Traffic:** A 235-car garage and delivery and commercial passenger vehicles associated with 419 residential units will greatly overburden surrounding streets. Traffic backups on Province St. and School St. already regularly occur from delivery activity taking place at numerous retail locations on Province St., activity at the 45 Province garage, valet activity associated with Ruth's Chris, weekend patrons to Gem nightclub, etc. I request that the BRA work with the developer to minimize the project's residential density as well as the garage capacity to alleviate traffic issues. I also oppose the requested change in direction of Bromfield Street between Province St. and Washington St., as it will eliminate a relief valve for commercial traffic traveling north on Washington St. There are several alternatives in terms of traffic flow, but all of them run into the same intractable roadblock: Adding a 235-car garage and vehicles for 419 residential units, along with delivery and commercial support vehicles, simply cannot be accommodated in such a small, tight space without causing a major bottleneck. This will result in consequences – both foreseen and unforeseen – which will alter the real-time environment of the area and cannot be remedied once the project is completed.
- 2) **Pedestrian Safety:** Numerous aspects of this project put residents, patrons, visitors, tourists, and local Torit Montessori preschool children at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., valets whizzing around between Bromfield St. and Province Ct. via Province St. to deliver or retrieve vehicles, and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I am also concerned about the potential vehicle congestion hampering emergency vehicle access to the immediate area. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.
- 3) **Inadequate capacity for operations:** As was articulated at the IAG and community meetings, the building as proposed does not have adequate loading bay capacity (only two vs. a recommendation by the BTD in its 2008 PNF comment letter of a minimum of 3 for a building that had two-thirds the gross floor area and units as the current proposal). It is also highly unlikely that the six staging spaces for garage and transient passenger vehicles will be sufficient to accommodate a 235-space garage and 419 residential units. Finally, the developer has failed to propose a dedicated freight elevator for deliveries and residential moving activity, which will result in pulling one passenger elevator out of service regularly. All of these deficiencies will result in a frustrating, subpar experience for the building's residents, which will have negative consequences for the neighborhood, including queuing and traffic backups, difficulty attracting and keeping residents willing to settle into the neighborhood, and general disruption on what is currently a very pleasant block. Please have the developer reduce the building's residential density to address these concerns.
- 4) **Wind/Light/Shading/Solar Glare:** A building of the size proposed by the developer will have uncomfortable wind impacts on pedestrians as well as unfavorable shading and light effects on both neighboring buildings and the surrounding historic streets. The BRA should enforce current zoning limits to minimize these impacts. I would also like the solar glare impacts to be studied more thoroughly.
- 5) **Out of Character:** A tall, shiny structure is extremely out of character for the Historic Ladder District neighborhood. Thoughtfully created zoning laws in this area dictate a maximum height of 155' (as well as a maximum FAR density of 10). It can be seen up and down the western side of Washington Street on either side of the proposed structure that existing buildings have both a height and a façade that are consistent with this notion. The project's promotional materials claim that it would "reinforce and hold" the character of the neighborhood. This is simply not true. There is no structure in the "ladder" that has the scope or size

of the proposed Bromfield project. Not one. A 705' building of new age architecture with a FAR of 25.5 is very inconsistent with the look and feel of this neighborhood and will degrade the unique character of it, negatively impacting residents and tourists or visitors to the area. I request that the BRA work with the developer to redesign the building so that it better assimilates itself into the neighborhood.

Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. Frankly, I do think that development of the Bromfield/Washington Street corner could benefit both the Ladder District and the downtown area overall -- if built in a manner consistent with the character, nature, and expectations of the neighborhood. Unfortunately, the present plan fails to do that. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



Russell Steven Kussman, M.D., J.D.

July 22, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Stephen and Louise Chapman

[REDACTED]
Boston, MA 02108

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

We appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As residents at 45 Province St., unit #PH3A in Boston, MA, we are excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, our neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for us, our neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. We would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, we have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

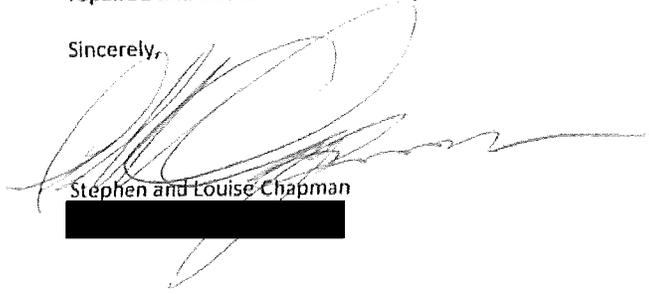
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- 2) **Pedestrian Safety:** Numerous aspects of this project put residents, patrons, visitors, tourists, and local Torit Montessori preschool children at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., valets whizzing around between Bromfield St. and Province Ct. via Province St. to deliver or retrieve vehicles, and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I am also concerned about the potential vehicle congestion hampering emergency vehicle access to the immediate area. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.
- 3) **Inadequate capacity for operations:** As was articulated at the IAG and community meetings, the building as proposed does not have adequate loading bay capacity (only two vs. a recommendation by the BTB in its 2008 PNF comment letter of a minimum of 3 for a building that had two-thirds the gross floor area and units as the current proposal). It is also highly unlikely that the six staging spaces for garage and transient passenger vehicles will be sufficient to accommodate a 235-space garage and 419 residential units. Finally, the developer has failed to propose a dedicated freight elevator for deliveries and residential moving activity, which will result in pulling one passenger elevator out of service regularly. All of these deficiencies will result in a frustrating, subpar experience for the building's residents, which will have negative consequences for the neighborhood, including queuing and traffic backups, difficulty attracting and keeping residents willing to settle into the neighborhood, and general disruption on what is currently a very pleasant block. Please have the developer reduce the building's residential density to address these concerns.
- 4) **Wind/Light/Shading/Solar Glare:** A building of the size proposed by the developer will have uncomfortable wind impacts on pedestrians as well as unfavorable shading and light effects on both neighboring buildings and the surrounding historic streets. The BRA should enforce current zoning limits to minimize these impacts. I would also like the solar glare impacts to be studied more thoroughly.
- 5) **Out of Character:** A tall, shiny structure is extremely out of character for the Historic Ladder District neighborhood. Thoughtfully created zoning laws in this area dictate a maximum height of 155' (as well as a maximum FAR density of 10). It can be seen up and down the western side of Washington Street on either side of the proposed structure that existing buildings have both a height and a façade that are consistent with this notion. A 705' building of new age architecture with a FAR of 25.5 is very inconsistent with the look and feel of this neighborhood and will degrade the unique character of it, negatively impacting residents and tourists or visitors to the area. I request that the BRA work with the developer to redesign the building so that it better assimilates itself into the neighborhood.

(continued)

In our view, no relief for a project of this magnitude should be considered until and unless the full impact of the population and traffic for the Millennium Tower project is realized after it is fully populated. And importantly, all plans should be shelved until the City gets Lower Beacon Street and School Street fixed, so there are no utility crews on site night after night opening it up and diverting traffic on streets that can never be widened and are home to Freedom Trail.

Given these many concerns, we are in opposition to the One Bromfield project as currently proposed. We urge the BRA to work with the developer to redesign the project to address the concerns expressed in this letter and implore the City to get Beacon & School Streets repaired and closed to further utility work once and for all.

Sincerely,



Stephen and Louise Chapman





MASSACHUSETTS
GENERAL HOSPITAL



HARVARD
MEDICAL SCHOOL

Department of Orthopaedic Surgery
Physical Medicine & Rehabilitation Service
Yawkey Center for Outpatient Care, Suite 3800
55 Fruit Street
Boston, Massachusetts 02114
Tel: 617 726-2290
Fax: 617 726-1099

David S. Binder, MD
*Physical Medicine & Rehabilitation Service
Massachusetts General Hospital*

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. 45 Province is my primary residence. I also own an additional investment unit at 45 Province Street, in Boston, MA. I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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I would also express significant concern over access for Fire Trucks, Police, and First Responders especially if there happens to be a coinciding disabled vehicle or large truck.

- 2) **Pedestrian Safety:** Numerous aspects of this project put residents, patrons, visitors, tourists, and local Torit Montessori preschool children at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., valets whizzing around between Bromfield St. and Province Ct. via Province St. to deliver or retrieve vehicles, and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I am also concerned about the potential vehicle congestion hampering emergency vehicle access to the immediate area. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.



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David S. Binder, MD
*Physical Medicine & Rehabilitation Service
Massachusetts General Hospital*

- 3) **Inadequate capacity for operations:** As was articulated at the IAG and community meetings, the building as proposed does not have adequate loading bay capacity (only two vs. a recommendation by the BTM in its 2008 PNF comment letter of a minimum of 3 for a building that had two-thirds the gross floor area and units as the current proposal). It is also highly unlikely that the six staging spaces for garage and transient passenger vehicles will be sufficient to accommodate a 235-space garage and 419 residential units. Finally, the developer has failed to propose a dedicated freight elevator for deliveries and residential moving activity, which will result in pulling one passenger elevator out of service regularly. All of these deficiencies will result in a frustrating, subpar experience for the building's residents, which will have negative consequences for the neighborhood, including queuing and traffic backups, difficulty attracting and keeping residents willing to settle into the neighborhood, and general disruption on what is currently a very pleasant block. Please have the developer reduce the building's residential density to address these concerns.
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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,

David Binder, MD, MBA
Director of Innovation, Spaulding Rehabilitation Hospital Medical
Director, Spaulding Outpatient Center Cambridge
Vice-President, Medical Staff, Spaulding Rehabilitation Hospital

James H. Greene
Direct Dial: 617-330-7097
E-mail: JGreene@rubinrudman.com

July 27, 2016

BY HAND

Mr. Christopher Tracy
Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02210

Re: One Bromfield Project

Dear Mr. Tracy:

Please be advised that this office represents Salvatore J. LaGrassa, owner of the property located at 32-54 Province Street and the Sam LaGrassa Restaurant. I write to you in connection with the filing by One Bromfield LLC of a Draft Project Impact Report on April 28, 2016.

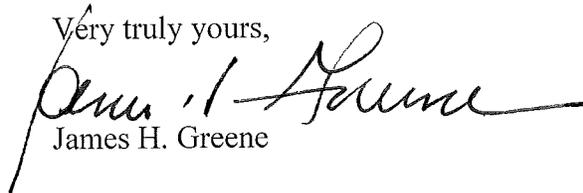
My client is very much concerned with the adverse impacts that this Project will have on his property both in connection with the substantial deviations from the underlying zoning as well as impacts on the structural integrity of the existing building and the operations of the restaurant. It is striking that the Draft Project Impact Report does not even consider or contemplate any mitigation whatsoever for my client's property, which is directly abutting the project site.

It is my understanding that the BRA has informed the Impact Advisory Group that the BRA has asked that the proponent consider revisions to the Project, including but not limited to: height, transportation, operational logistics and street scape. As a result, it is also my understanding that the BRA will be extending the comment period beyond July 28, 2016, but has not yet determined or established a new comment period. Therefore, at this time, please accept this letter as an indication of my client's concern with this project. We look forward to submitting more detailed comments to the BRA after reviewing the new revisions to the project.

Mr. Christopher Tracy
Senior Project Manager
Boston Redevelopment Authority
July 27, 2016
Page 2

I request that the BRA will inform me and my client of any new filings by One Bromfield LLC and the term of the new comment period.

Very truly yours,

A handwritten signature in black ink, appearing to read "James H. Greene", written over the typed name below it.

James H. Greene

JHG/kh

cc: Salvatore (Sam) J. LaGrassa
Richie LaGrassa
Ronnie LaGrassa



FRIENDS
OF THE
PUBLIC GARDEN

Anne Brooke
Chair

July 8, 2016

Colin Zick
Vice Chair

Mr. Christopher Tracy
Project Manager Boston Redevelopment Authority
One City Hall Plaza, 9th floor
Boston, MA 02201

Catherine Bordon
Secretary

William C. Clendaniel
Treasurer

RE: One Bromfield DPIR

Elizabeth Vizza
Executive Director

Dear Mr. Tracy:

DIRECTORS
Allison Achtmeyer
Bear Albright
Christine Anderson
Valerie Burns
Claire Corcoran
Linda Cox
Brian DeLorey
Kate Enroth
Jeannette Herrmann
Abigail Mason
Frank Mead
Barbara Moore
Sherif Nada
Katherine O'Keeffe
Margaret Pokorny
Patricia Quinn
Anne Swanson
Allan Taylor

The Friends of the Public Garden has long been committed to preserving, protecting and improving the Boston Common, Public Garden, and Commonwealth Avenue Mall. We are excited by Boston's growth and vibrancy but consistent with our mission, we need to ensure that the parks are protected from an adverse impact from development projects. Accordingly, we are writing to you to express our views regarding the proposed One Bromfield Street development project currently before the BRA for review.

The Friends has had the benefit of a one-on-one meeting with members of the development team for the project, which has provided us an in-depth look at the project, and for which we are grateful to the developer for the time and expense incurred in having the team meet with us. We have reviewed the Project Notification Form currently on file with the BRA. Though we have not been invited to join the IAG, we have been following the progress of this development as well as consulting with other interested stakeholders, including the Boston Parks and Recreation Department (BPRD).

Henry Lee
President Emeritus

As partners with BPRD, our primary concerns in reviewing this proposal are the wind and shadow impacts on the Boston Common.

HONORARY
Ann K. Collier
Nina Doggett
Barbara Hostetter

WIND

It is regretful that this DPIR is based on the 2007 Scoping Determination and therefore we have not had the opportunity to submit comments for the scoping of the current proposal. As a result, the proponent was not requested to perform an analysis of wind impacts on the Common. Therefore the Friends is requesting at this time that such analysis be performed for the three scoped required alternatives so that we can evaluate what such impacts would be on the Common in our review of the final Project Impact Report.

EX OFFICIO
Leslie Adam
Christine W. Letts
Sherley Smith

Shadow

The shadow analysis of the current One Bromfield project indicates that though shadows will be cast on the northeast section of the Common (Park and Tremont Streets corner westward and northward), based on the graphics in Chapter 4 and Appendix D none of them appear to exceed the two-hour duration between 8 A.M. and 2:30 P.M. from March 21 to October 21 and thus would not need to draw acreage from the “shadow bank.” However, it is very difficult for the reviewer to clearly understand the movement of shadow on the Common because the analysis representation is fragmented, requiring extraction of shadow information from the graphics in the Appendix shown for individual resources impacted by the proposed development. We request that the final Project Impact Report:

- Include on each shadow graphic key cardinal points
- Graphically present hourly new shadow movement from 8:00 A.M. to 2:30 P.M. for the period of March 21 to October 21, so that we can better understand compliance with the State’s Shadow Law as well as the new shadows in the context of the overall Common shadow coverage. We are concerned because currently existing shadows encompass nearly half the Common on December 21 at 9:00 A.M. For example, Figure 4.2.4 on June 21 shows a new shadow at 9 A.M.; Figure 4.2.5 shows no new shadow at 12 P.M. but, to get a sense of how and where the new shadow on the Common moves, one has to look at the graphics in Appendix D for the Common, Park Street Church and the Old Burial Granary Burial Ground.
- Show the area of each new shadow on the Common

We also raise the question about reliability of shadow modelling. We have compared existing shadows delineated in this document with those delineated in another current project’s analysis and have found discrepancies between the two. This finding leaves us wondering about the reliability of the shadow studies for determining “new shadows” since there is a difference of representation of existing shadows. Is there a standard shadow methodology and base model recommended by the BRA?

Thank you for the opportunity to comment on the One Bromfield DPIR. We look forward to further discussions and are available to answer any questions you may have.

Yours truly,



Elizabeth Vizza
Executive Director

cc:

Brian Golden, Director, Boston Redevelopment Authority

Senator Joseph Boncore

Austin Blackmon, Chief of Environment, Energy & Open Space

Chris Cook, Commissioner Parks & Recreation

City Councilor Bill Linehan

Representative Jay Livingstone

Representative Aaron Michlewitz

Representative Byron Rushing

City Councilor Josh Zakim

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

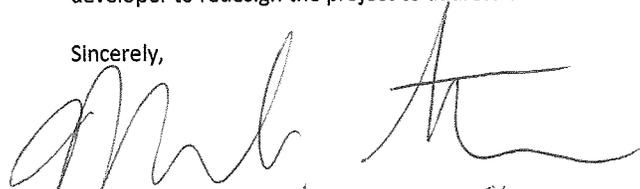
Dear Director Golden and Mr. Tracy,

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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



Melissa Stern

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 1506 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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July 20, 2016

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Boston, MA 02201

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Sincerely,

A handwritten signature in black ink, appearing to be 'M. Tracy', written over a horizontal line.

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

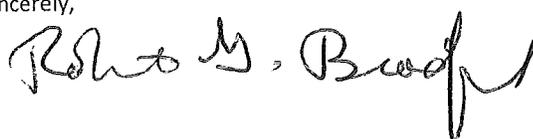
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 Robert G. Bradford 1701

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

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Sincerely,


Bryan D Meekley

Millenium Tower #1607

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

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Sincerely,

Cheri Mackley
Cheri Mackley

Millenium Tower #1607

July 20, 2016

Boston Redevelopment Authority
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One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

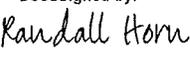
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Sincerely,

DocuSigned by:

1FFB0F9999424CA...

Resident of 841 Parker Street 205, Boston, MA 02120

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

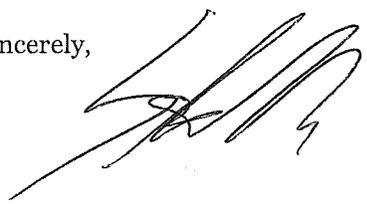
Dear Director Golden and Mr. Tracy,

I writing to comment on Midwood's proposed One Bromfield development at the corner of Washington and Bromfield Streets, as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident of Boston living at 21 Prospect Street, North Charles Town, MA, I am encouraged to see the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, this part of town has long held potential to become a vibrant destination for residential, retail, and commercial activity. That transition has taken a long time (decades), but with the addition of pioneering residential projects like the Ritz towers and 45 Province, as well as more recent additions from Millennium Partners, the area has now attained a healthy number of full-time residents. In turn, this has attracted modern, exciting new retail establishments, from Roche Brothers and George Howell Coffee to Yvonne's and JM Curley, as well as Sweetgreen and Clover. At the same time, this development has been accomplished while maintaining the charming look of a neighborhood that is part of Boston's fabric and attracts visitors and tourists year round. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the greater Boston community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have several concerns about Midwood's project proposal at One Bromfield. They include:

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- 3) **Wind and Shading:** A building of the size proposed by the developer will have uncomfortable wind impacts on pedestrians as well as an unfavorable shading impact on both neighboring buildings and the surrounding historic streets. The BRA should enforce current zoning limits to minimize these impacts.
- 4) **Height and Architecture is Out of Character:** A tall, shiny structure is extremely out of character for the Historic Ladder District neighborhood. Thoughtfully created zoning laws in this area dictate a maximum height of 155' (as well as a maximum FAR density of 10). It can be seen up and down the western side of Washington Street on either side of the proposed structure that existing buildings have both a height and a façade that are consistent with this notion. A 705' building of new age architecture with a FAR of 25.5 is very inconsistent with the look and feel of this neighborhood and will degrade the unique character of it, negatively impacting residents and tourists or visitors to the area. I request that the BRA work with the developer to redesign the building so that it better assimilates itself into the neighborhood.

Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. At this more mature stage of its transition, I believe the city of Boston should be more thoughtful and selective about incremental development in the Historic Ladder District. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,

 Steven Aubuchon

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

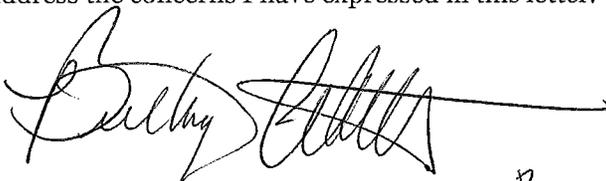
Dear Director Golden and Mr. Tracy,

I writing to comment on Midwood's proposed One Bromfield development at the corner of Washington and Bromfield Streets, as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident of Boston living at 71 Rutland St., I am encouraged to see the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, this part of town has long held potential to become a vibrant destination for residential, retail, and commercial activity. That transition has taken a long time (decades), but with the addition of pioneering residential projects like the Ritz towers and 45 Province, as well as more recent additions from Millennium Partners, the area has now attained a healthy number of full-time residents. In turn, this has attracted modern, exciting new retail establishments, from Roche Brothers and George Howell Coffee to Yvonne's and JM Curley, as well as Sweetgreen and Clover. At the same time, this development has been accomplished while maintaining the charming look of a neighborhood that is part of Boston's fabric and attracts visitors and tourists year round. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the greater Boston community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have several concerns about Midwood's project proposal at One Bromfield. They include:

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Sincerely,



BRITNEY ABBOTT

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

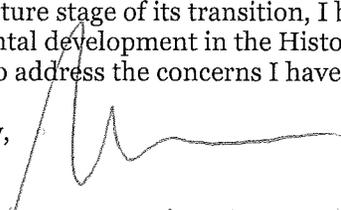
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Sincerely,



MARINA BOZILENKO

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Sincerely,



JEAN-PIERRE BORRAZE

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

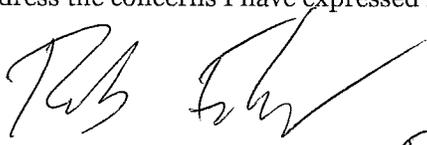
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Sincerely,


Rob Forke

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

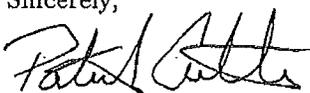
Dear Director Golden and Mr. Tracy,

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Sincerely,



PAATRICK CUTTER

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

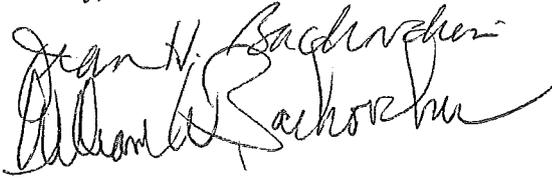
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Sincerely,

A handwritten signature in black ink, appearing to read "Jean H. Sachoruk". The signature is written in a cursive style with a large, sweeping initial "J".

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Sincerely,



Richard Scerbo

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Sincerely,



Callie Gauzer

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Sincerely,

 Matt Groves

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I writing to comment on Midwood's proposed One Bromfield development at the corner of Washington and Bromfield Streets, as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident of Boston living at 58 Myrtle St, Boston, MA 02114 (Beacon Hill), I am encouraged to see the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, this part of town has long held potential to become a vibrant destination for residential, retail, and commercial activity. That transition has taken a long time (decades), but with the addition of pioneering residential projects like the Ritz towers and 45 Province, as well as more recent additions from Millennium Partners, the area has now attained a healthy number of full-time residents. In turn, this has attracted modern, exciting new retail establishments, from Roche Brothers and George Howell Coffee to Yvonne's and JM Curley, as well as Sweetgreen and Clover. At the same time, this development has been accomplished while maintaining the charming look of a neighborhood that is part of Boston's fabric and attracts visitors and tourists year round. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the greater Boston community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have several concerns about Midwood's project proposal at One Bromfield. They include:

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Sincerely,



John Donnelly

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

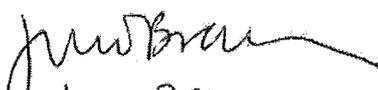
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Sincerely,


Julia Brau

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Sincerely,


Jennifer Yanbrough

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

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July 25, 2016

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ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
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Re: Proposed development of One Bromfield by Midwood Investment and Development

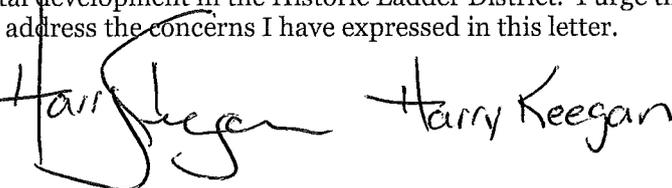
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Sincerely,

 Harry Keegan

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

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- 3) **Wind and Shading:** A building of the size proposed by the developer will have uncomfortable wind impacts on pedestrians as well as an unfavorable shading impact on both neighboring buildings and the surrounding historic streets. The BRA should enforce current zoning limits to minimize these impacts.
- 4) **Height and Architecture is Out of Character:** A tall, shiny structure is extremely out of character for the Historic Ladder District neighborhood. Thoughtfully created zoning laws in this area dictate a maximum height of 155' (as well as a maximum FAR density of 10). It can be seen up and down the western side of Washington Street on either side of the proposed structure that existing buildings have both a height and a façade that are consistent with this notion. A 705' building of new age architecture with a FAR of 25.5 is very inconsistent with the look and feel of this neighborhood and will degrade the unique character of it, negatively impacting residents and tourists or visitors to the area. I request that the BRA work with the developer to redesign the building so that it better assimilates itself into the neighborhood.

Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. At this more mature stage of its transition, I believe the city of Boston should be more thoughtful and selective about incremental development in the Historic Ladder District. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,

Jeffrey Glassman


July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

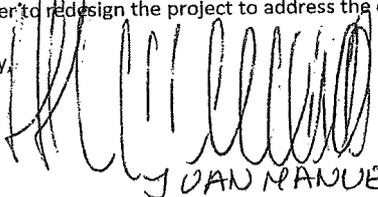
Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 2N in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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- 3) **Inadequate capacity for operations:** As was articulated at the IAG and community meetings, the building as proposed does not have adequate loading bay capacity (only two vs. a recommendation by the BTB in its 2008 PNF comment letter of a minimum of 3 for a building that had two-thirds the gross floor area and units as the current proposal). It is also highly unlikely that the six staging spaces for garage and transient passenger vehicles will be sufficient to accommodate a 235-space garage and 419 residential units. Finally, the developer has failed to propose a dedicated freight elevator for deliveries and residential moving activity, which will result in pulling one passenger elevator out of service regularly. All of these deficiencies will result in a frustrating, subpar experience for the building's residents, which will have negative consequences for the neighborhood, including queuing and traffic backups, difficulty attracting and keeping residents willing to settle into the neighborhood, and general disruption on what is currently a very pleasant block. Please have the developer reduce the building's residential density to address these concerns.
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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



JUAN MANUEL RUISECO

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

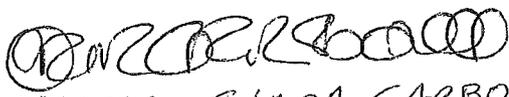
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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,


MARIA CLARA CARBONELL

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

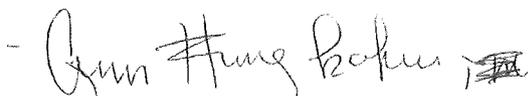
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July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Given these many concerns, I am in opposition to the One Bromfield project as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,


Howard Berman

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

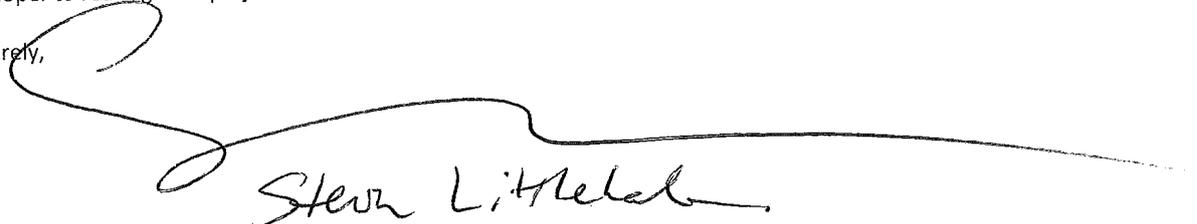
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Given these many concerns, I am in opposition to the One Bromfield project as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



Steve Little

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

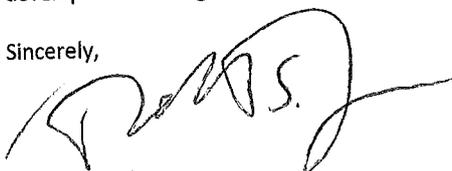
Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 701 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Given these many concerns, I am in opposition to the One Bromfield project as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



SCOTT S. JONES

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

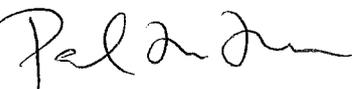
Dear Director Golden and Mr. Tracy,

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- 1) **Traffic:** A 235-car garage and delivery and commercial passenger vehicles associated with 419 residential units will greatly overburden surrounding streets. Traffic backups on Province St. and School St. already regularly occur from delivery activity taking place at numerous retail locations on Province St., activity at the 45 Province garage, valet activity associated with Ruth's Chris, weekend patrons to Gem nightclub, etc. I request that the BRA work with the developer to minimize the project's residential density as well as the garage capacity to alleviate traffic issues. I also oppose the requested change in direction of Bromfield Street between Province St. and Washington St., as it will eliminate a relief valve for commercial traffic traveling north on Washington St.
- 2) **Pedestrian Safety:** Numerous aspects of this project put residents, patrons, visitors, tourists, and local Torit Montessori preschool children at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., valets whizzing around between Bromfield St. and Province Ct. via Province St. to deliver or retrieve vehicles, and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I am also concerned about the potential vehicle congestion hampering emergency vehicle access to the immediate area. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.
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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



PAUL M MASON

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

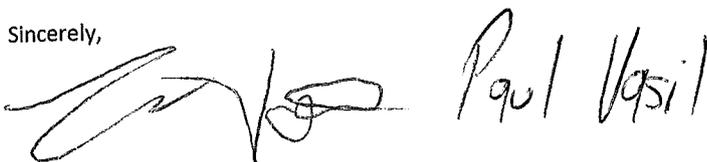
Dear Director Golden and Mr. Tracy,

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Sincerely,

 Paul Vasil

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

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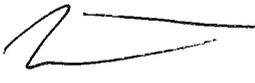
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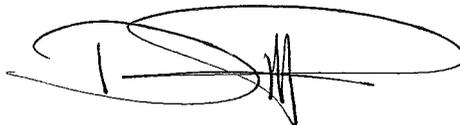
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Sincerely,

Daniela Palma



July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

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Sincerely,


Kimberly C. Harris

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

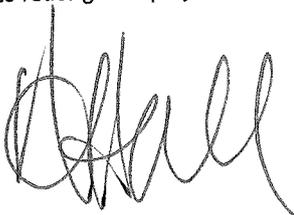
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Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIP filing with the BRA. As a resident at 45 Province St., unit # 901 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

- 1) **Traffic:** A 235-car garage and delivery and commercial passenger vehicles associated with 419 residential units will greatly overburden surrounding streets. Traffic backups on Province St. and School St. already regularly occur from delivery activity taking place at numerous retail locations on Province St., activity at the 45 Province garage, valet activity associated with Ruth's Chris, weekend patrons to Gem nightclub, etc. I request that the BRA work with the developer to minimize the project's residential density as well as the garage capacity to alleviate traffic issues. I also oppose the requested change in direction of Bromfield Street between Province St. and Washington St., as it will eliminate a relief valve for commercial traffic traveling north on Washington St.
- 2) **Pedestrian Safety:** Numerous aspects of this project put residents, patrons, visitors, tourists, and local Torit Montessori preschool children at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., valets whizzing around between Bromfield St. and Province Ct. via Province St. to deliver or retrieve vehicles, and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I am also concerned about the potential vehicle congestion hampering emergency vehicle access to the immediate area. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.
- 3) **Inadequate capacity for operations:** As was articulated at the IAG and community meetings, the building as proposed does not have adequate loading bay capacity (only two vs. a recommendation by the BTM in its 2008 PNF comment letter of a minimum of 3 for a building that had two-thirds the gross floor area and units as the current proposal). It is also highly unlikely that the six staging spaces for garage and transient passenger vehicles will be sufficient to accommodate a 235-space garage and 419 residential units. Finally, the developer has failed to propose a dedicated freight elevator for deliveries and residential moving activity, which will result in pulling one passenger elevator out of service regularly. All of these deficiencies will result in a frustrating, subpar experience for the building's residents, which will have negative consequences for the neighborhood, including queuing and traffic backups, difficulty attracting and keeping residents willing to settle into the neighborhood, and general disruption on what is currently a very pleasant block. Please have the developer reduce the building's residential density to address these concerns.
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Given these many concerns, I am in opposition to the One Bromfield project as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 903 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 906 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Given these many concerns, I am in opposition to the One Bromfield project as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,

R. Wayne Lopez

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 907 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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July 20, 2016

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One City Hall Square, 9th floor
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July 20, 2016

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One City Hall Square, 9th floor
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Re: Proposed development of One Bromfield by Midwood Investment and Development

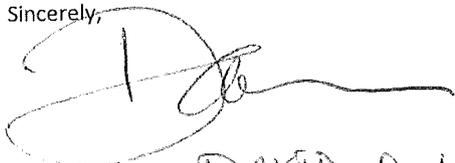
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Sincerely,



DAVID C. LIU

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

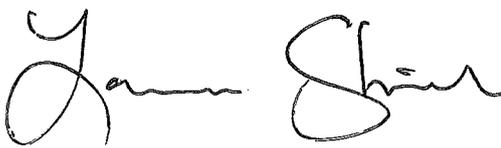
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Sincerely,


LAWRENCE SHIH

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

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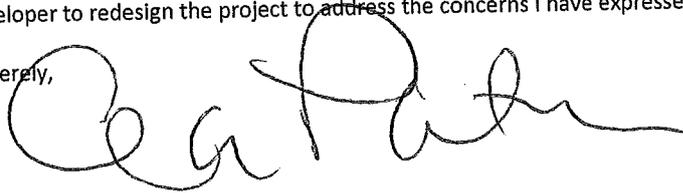
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I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 911 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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- 2) **Pedestrian Safety:** Numerous aspects of this project put residents, patrons, visitors, tourists, and local Torit Montessori preschool children at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., valets whizzing around between Bromfield St. and Province Ct. via Province St. to deliver or retrieve vehicles, and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I am also concerned about the potential vehicle congestion hampering emergency vehicle access to the immediate area. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.
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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



Carla Pantusca

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

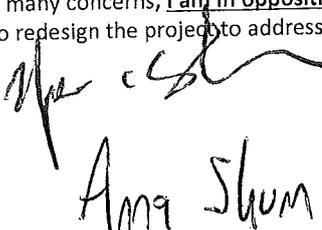
Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 1104 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Sincerely,



Anna Skum

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

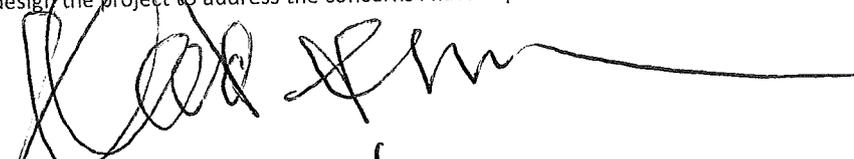
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Sincerely,


DAVID SHUM

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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July 20, 2016

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One City Hall Square, 9th floor
Boston, MA 02201

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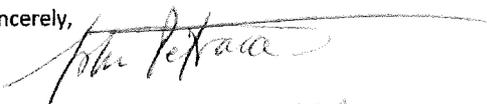
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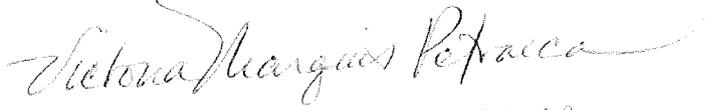
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Sincerely,


JOHN PETRACCA


VICTORIA MARQUIS PETRACCA

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Sincerely,



Kristine Spacht Burk, MD

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,

ALDO D'AMICO
ALDO D'AMICO

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 1402 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

- 1) **Traffic:** A 235-car garage and delivery and commercial passenger vehicles associated with 419 residential units will greatly overburden surrounding streets. Traffic backups on Province St. and School St. already regularly occur from delivery activity taking place at numerous retail locations on Province St., activity at the 45 Province garage, valet activity associated with Ruth's Chris, weekend patrons to Gem nightclub, etc. I request that the BRA work with the developer to minimize the project's residential density as well as the garage capacity to alleviate traffic issues. I also oppose the requested change in direction of Bromfield Street between Province St. and Washington St., as it will eliminate a relief valve for commercial traffic traveling north on Washington St.
- 2) **Pedestrian Safety:** Numerous aspects of this project put residents, patrons, visitors, tourists, and local Torit Montessori preschool children at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., valets whizzing around between Bromfield St. and Province Ct. via Province St. to deliver or retrieve vehicles, and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I am also concerned about the potential vehicle congestion hampering emergency vehicle access to the immediate area. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.
- 3) **Inadequate capacity for operations:** As was articulated at the IAG and community meetings, the building as proposed does not have adequate loading bay capacity (only two vs. a recommendation by the BTM in its 2008 PNF comment letter of a minimum of 3 for a building that had two-thirds the gross floor area and units as the current proposal). It is also highly unlikely that the six staging spaces for garage and transient passenger vehicles will be sufficient to accommodate a 235-space garage and 419 residential units. Finally, the developer has failed to propose a dedicated freight elevator for deliveries and residential moving activity, which will result in pulling one passenger elevator out of service regularly. All of these deficiencies will result in a frustrating, subpar experience for the building's residents, which will have negative consequences for the neighborhood, including queuing and traffic backups, difficulty attracting and keeping residents willing to settle into the neighborhood, and general disruption on what is currently a very pleasant block. Please have the developer reduce the building's residential density to address these concerns.
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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



EMILE MARCUS

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

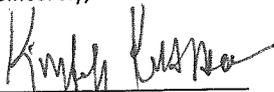
Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit #1503 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



Kimberly Anderson Kussman

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 1509 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Given these many concerns, I am in opposition to the One Bromfield project as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



Bob Eaton

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

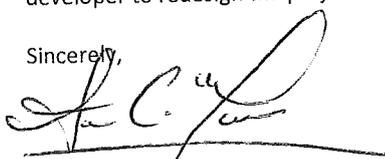
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Sincerely,



SARA C. MORANO

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

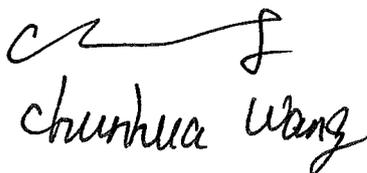
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Sincerely,


Chunhua Wang

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Given these many concerns, I am in opposition to the One Bromfield project as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,

Andrew Wang


July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 1606 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Sincerely,


Unit 1701

NANCY GESSNER

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

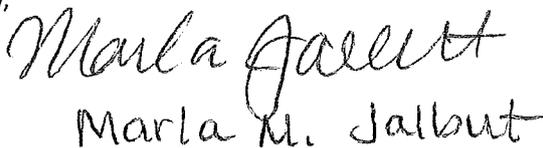
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Marla M. Jalbut

July 20, 2016

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One City Hall Square, 9th floor
Boston, MA 02201

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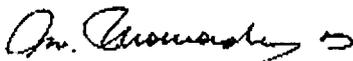
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Mary Mouradian, MD

July 20, 2016

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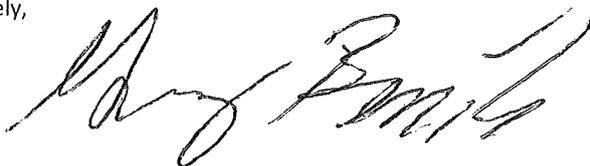
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- 3) **Inadequate capacity for operations:** As was articulated at the IAG and community meetings, the building as proposed does not have adequate loading bay capacity (only two vs. a recommendation by the BTM in its 2008 PNF comment letter of a minimum of 3 for a building that had two-thirds the gross floor area and units as the current proposal). It is also highly unlikely that the six staging spaces for garage and transient passenger vehicles will be sufficient to accommodate a 235-space garage and 419 residential units. Finally, the developer has failed to propose a dedicated freight elevator for deliveries and residential moving activity, which will result in pulling one passenger elevator out of service regularly. All of these deficiencies will result in a frustrating, subpar experience for the building's residents, which will have negative consequences for the neighborhood, including queuing and traffic backups, difficulty attracting and keeping residents willing to settle into the neighborhood, and general disruption on what is currently a very pleasant block. Please have the developer reduce the building's residential density to address these concerns.
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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 180a in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



Hunter Stahl

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 1802 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,


Austin Stahl

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 1802 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,


Diane Michele Stahl

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,


Kent Michael Stahl

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

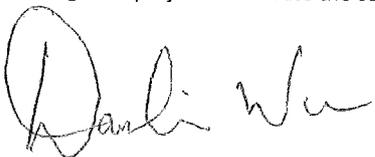
Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 1825 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Sincerely,



July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

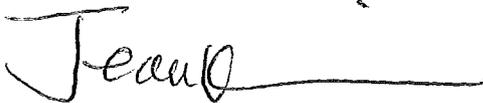
Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 1805 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Sincerely,



July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Given these many concerns, I am in opposition to the One Bromfield project as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,

Mary L. Reed Unit 1806

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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VANCE SPURGEON



July 20, 2016

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One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

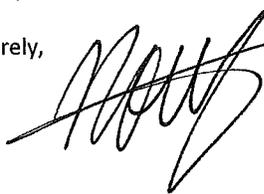
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Basil Abulkamajel

July 20, 2016

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Sincerely,

Jawaher Abulhamayel

July 20, 2016

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One City Hall Square, 9th floor
Boston, MA 02201

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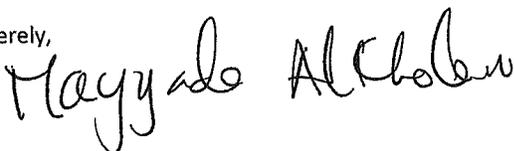
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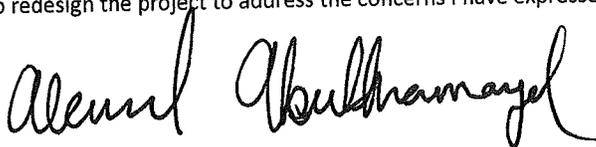
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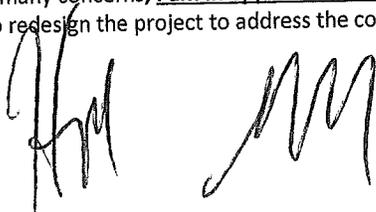
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- 2) **Pedestrian Safety:** Numerous aspects of this project put residents, patrons, visitors, tourists, and local Torit Montessori preschool children at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., valets whizzing around between Bromfield St. and Province Ct. via Province St. to deliver or retrieve vehicles, and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I am also concerned about the potential vehicle congestion hampering emergency vehicle access to the immediate area. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.
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Given these many concerns, I am in opposition to the One Bromfield project as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



HAROLD GIGUERE

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 1905 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



James M. Giguere

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

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July 20, 2016

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ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

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Sincerely,


Jennifer Koenig

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

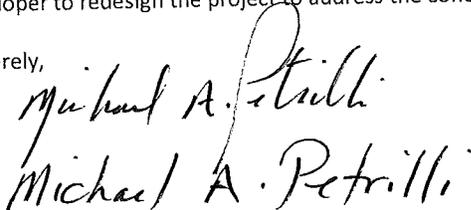
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Michael A. Pettrilli

July 20, 2016

Boston Redevelopment Authority
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One City Hall Square, 9th floor
Boston, MA 02201

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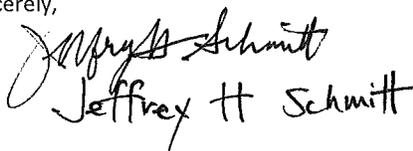
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I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 207 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

- 1) **Traffic:** A 235-car garage and delivery and commercial passenger vehicles associated with 419 residential units will greatly overburden surrounding streets. Traffic backups on Province St. and School St. already regularly occur from delivery activity taking place at numerous retail locations on Province St., activity at the 45 Province garage, valet activity associated with Ruth's Chris, weekend patrons to Gem nightclub, etc. I request that the BRA work with the developer to minimize the project's residential density as well as the garage capacity to alleviate traffic issues. I also oppose the requested change in direction of Bromfield Street between Province St. and Washington St., as it will eliminate a relief valve for commercial traffic traveling north on Washington St.
- 2) **Pedestrian Safety:** Numerous aspects of this project put residents, patrons, visitors, tourists, and local Torit Montessori preschool children at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., valets whizzing around between Bromfield St. and Province Ct. via Province St. to deliver or retrieve vehicles, and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I am also concerned about the potential vehicle congestion hampering emergency vehicle access to the immediate area. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.
- 3) **Inadequate capacity for operations:** As was articulated at the IAG and community meetings, the building as proposed does not have adequate loading bay capacity (only two vs. a recommendation by the BTD in its 2008 PNF comment letter of a minimum of 3 for a building that had two-thirds the gross floor area and units as the current proposal). It is also highly unlikely that the six staging spaces for garage and transient passenger vehicles will be sufficient to accommodate a 235-space garage and 419 residential units. Finally, the developer has failed to propose a dedicated freight elevator for deliveries and residential moving activity, which will result in pulling one passenger elevator out of service regularly. All of these deficiencies will result in a frustrating, subpar experience for the building's residents, which will have negative consequences for the neighborhood, including queuing and traffic backups, difficulty attracting and keeping residents willing to settle into the neighborhood, and general disruption on what is currently a very pleasant block. Please have the developer reduce the building's residential density to address these concerns.
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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,


Jeffrey H. Schmitt

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 2101 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,


REGINA OLIVEIRA

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

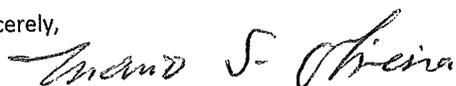
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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



MARIO S. OLIVEIRA

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

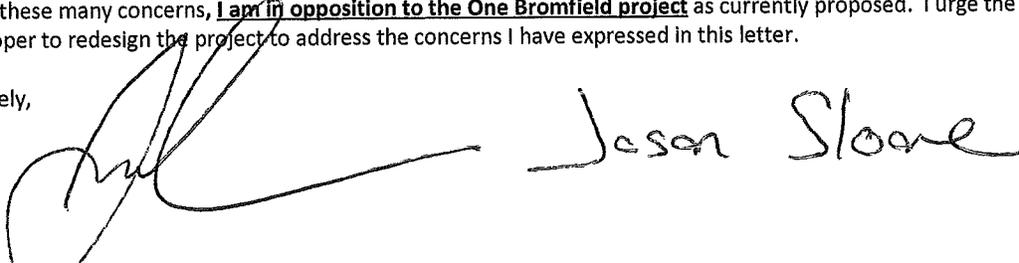
Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 2104 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Sincerely,



Jason Sloane

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Sincerely,

Ben + Meaghan A. Kreth

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Sincerely,



TIM E. MCKENZIE

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 2304 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



Nick Stefan

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 2304 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

- 1) **Traffic:** A 235-car garage and delivery and commercial passenger vehicles associated with 419 residential units will greatly overburden surrounding streets. Traffic backups on Province St. and School St. already regularly occur from delivery activity taking place at numerous retail locations on Province St., activity at the 45 Province garage, valet activity associated with Ruth's Chris, weekend patrons to Gem nightclub, etc. I request that the BRA work with the developer to minimize the project's residential density as well as the garage capacity to alleviate traffic issues. I also oppose the requested change in direction of Bromfield Street between Province St. and Washington St., as it will eliminate a relief valve for commercial traffic traveling north on Washington St.
- 2) **Pedestrian Safety:** Numerous aspects of this project put residents, patrons, visitors, tourists, and local Torit Montessori preschool children at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., valets whizzing around between Bromfield St. and Province Ct. via Province St. to deliver or retrieve vehicles, and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I am also concerned about the potential vehicle congestion hampering emergency vehicle access to the immediate area. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.
- 3) **Inadequate capacity for operations:** As was articulated at the IAG and community meetings, the building as proposed does not have adequate loading bay capacity (only two vs. a recommendation by the BTB in its 2008 PNF comment letter of a minimum of 3 for a building that had two-thirds the gross floor area and units as the current proposal). It is also highly unlikely that the six staging spaces for garage and transient passenger vehicles will be sufficient to accommodate a 235-space garage and 419 residential units. Finally, the developer has failed to propose a dedicated freight elevator for deliveries and residential moving activity, which will result in pulling one passenger elevator out of service regularly. All of these deficiencies will result in a frustrating, subpar experience for the building's residents, which will have negative consequences for the neighborhood, including queuing and traffic backups, difficulty attracting and keeping residents willing to settle into the neighborhood, and general disruption on what is currently a very pleasant block. Please have the developer reduce the building's residential density to address these concerns.
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Given these many concerns, I am in opposition to the One Bromfield project as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,

Miranda Stefan

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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Given these many concerns, I am in opposition to the One Bromfield project as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,

Lauren C Lambert

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,

A. Palumbo
Alla Palumbo

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

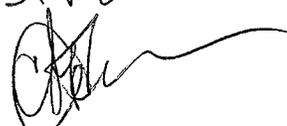
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Sincerely, *S. Palmieri*


July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

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Sincerely,

Eric J. Remington, M.D.

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

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Sincerely,

Mikyung Kim

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

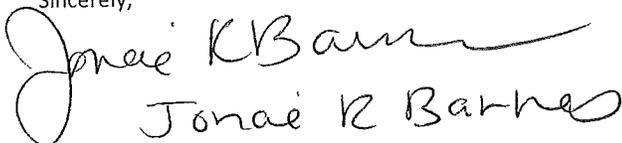
Dear Director Golden and Mr. Tracy,

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Sincerely,


Jonae R Barnes

July 20, 2016

Boston Redevelopment Authority
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One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 2601 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

- 1) **Traffic:** A 235-car garage and delivery and commercial passenger vehicles associated with 419 residential units will greatly overburden surrounding streets. Traffic backups on Province St. and School St. already regularly occur from delivery activity taking place at numerous retail locations on Province St., activity at the 45 Province garage, valet activity associated with Ruth's Chris, weekend patrons to Gem nightclub, etc. I request that the BRA work with the developer to minimize the project's residential density as well as the garage capacity to alleviate traffic issues. I also oppose the requested change in direction of Bromfield Street between Province St. and Washington St., as it will eliminate a relief valve for commercial traffic traveling north on Washington St.
- 2) **Pedestrian Safety:** Numerous aspects of this project put residents, patrons, visitors, tourists, and local Torit Montessori preschool children at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., valets whizzing around between Bromfield St. and Province Ct. via Province St. to deliver or retrieve vehicles, and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I am also concerned about the potential vehicle congestion hampering emergency vehicle access to the immediate area. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.
- 3) **Inadequate capacity for operations:** As was articulated at the IAG and community meetings, the building as proposed does not have adequate loading bay capacity (only two vs. a recommendation by the BTM in its 2008 PNF comment letter of a minimum of 3 for a building that had two-thirds the gross floor area and units as the current proposal). It is also highly unlikely that the six staging spaces for garage and transient passenger vehicles will be sufficient to accommodate a 235-space garage and 419 residential units. Finally, the developer has failed to propose a dedicated freight elevator for deliveries and residential moving activity, which will result in pulling one passenger elevator out of service regularly. All of these deficiencies will result in a frustrating, subpar experience for the building's residents, which will have negative consequences for the neighborhood, including queuing and traffic backups, difficulty attracting and keeping residents willing to settle into the neighborhood, and general disruption on what is currently a very pleasant block. Please have the developer reduce the building's residential density to address these concerns.
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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



Wael Akhalel

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

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July 20, 2016

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One City Hall Square, 9th floor
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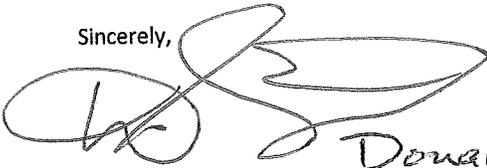
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Sincerely,



Donald Greenstein

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

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Sincerely,


James Reekt

July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

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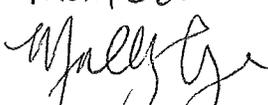
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Sincerely,

Molly Ezen


July 20, 2016

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One City Hall Square, 9th floor
Boston, MA 02201

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Cody V. Rubel

July 20, 2016

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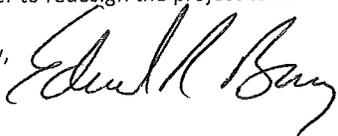
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I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 2803 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

- 1) **Traffic:** A 235-car garage and delivery and commercial passenger vehicles associated with 419 residential units will greatly overburden surrounding streets. Traffic backups on Province St. and School St. already regularly occur from delivery activity taking place at numerous retail locations on Province St., activity at the 45 Province garage, valet activity associated with Ruth's Chris, weekend patrons to Gem nightclub, etc. I request that the BRA work with the developer to minimize the project's residential density as well as the garage capacity to alleviate traffic issues. I also oppose the requested change in direction of Bromfield Street between Province St. and Washington St., as it will eliminate a relief valve for commercial traffic traveling north on Washington St.
- 2) **Pedestrian Safety:** Numerous aspects of this project put residents, patrons, visitors, tourists, and local Torit Montessori preschool children at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., valets whizzing around between Bromfield St. and Province Ct. via Province St. to deliver or retrieve vehicles, and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I am also concerned about the potential vehicle congestion hampering emergency vehicle access to the immediate area. I request that the BRA work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.
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Given these many concerns, **I am in opposition to the One Bromfield project** as currently proposed. I urge the BRA to work with the developer to redesign the project to address the concerns I have expressed in this letter.

Sincerely,



July 20, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

I appreciate the opportunity to comment on Midwood's proposed development of One Bromfield as detailed in the company's April 28, 2016 DPIR filing with the BRA. As a resident at 45 Province St., unit # 2902 in Boston, MA, I am excited about the increased interest and investment being made in the Historic Ladder District neighborhood. Along with the related Midtown and Downtown Crossing areas, my neighborhood has become vibrant over the past several years, with a welcome mix of retail, commercial and residential investment. Quality of life for me, my neighbors at 45 Province and others in the neighborhood has improved greatly in recent years. I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

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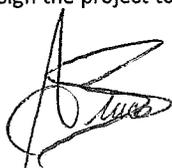
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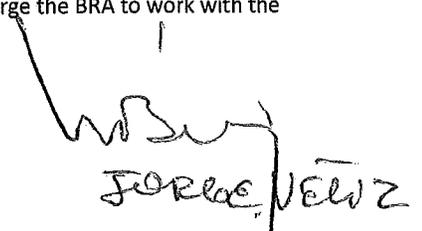
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JORDAN VELIZ

July 20, 2016

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One City Hall Square, 9th floor
Boston, MA 02201

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Sincerely,


Louise Kwan Chapman

July 27, 2016

Boston Redevelopment Authority
Attention: Mr. Christopher Tracy
One City Hall Square, 9th Floor
Boston, MA 02201

To the BRA:

I am a resident at 45 Province and a citizen of the Historic Ladder District and wanted to share some thoughts and concerns on the proposed development of One Bromfield, after reviewing the Draft Project Impact Report (DPIR) dated April 28, 2016 and attending the public meeting on June 2, 2016.

- **Traffic Impact:**

- I have a number of concerns (listed in sub-bullets below) with the traffic assessment that was conducted by Howard Stein-Hudson on behalf of Midwood and believe that it does not contain an accurate assessment of the potential impact of the One Bromfield development.
 - The study assessed traffic volumes for a total of 8 hours across 2 Wednesdays (March 25, 2015 and June 3, 2015). Not only is this an exceedingly small sample size (and one that lacks statistical significance by any measure), but it fails to take into account scenarios such as winter weather or weekends / holidays where traffic flows are much more variable, and often higher.
 - In reviewing the traffic pattern data, I believe that there are inherent flaws in the forecasting methodology for future traffic. For instance, the current Tremont Southbound Left (onto School) delay is listed as 5.4 seconds during AM peak hours (see Table 3-3). The forecasted 2021 figures under the no build scenario are 5.3 seconds during AM peak hours (see Table 3-11). I find it hard to envision a scenario where we would see traffic delays **fall** over time given factors such as future expected population growth and development in the area. While this is a singular example, it undermines my confidence in the study's methodology and final conclusions that traffic in the area will largely be unaffected by the One Bromfield project. Intuitively, it makes absolutely no sense that adding a residential development of this magnitude will not have a material impact on roads in the area, particularly smaller ones like Province and Bromfield Streets. A recent report by A Better City highlights the strained infrastructure that Boston will have to deal with in the face of factors like a growing population – these findings run completely contrary to the traffic study conclusions.
 - The One Bromfield proposal outlines a staging area for 6 vehicles (to accommodate 235 parking spaces). By contrast, 45 Province has a staging area for nearly a dozen vehicles (to accommodate fewer than 300 parking spaces). As a current resident at 45 Province, I can tell you that these staging spaces are almost always filled to capacity. I am concerned that the proposed development grossly underestimates the number of staging areas needed, which will force excess vehicles to stand on Province Street, creating additional congestion on the street.
 - The study seems to fail to take into account the effect of idling vehicles (e.g., ride-sharing services such as Uber, taxis, food delivery services, etc.). Province Street is a 2 lane street, and the presence of a single idling vehicle can bring traffic on the street to a grinding halt. Anecdotally, we have seen significant increases in congestion with the opening of the 'Mast restaurant next door in late 2014. Not only will the sheer size of One Bromfield increase the number of idling vehicles on the street, but congestion will be exacerbated as we have them sit on both sides of the street now (as vehicles tied to One Bromfield will sit in the lane opposite vehicles tied to 45 Province and 'Mast).

- The traffic consultant noted that Province Court is “well-used...as an illegal, short-term parking area for nearby deliveries and errands”. The One Bromfield development would restrict access to this alleyway, forcing these delivery and errand vehicles to park on Province Street, further adding to congestion on the street.
- **Shadow Implications:**
 - The One Bromfield proposal is expected to have shadow impacts on the Boston Common and a number of historic sites. While these are listed in the shadow assessment of the DPIR, it would be helpful to understand whether the concerns of constituents of areas directly affected (e.g., Granary Burying Ground, King’s Chapel Cemetery, Old City Hall Plaza, Boston Common) have been taken into consideration and addressed.
- **Impact of Other Developments (Millennium Tower):**
 - The DPIR does not adequately address the potential impact of other new residential development proposals and projects, namely the Millennium Tower. While Midwood and its advisors have taken measures to include *estimates* of the impact of the new Millennium Tower, it would seem prudent to assess the *actual* impact at this stage (particularly with residents beginning to move in this month).
- **Overall Project Magnitude:**
 - Midwood is proposing to construct a development with 419 residential units and 235 parking spaces, standing 705 feet (just 5 feet under Massport’s threshold set under the “Composite of Critical Airspaces”), which would make One Bromfield the tallest residential building in Boston. Unfortunately, it seems as if the developer is simply seeking to make its mark in the Boston region (which will be Midwood’s first development in the city) with the One Bromfield project. Midwood’s ambitions of grandeur run counter to the image of the Historic Ladder District and the City of Boston (evidenced by the project’s request for parking, density and height zoning reliefs).

I urge you to take these concerns, as well as numerous others voiced by my fellow citizens, seriously into consideration as you review the One Bromfield proposal. I will note that a number of concerns and questions that were raised by various agencies and organizations have not been adequately addressed (many of these responses are tangential and do not fully address the questions or concerns raised). For example, a request from the Boston Transportation Department to clarify queueing times, waiting times and traffic impacts (see BT4 comment) was seemingly dismissed with an unrealistic response that queueing simply will not occur (I can tell you they absolutely will as we have seen at 45 Province).

As a resident of 45 Province, the Historic Ladder District and the City of Boston, I have strong motivations to see continued development and improvement take place in this area. However, it is imperative that we do so in a responsible manner that keeps within the means of the existing laws, regulations and overall character of the area. For these reasons, I am opposed to the current proposal for the One Bromfield development.

Best regards,



Lenny Li

[REDACTED]
Boston, MA

CHRISTIAN BURR, JR.

BOSTON, MA 02108

July 25, 2016

Boston Redevelopment Authority
ATTN: Mr. Christopher Tracy
One City Hall Square, 9th floor
Boston, MA 02201

Re: Proposed development of One Bromfield by Midwood Investment and Development

Dear Director Golden and Mr. Tracy,

As a resident of 45 Province St., I appreciate the opportunity to comment on the proposed One Bromfield project. The Historic Ladder District is a unique gem of Boston history and vitality. I am supportive of appropriate growth which is within the size and scope allowed by current zoning and other regulations. The current proposal by Midwood is out of scale for the area, and clearly exceeds current zoning standards by large margins.

I would like to make sure that the Historic Ladder District evolves in a manner that continues to be positive for the community and is consistent with, and respects the unique and treasured nature of this neighborhood. In that regard, I have many serious concerns about Midwood's project proposal at One Bromfield. They can be summarized as the following:

- 1) **Traffic:** A 235-car garage and delivery and commercial passenger vehicles associated with 419 residential units will greatly overburden surrounding streets. Traffic backups on Province St. and School St. already regularly occur from delivery activity taking place at numerous retail locations on Province St., activity at the 45 Province garage, valet activity associated with Ruth's Chris, weekend patrons to Gem nightclub, etc. I request that the BRA work with the developer to minimize the project's residential density as well as the garage capacity to alleviate traffic issues. I also oppose the requested change in direction of Bromfield Street between Province St. and Washington St., as it will eliminate a relief valve for commercial traffic traveling north on Washington St.

I commute outbound from the city on weekdays, and on weekday mornings at 7:00 AM the traffic from the current level of delivery trucks makes it impossible to leave the neighborhood. There no way narrow Province Street can accommodate the trucks that will be necessary to support this oversized development. Please see **Exhibit A** which provides photographs of existing conditions and traffic.

- 2) **Pedestrian Safety:** Numerous aspects of this project put residents, patrons, visitors, tourists, and local Torit Montessori preschool children at risk, including trucks backing up on Province St. to approach the loading bay area on Province Ct., valets whizzing around between Bromfield St. and Province Ct. via Province St. to deliver or retrieve vehicles, and the very wide (45-50') porte cochere opening on pedestrian-heavy Bromfield Street. I am also concerned about the potential vehicle congestion hampering emergency vehicle access to the immediate area. I request that the BRA

work with the developer to redesign the proposed building to avoid these numerous threats to the neighborhood's pedestrians. And once again, from a safety perspective, I oppose the requested change in direction of Bromfield, which if implemented will funnel more commercial vehicles into the Washington St. Pedestrian Zone.

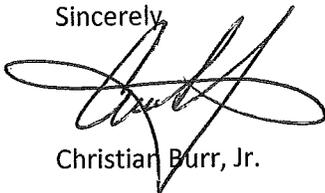
3) Inadequate capacity for operations: As was articulated at the IAG and community meetings, the building as proposed does not have adequate loading bay capacity (only two vs. a recommendation by the BTB in its 2008 PNF comment letter of a minimum of 3 for a building that had two-thirds the gross floor area and units as the current proposal). It is also highly unlikely that the six staging spaces for garage and transient passenger vehicles will be sufficient to accommodate a 235-space garage and 419 residential units. Finally, the developer has failed to propose a dedicated freight elevator for deliveries and residential moving activity, which will result in pulling one passenger elevator out of service regularly. All of these deficiencies will result in a frustrating, subpar experience for the building's residents, which will have negative consequences for the neighborhood, including queuing and traffic backups, difficulty attracting and keeping residents willing to settle into the neighborhood, and general disruption on what is currently a very pleasant block. Please have the developer reduce the building's residential density to address these concerns.

4) Wind/Light/Shading/Solar Glare: A building of the size proposed by the developer will have uncomfortable wind impacts on pedestrians as well as unfavorable shading and light effects on both neighboring buildings and the surrounding historic streets. The BRA should enforce current zoning limits to minimize these impacts. I would also like the solar glare impacts to be studied more thoroughly.

5) Out of Character: A tall, shiny structure is extremely out of character for the Historic Ladder District neighborhood. Thoughtfully created zoning laws in this area dictate a maximum height of 155' (as well as a maximum FAR density of 10). It can be seen up and down the western side of Washington Street on either side of the proposed structure that existing buildings have both a height and a façade that are consistent with this notion. A 705' building of new age architecture with a FAR of 25.5 is very inconsistent with the look and feel of this neighborhood and will degrade the unique character of it, negatively impacting residents and tourists or visitors to the area. I request that the BRA work with the developer to redesign the building so that it better assimilates itself into the neighborhood.

Given these many concerns, I am in opposition to the One Bromfield project as currently proposed. I urge the BRA to work with the developer to redesign the project to meet current address the concerns I have expressed in this letter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Christian Burr, Jr.', written in a cursive style.

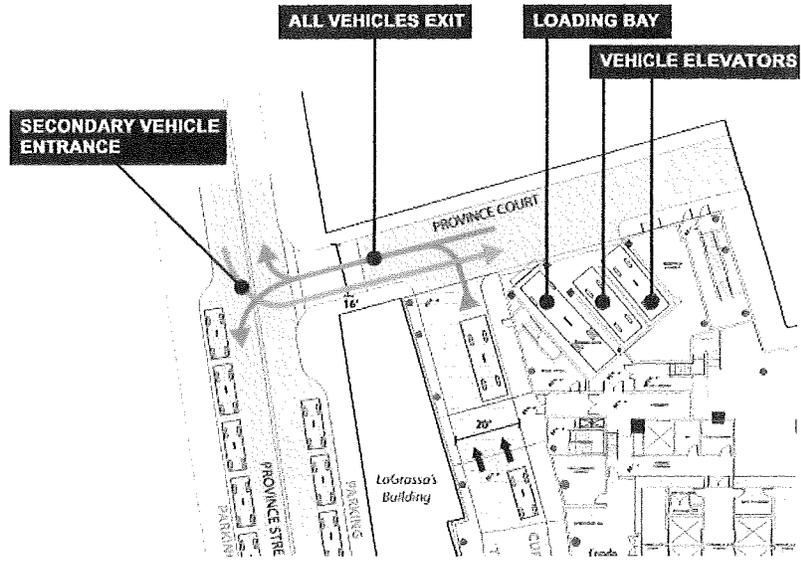
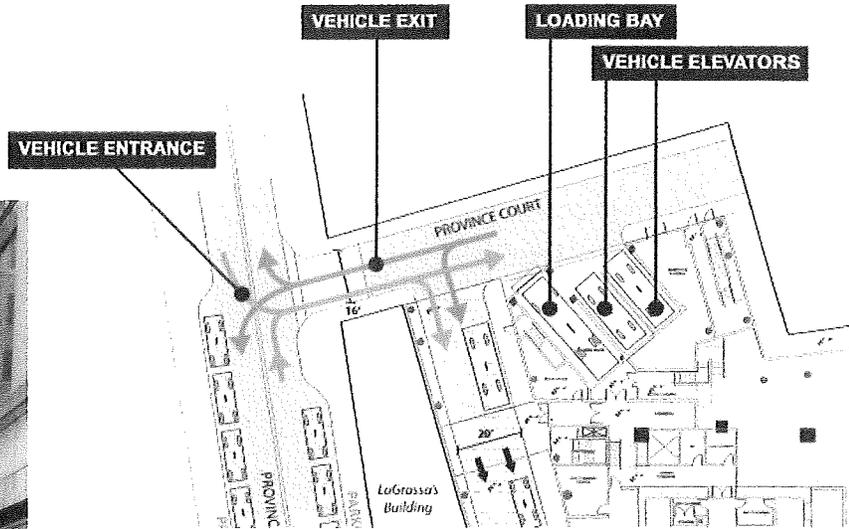
Christian Burr, Jr.

PROPOSED TRAFFIC ACCESS CONFIGURATIONS

Exhibit A



Existing Conditions on Province Court

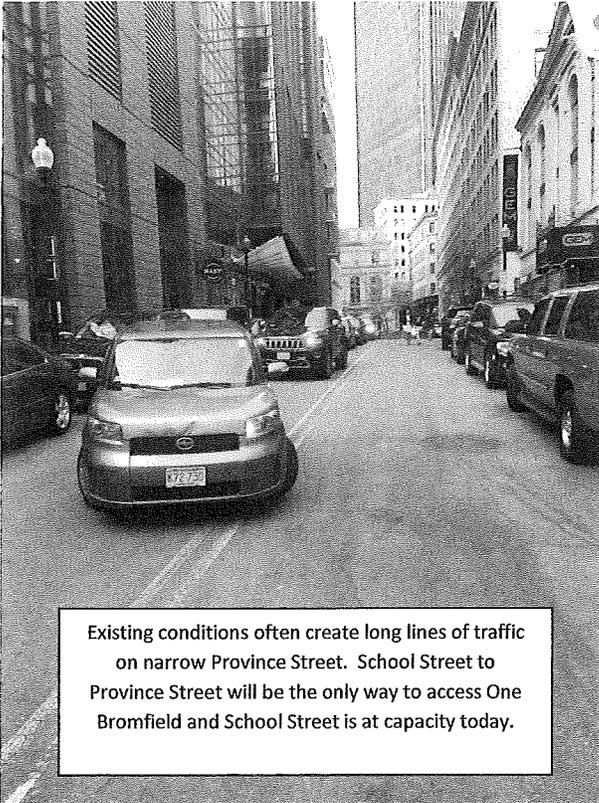


In either of the proposed traffic access configurations, whether all vehicles enter, or all vehicles exit via Province Court, all vehicles will need to use this narrow, dead-end alley.

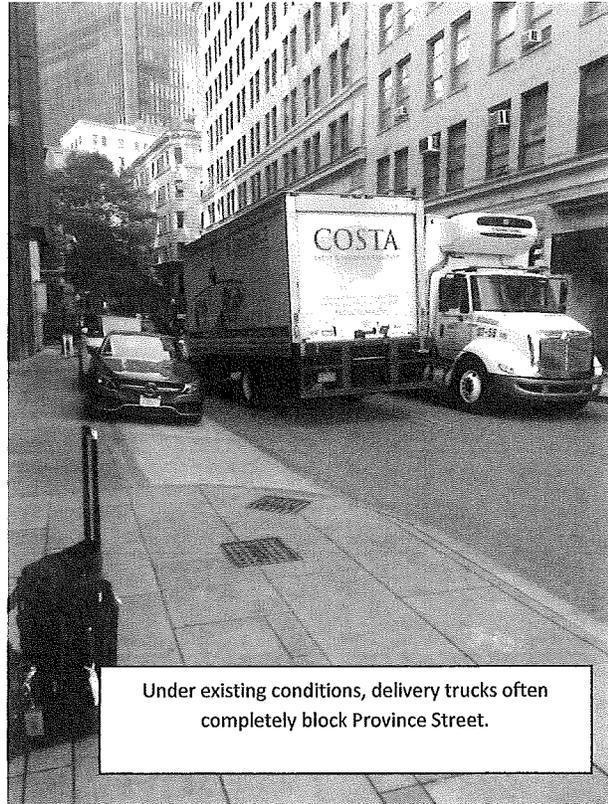
Trucks utilizing the single loading dock will need to pass the alley on Province Street, then stop and back up on Province Street, then turn while backing and negotiate down the alley. The stopping and backing up on narrow, two-way Province Street will cause significant traffic delays as well as treacherous conditions for pedestrians and children arriving for school.

EXISTING CONDITIONS PHOTOGRAPHS

Exhibit A Continued



Existing conditions often create long lines of traffic on narrow Province Street. School Street to Province Street will be the only way to access One Bromfield and School Street is at capacity today.



Under existing conditions, delivery trucks often completely block Province Street.

EXISTING CONDITIONS PHOTOGRAPHS

Exhibit A Continued

