



171 Tremont Street

Supplemental Information

SUBMITTED TO
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

PROONENT
171 Tremont LLC
171-172 Tremont Street
Boston, MA 02111

Joseph Dabbah

September 9, 2016

PREPARED BY

99 High Street
Boston, MA 02110

September 9, 2016

Brian Golden, Director
Boston Redevelopment Authority
Attn: Lance Campbell, Senior Project Manager
One City Hall Square
Boston, MA 02201

Re: Supplemental Information
171 Tremont Street
Boston, MA

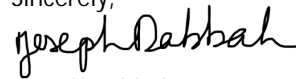
Dear Director Golden:

171 Tremont LLC, a company owned by the Dabbah Family of Switzerland, is pleased to submit the attached supplemental information to the Draft Project Impact Report (DPIR) for an as-of-right residential condominium project known as 171 Tremont Street (the "Project") to be located in the Midtown Cultural District at 171-172 Tremont Street on an approximately 0.1 acre parcel.

We have continued to enhance our vision of the Project by listening to our neighbors who share our passion for promoting innovative design while respecting the unique historical value of the Boston Common. The Project calls for the demolition of an under-utilized four story building and the construction of a new 13-story residential building that will include approximately 12 residential units, a welcoming street-level lobby, an enclosed mechanical penthouse on the building rooftop. On-site parking has been removed from the Project.

The Project will offer luxury condominiums in a sleek, modern structure made of high-quality metals, glass, and limestone. Although significantly smaller than many of the larger-scale developments that are emerging in Downtown Crossing, the Project will look to the success of these developments as precedent for continuing revitalization efforts in the neighborhood. Additionally, the Project will be thoughtfully integrated into the community by introducing public realm benefits, including a tranquil pocket park. The Project will continue the transformation of Downtown Crossing into a revitalized neighborhood where all Bostonians can live, work, and play.

We look forward to working with you and your staff in your on-going review of the Project. If you have any questions or would like any additional information, please do not hesitate to contact me.

Sincerely,

Joseph Dabbah
171 Tremont, LLC

171 Tremont Street

Boston, Massachusetts

SUBMITTED TO **Boston Redevelopment Authority**

One City Hall Square
Boston, MA 02201

PROPONENT **171 Tremont LLC**

171-172 Tremont Street
Boston, MA 02111

Joseph Dabbah

PREPARED BY



99 High Street, 10th Floor
Boston, MA 02110

In association with:

Elkus Manfredi Architects

GRADE Architecture + Interior Design

Mikyoung Kim Design

Goulston & Storrs

Haley & Aldrich

Feldman Land Surveyors

WSP

Suffolk Construction

September 9, 2016

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Project Description

1.1 Introduction

171 Tremont LLC (the “Proponent”) has prepared this supplemental filing to the Draft Project Impact Report (DPIR) submitted to the Boston Redevelopment Authority (BRA) on April 29, 2016 for the proposed 171 Tremont Street residential project in the Downtown Crossing neighborhood of Boston (the “Project”). This Chapter describes the changes to the Project based on the comments received during public review of the DPIR.

1.1.1 Community and Agency Input

Throughout the development of the Project, the Proponent has been committed to maintaining an open dialogue with all interested parties. Throughout the Project planning phase, the Proponent and the development team met with city and elected officials, representatives of the local community, local neighborhood associations, property owners, and other interested parties. During those meetings, stakeholders repeatedly expressed concerns related to the height, shadow and traffic impacts of the proposed building. The Proponent has taken those concerns to heart, and has modified the Project once again to reduce the height of the building from approximately 212 feet to 155 feet.

1.2 Key Changes Since the DPIR

Changes to the project since submission of the Draft Project Impact Report are detailed in the sections below. The project is now an as-of-right development, and no zoning variances are required. Due to the overall reduction in size of the Project, the already minimal traffic impacts have been reduced as described in Chapter 2, Transportation. In addition, many environmental impacts have been reduced as detailed in Chapter 3, Environmental Protection.

1.2.1 Proposed Development

The height of the building as measured to the top of the highest occupiable floor has been reduced from 212 feet to 155 feet, representing a reduction of 57 feet. Other reductions include the number of stories, from 19 to 13 (excluding rooftop mechanicals); the number of residential units, from approximately 18 to approximately 12; and the number of vehicular parking spaces, from approximately 21 resident parking spaces to 2 short term valet spaces. Below grade portions of the building have been reduced to eliminate on-site parking.

As a result of these changes, the size of the Project has been reduced by over 30% to approximately 44,380 gross square feet (gsf), and the Floor Area Ratio (FAR) has been reduced from approximately 14.3 to 10. Because the project is now being developed as-of-right, approval under the Public Commons Shadow Act is no longer required.

Table 1-1 provides a comparison of the program elements of the Project as proposed in the DPIR and as currently proposed.

Table 1-1 Comparison of Previous and Proposed Development Programs

Use	DPIR Program	Proposed Program	Change
Residential Condominiums	57,321 SF	42,080 SF	-15,241 SF
	Approx. 18 units	Approx. 12 units	-6 units
Resident Lobby	6,167 SF	2,300 SF	-3,867 SF
Total	63,488 GSF	44,380 GSF	-19,108 GSF
Building Mechanical	7,548 SF	7,030 SF	-518 SF
Vehicle Parking	13,248 SF	0 SF	-13,248 SF
	21 parking spaces	0 parking spaces	-21 spaces
	1 short term valet space	2 short term valet spaces	+1 space
Bicycle Parking	18 indoor	12 indoor	-6 spaces
	4 outdoor	4 outdoor	No change
Building Height	19 stories	13 stories	6 stories
	212 feet	155 feet	-57 feet
	(235 feet w/mechanicals)	(175 feet w/ mechanicals)	(-60 feet)

GSF = Gross Floor Area, exclusive of mechanical/unusable space.

1.2.2 Building Design

171 Tremont will use an elegant combination of natural stone, glass, and metal components on the exterior façade, while the interiors will focus on additional high quality finishes and materials. The slender, elegant building design will harmonize with the adjacent condominium buildings to the north on Tremont Street. The building's Boston Common and Avery Street frontages present asymmetrical façades with spacious wrap-around balconies. The top of the building is designed to provide visual interest while creating a light and airy roof terrace.

The luxury building will contribute to the long-term revitalization of the Downtown Crossing area by building on the momentum generated by the recently developed neighboring larger-scale mixed-use developments. It will create new residential activity and provide accompanying public realm improvements.

The proposed urban pocket park nestled within a grove of trees and shrubbery provides an enhanced pedestrian pathway from Tremont Street to Mason and Avery Streets. Specialty lighting in the evening creates a safe passageway for pedestrians.

1.2.3 Site Enhancements

The site enhancements proposed in the DPIR will continue to be part of the Project and will include multiple improvements to the pedestrian environment. The pedestrian streetscape will be designed to be consistent with the City of Boston street standards for public sidewalks. An easement between the Project Site, the north abutters, and the Parkside Condominiums will be designed as a public pocket park and maintained as a pedestrian thoroughfare. This slender space will include plantings and trees that provide interest within the public realm.

1.2.4 Sustainable Development Approach

The Proponent continues to be committed to designing and constructing a certifiable project using the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED®) Green Building Rating System for New Construction and Major Renovations (LEED-NC) striving for a Silver level; thereby, exceeding the Article 37 requirements.

1.3 Regulatory Controls, Approvals, and Permits

Key anticipated changes to the regulatory controls, approvals and permits of the project since submission of the Draft Project Impact Report are detailed below.

1.3.1 City of Boston Zoning

The Project is located in the Midtown Cultural District (MCD) and is subject to Article 38 of the City of Boston Zoning Code. Within the MCD, it is located in the "Tremont Street between West Street and Boylston Street" portion of the "Boston Common and Public Garden Protection Area". Projects in this subarea that are subject to or elect to comply with Large Project Review and receive a Certification of Compliance pursuant to Section 80B-6 have the dimensional limits set forth in Table 1-3 below.

Table 1-3 Zoning Code Dimensional Regulations and Proposed Project Dimensions

Dimensional Regulation	As-of-Right	As-of-Right Large Project Review	Proposed Project Dimensions
Building Height	155 feet	155 feet	155 feet ^a (175 feet with mechanicals)
Floor Area Ratio (FAR)	8	10	10

^a Measured to the highest occupiable floor from average grade.

As the Proponent will not be seeking zoning relief, the Proponent is no longer required to enter into an Affordable Housing Agreement with the BRA. Since the Proponent will not be constructing a parking garage, the Proponent is not required to seek BAPCC Parking Freeze Review, a Permit to Erect and Maintain a Garage, or a Flammable Storage Permit. In addition, due to the reduction in height to below 200 feet, the Proponent is no longer required to file a Notice of Proposed Construction or Alteration with Federal Aviation Administration (FAA).

1.3.2 Shadow Act Compliance

Since the Project will be built to as-of-right dimensions in accordance with the Zoning Code, it will no longer withdraw any shadow from the 'shadow bank' created under Chapter 362 of the Acts of 1990, the Public Commons Shadow Act.

1.3.3 Building Projection Over the Public Right-of-Way

As currently designed, the Project's balconies and other building elements project over portions of the sidewalks on Mason, Tremont and Avery Streets. The Proponent will work with the BRA and the City of Boston Public Improvement Commission (PIC) to seek the necessary approvals and discontinuances at the appropriate time for any work in or projection of the Project over public rights-of-way.



171 TREMONT

FIGURE 1.1
SITE PLAN

0 16 32



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171 TREMONT

FIGURE 1.2A
PROJECT RENDERING - AERIAL VIEW FROM BOSTON COMMON

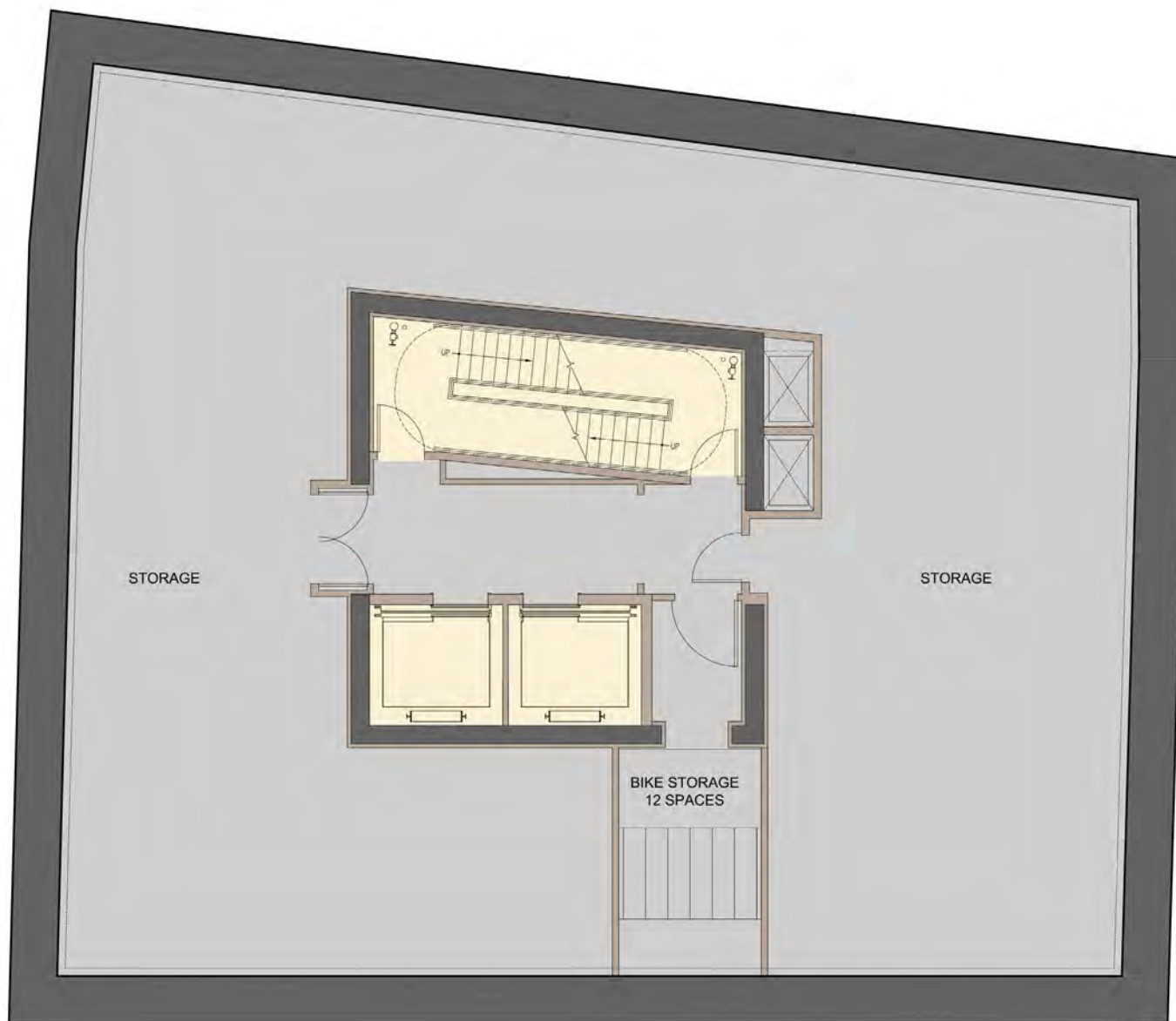
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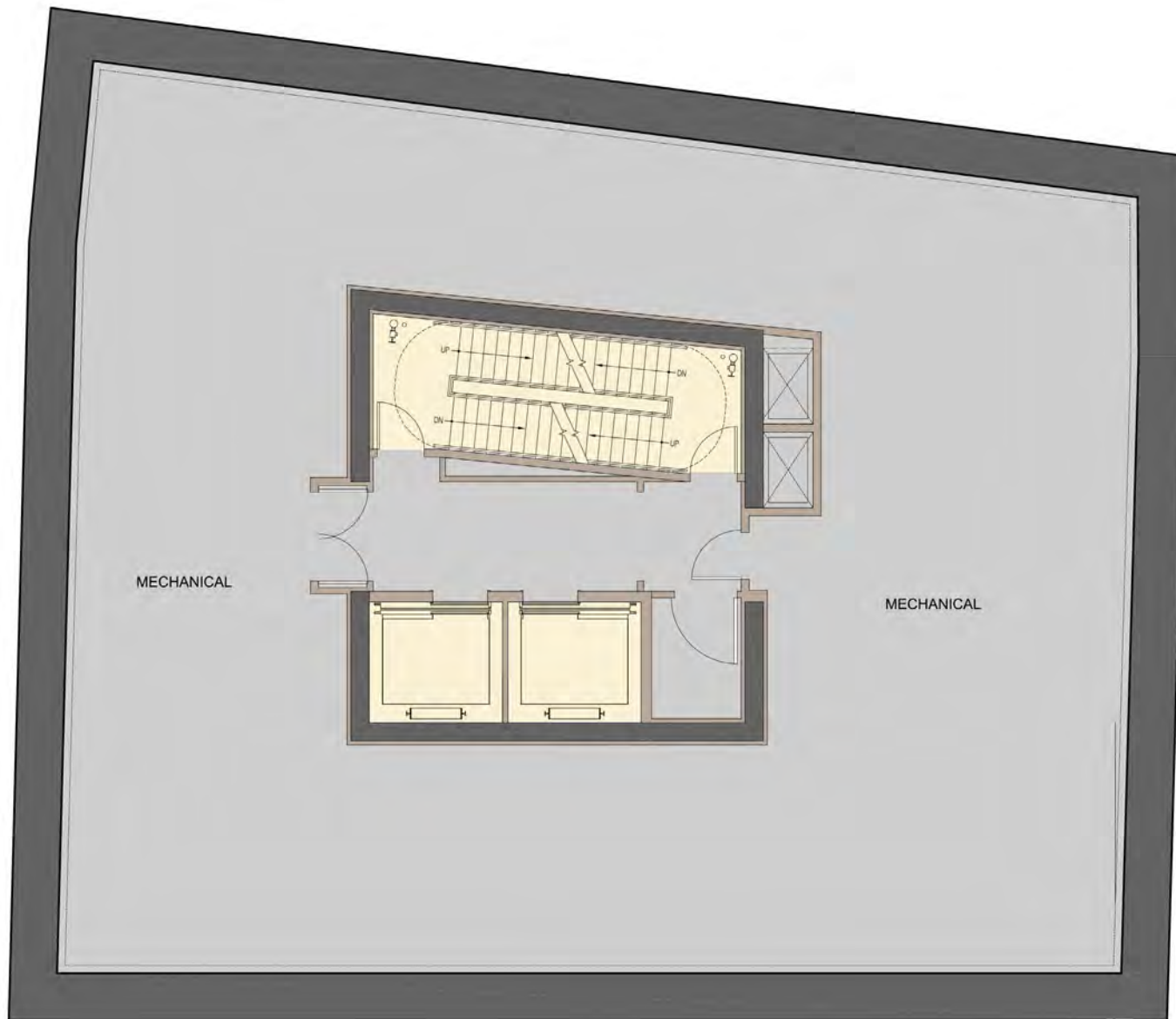
171 TREMONT

FIGURE 1.2B
PROJECT RENDERING - GROUND LEVEL VIEW FROM BOSTON COMMON

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- RESIDENTIAL
- LOBBY
- BALCONY
- CIRCULATION
- PARKING
- SERVICE
- ROOF



- RESIDENTIAL
- LOBBY
- BALCONY
- CIRCULATION
- PARKING
- SERVICE
- ROOF



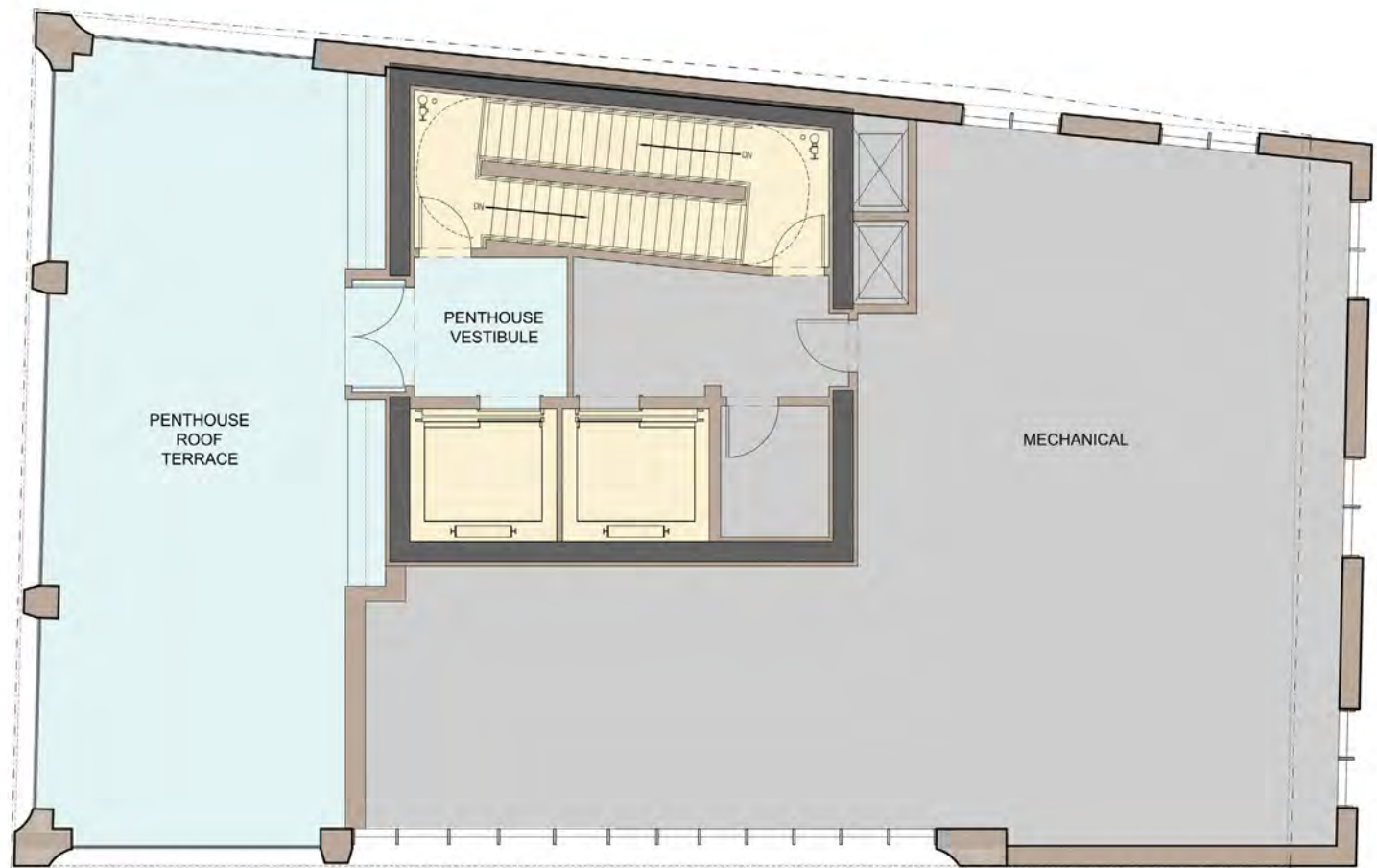
- RESIDENTIAL
- LOBBY
- BALCONY
- CIRCULATION
- PARKING
- SERVICE
- ROOF

171 TREMONT

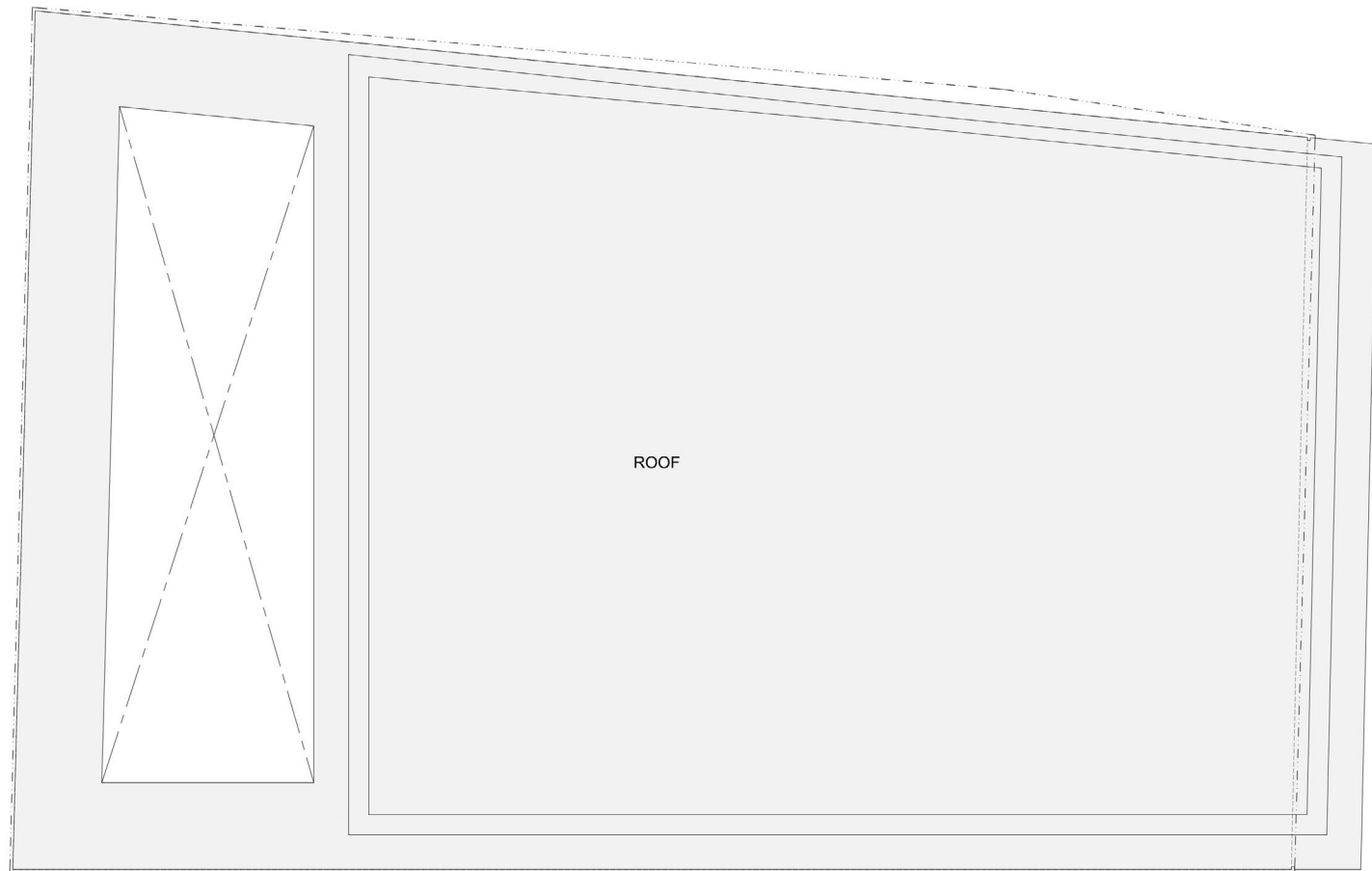
FIGURE 1.4D
TYPICAL RESIDENTIAL LEVEL FLOOR PLAN

0 5 10 N

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- RESIDENTIAL
- LOBBY
- BALCONY
- CIRCULATION
- PARKING
- SERVICE
- ROOF



- RESIDENTIAL
- LOBBY
- BALCONY
- CIRCULATION
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- SERVICE
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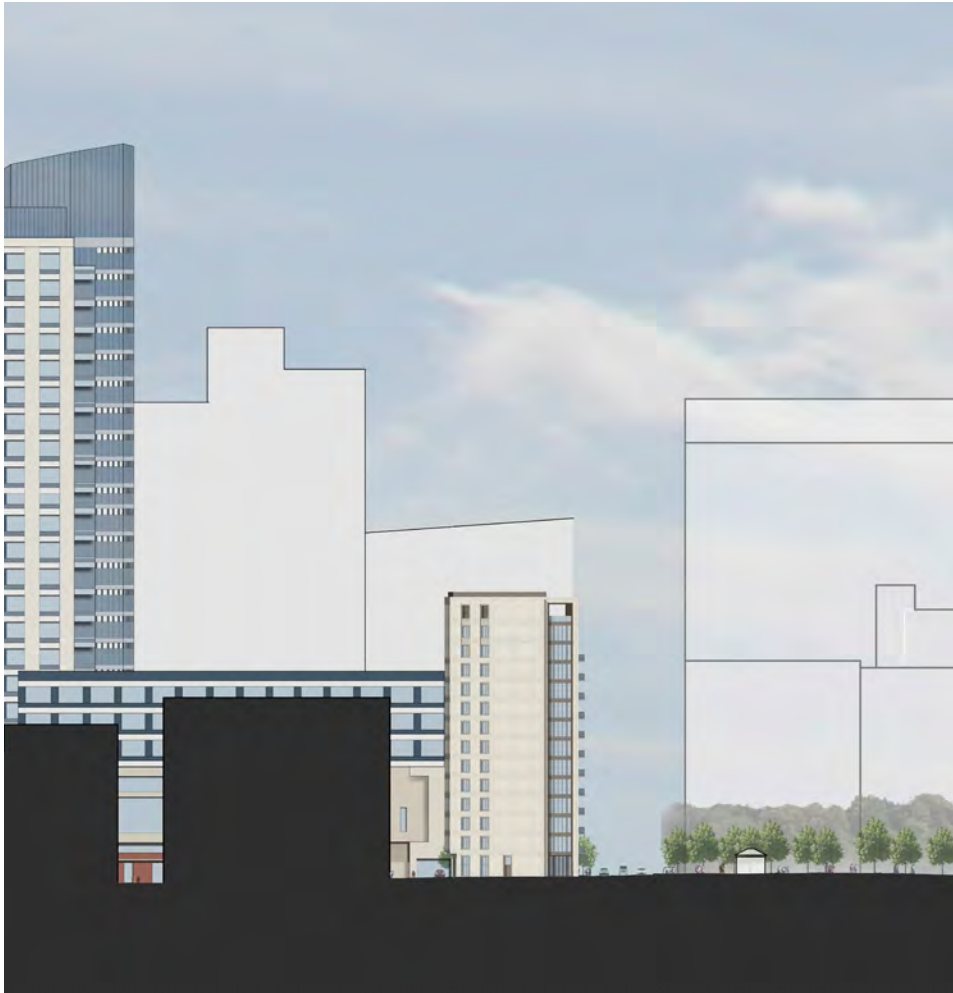




171 TREMONT

FIGURE 1.5B
MASSING DIAGRAM - VIEW TO EAST

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NORTH ELEVATION - POCKET PARK



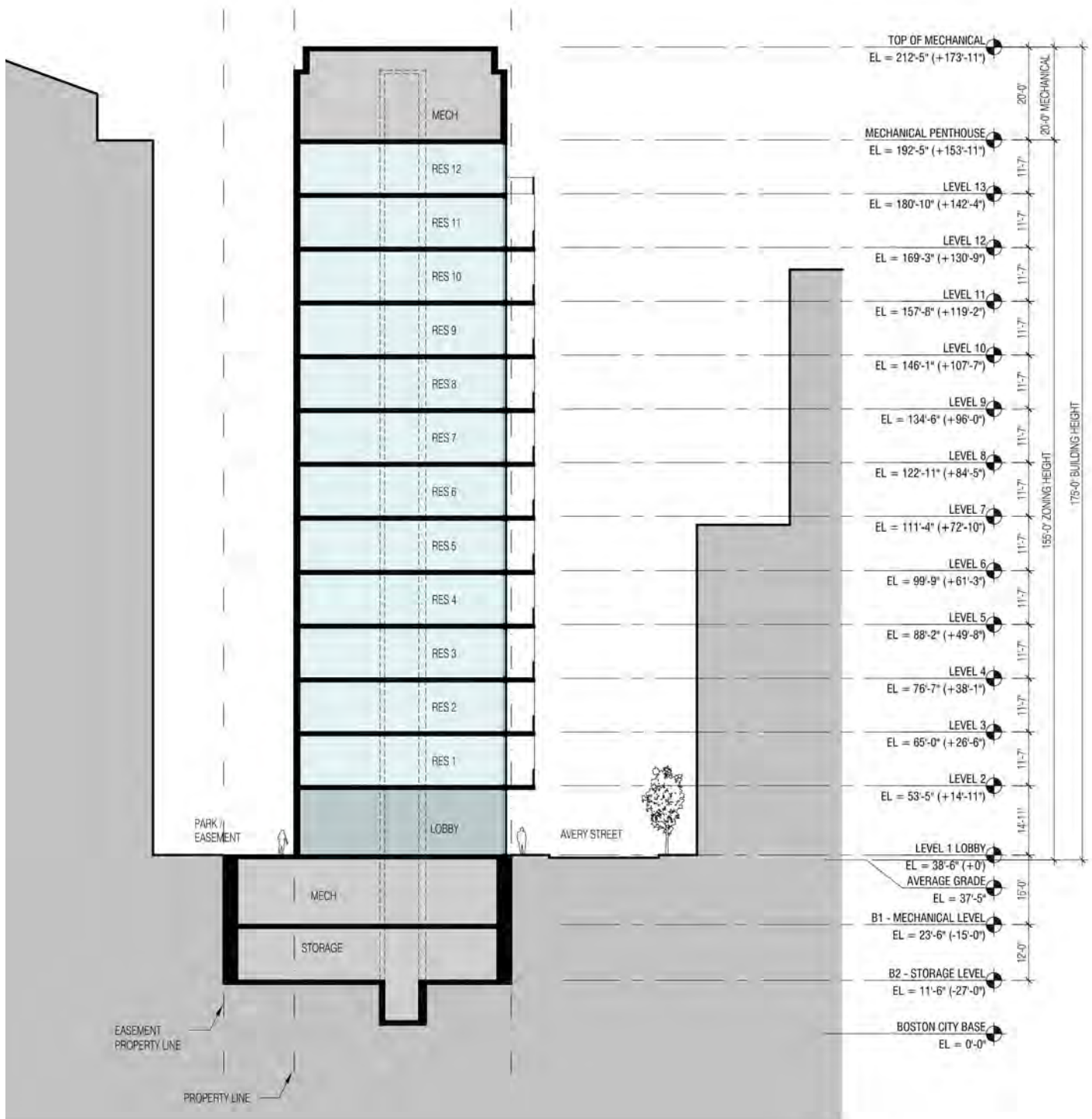
EAST ELEVATION - MASON STREET

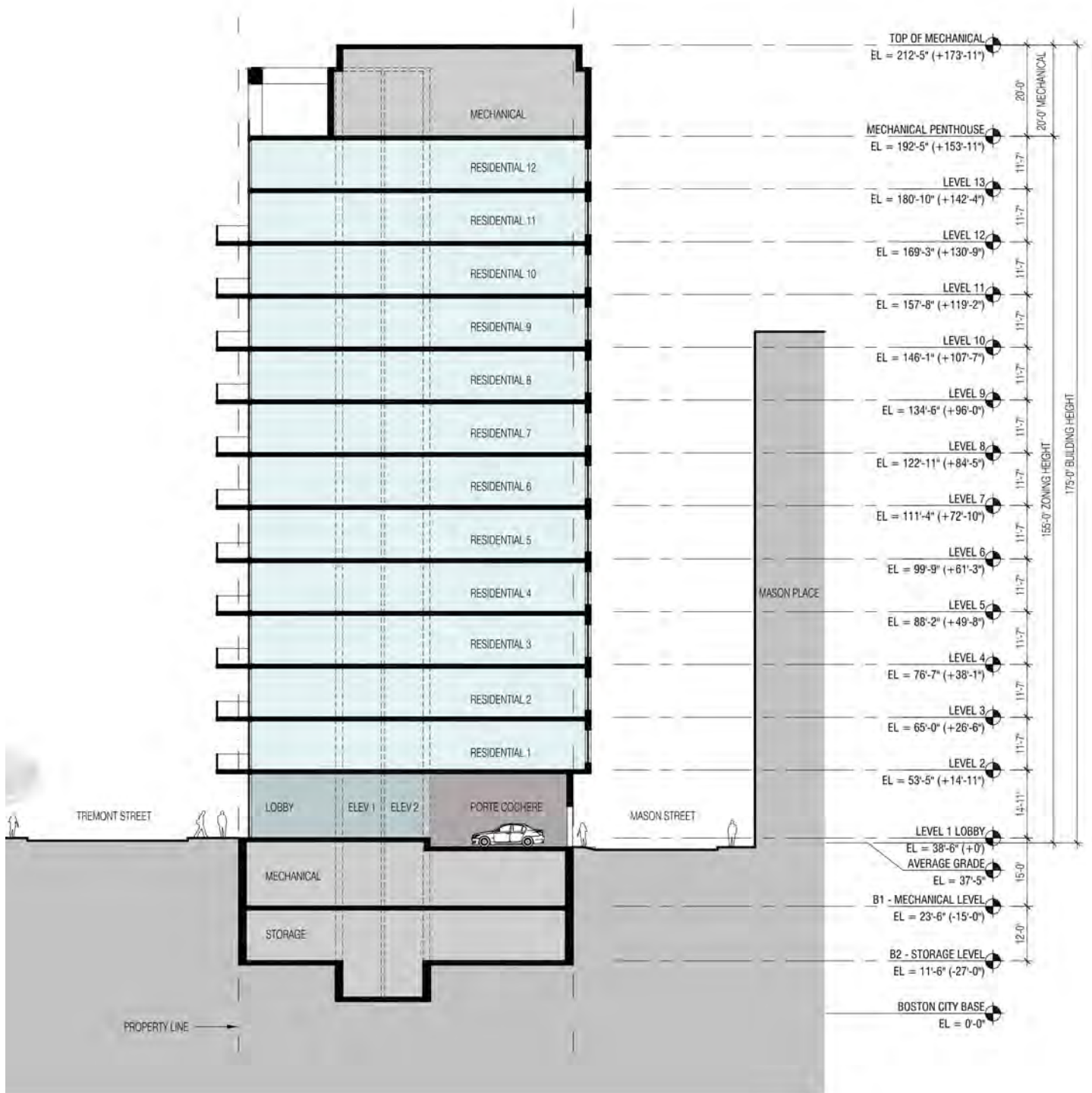


SOUTH ELEVATION - AVERY STREET



WEST ELEVATION - TREMONT STREET







171 TREMONT

FIGURE 1.8
PROPOSED LANDSCAPE PLAN



mikyung kim design

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2

Transportation

Due to the reduction in the size of the Project from approximately 18 to approximately 12 condominium units and the elimination of on-site parking, all transportation impacts have been reduced since the filing of the Draft Project Impact Report (DPIR). The revised development program is summarized in Table 2-1, and the following sections provide updates on the corresponding transportation characteristics of the Project.

Table 2-1 Proposed Development Program

Use	Program
Residential (Condominiums)	12 units
Parking – Vehicles	No parking on-site
Parking – Bicycles (Long-Term)	12 spaces
Parking – Bicycles (Short-Term)	4 spaces

2.1 Trip Generation

A trip generation analysis for the proposed Project has been performed in accordance with standard BTM methodology for Transportation Access Plans (TAP). The analysis is based on Institution of Transportation Engineers (ITE) Manual, 9th edition, daily vehicle trip generation rates for Residential Condominium/Townhouse land use (Land Use Code, LUC 230), and peak hour vehicle trip generation rates for Luxury Condominium/Townhouse land use (Land Use Code, LUC 233), which yields slightly higher trip rates for a conservative analysis. Trip rates are adjusted by a National average vehicle occupancy (AVO) of 1.13 persons per car to derive person trips. Local mode share is based on BTM data for Area 2, within which the Project is located, to yield trips by auto, transit, walk and bicycle. Auto trips were adjusted by an AVO of 1.09 persons per vehicle, based on 2010-2014 American Survey Data for this Census Tract, to derive vehicle trips. The results of the trip generation analysis are presented in Tables 2-2 through 2-4 below.

Table 2-2 Project Person Trip Generation Summary

	ITE-Based Trips	AVO	Person Trips
Morning Peak Hour			
In	2	1.13	2
Out	6	1.13	7
Total	8		9
Evening Peak Hour			
In	5	1.13	6
Out	3	1.13	3
Total	8		9
Weekday Daily			
In	35	1.13	40
Out	35	1.13	40
Total	70		80

Source: Institute of Transportation Engineers Trip Generation 9th Edition, LUC 230 and LUC 233

Table 2-3 Project Mode Split

Mode	
Automobile	28%
Transit	30%
Walk/Bike/Other	42%

Source: BTD Area 2 Daily Mode Share Data

Table 2-4 Project Trip Generation by Mode

	Person Trips	Transit Trips	Walk/ Bicycle/ Other Trips	Trips by Vehicle	AVO	Vehicle Trips
Morning Peak Hour						
In	2	1	1	1	1.09	1
Out	7	2	3	2	1.09	1
Total	9	3	4	3		2
Evening Peak Hour						
In	6	2	2	2	1.09	1
Out	3	1	2	1	1.09	1
Total	9	3	4	3		2
Weekday Daily						
In	40	12	17	11	1.09	10
Out	40	12	17	11	1.09	10
Total	80	24	34	22		20

Based on the trip generation analysis presented above, it is clear that the reduced Project will be an even lower trip generator than was presented in the DPIR. The reduced Project is expected to generate approximately 20 vehicle trips on a daily basis (a reduction from 30 vehicle trips presented in the DPIR). During the weekday AM and weekday PM peak hours only approximately two vehicle trips (one arrival and one departure) are projected to occur, reflecting the excellent non-auto mobility of the Project Site. This magnitude of vehicle trip generation is expected to have *de minimis* impact to the roadway network, even though the majority of vehicle trips will pass through the Tremont Street/Avery Street intersection. In practice, there will be no noticeable degradation in level of service, queuing or delays.

2.2 Parking

2.2.1 Vehicle Parking

The proposed Project no longer includes the provision of on-site parking. Residents will have the option of utilizing nearby parking garages to park their vehicles, and an attendant valet service will be provided for residents to drop-off and pick-up their vehicle at the valet porte cochère at the rear of the building on Mason Place. Residents using the valet service will potentially contribute to an increased number of vehicle trips on the roadway network, as each vehicle trip generated by the residences would result in an additional valet trip to or from the building. In practice, a portion of the vehicle trips will be drop-off or pick-up by taxis etc., but even if all trips were parked by valets, the associated doubling of trips would result in a total of only four vehicle trips during the AM and PM peak hours. This magnitude of trip generation would still be expected to have no perceivable impact to traffic operations in the area.

2.2.2 Bicycle Parking

The Project will continue to fully comply with BTD's guidelines for bicycle parking for multi-unit residential buildings with four or more units by providing one secure/covered bicycle parking spaces per unit and one outdoor/open bicycle parking spaces per five units. A minimum of 12 secure bicycle parking spaces will be provided within the building on Level B-2. Bicyclists will use the passenger elevator, which will be sized to accommodate a bicycle, to access Level B-2. Two short-term/visitor bicycle racks (providing four bicycle spaces) will be provided at-grade in the vicinity of the lobby entrance on Tremont Street and Avery Street.

2.3 Loading and Servicing

The Project's design for loading and servicing effectively maintains the same level of accommodation as exists for the existing office building on the site. Loading and servicing (trash collection and deliveries) for the Project will be accommodated in the rear of the building via the loading/valet area, as shown on Figure 1.1.

Delivery and service personnel will access the area behind the building lobby through the loading/valet area off Mason Street. Due to its residential program, the Project is expected to have limited loading needs other than regular mail, trash collection and recycling. Additionally, because future residents will be home owners as opposed to short-term renters, the expectation is that the loading and servicing needs, such as move-in-move-out, will be significantly less than for the existing office building.

2.4 Transportation Demand Management

Although trip generation rates are insignificant, the Proponent is still committed to implementing a package of Transportation Demand Management (TDM) strategies, including:

- › Designation of a Transportation Coordinator;
- › Membership in the "A Better City" (ABC) Transportation Management Association (TMA);
- › Marketing information including MBTA services and transit passes;
- › Secure, indoor bicycle storage;
- › Membership for the Hubway bicycle-share program for all building residents; and
- › Membership for the Zipcar car-share program for all building residents.

3

Environmental Protection

Due to the reduction in the size of the project, many environmental impacts have been reduced since the filing of the Draft Project Impact Report (DPIR). Categories experiencing further reductions in impacts are detailed below. No changes in impacts are expected related to solar glare, noise, flood hazards, water quality, solid and hazardous waste, geotechnical/groundwater, post-construction rodent control, or stormwater management.

3.1 Wind

As described in the DPIR, the Project will continue to result in a significant improvement in wind conditions over the No-Build scenario due to proposed landscaping in the area of the proposed pocket park. As noted in the DPIR, if a building is surrounded by others of equivalent height, it may be protected from the prevailing upper-level winds, resulting in no significant changes to the local pedestrian-level wind environment. Since the building height has been further reduced to a height similar to that of neighboring structures, it is possible that wind conditions in Project area would be impacted even less than demonstrated under the build condition in the DPIR.

3.2 Shadow

Due to the slim massing form and diminutive floor plate, the resulting new shadows cast by the Project continue to be slight and narrow. Additionally, shadow impacts associated with the Project have been reduced as a result of the reduction in building height. As demonstrated in Figures 3.1a through 3.1d, net new shadow is limited to 7 out of the 14 periods studied, with the most shadow impacts occurring around the noon hour. These impacts are very small due to the siting of the building in the path of shadow cast by the Ritz Carlton Hotel and Ritz Carlton Residences at 10 Avery Street. During the remaining periods, new shadows either fall on the roofs of existing buildings, or within shadows cast by existing buildings. During these periods, no new shadow is cast on sidewalks or public open space.

Since the proposed Project is being developed at an as-of-right height, it is no longer required to comply with the Public Commons Shadow Act

3.3 Daylight

Due to the decrease in height, the Project will result in an even smaller increase in the amount of obstructed skyplane from the adjacent public ways than that reported in the DPIR.

3.4 Air Quality

As shown in the DPIR, no significant adverse air quality impacts from the Project are anticipated. Further reductions in adverse air quality may result from the elimination of on-site parking, and subsequent elimination of parking garage exhaust system. Any stationary sources associated with the Project will continue to comply with appropriate state and local regulations and obtain MassDEP air permits, if necessary, when the exact equipment is finalized.

3.5 Water and Sewer Demand

Due to the reduction in unit count from approximately 18 to approximately 12, and the associated number of bedrooms from 54 to 36, water use demand and sewage generation rates are expected to be reduced as shown below in Table 3.1.

Table 3.1 Change in Water Demand and Sewage Generation Rates

	Water Demand (gpd)	Sewage Generation (gpd)
DPIR Project	6,413	5,830
Proposed Project	4,356	3,960
Change	-2,057	-1,870

gpd = gallons per day

3.6 Construction

Construction activities will include demolition of the existing 4-story office building and construction of an approximately 12-unit residential building with two below-grade levels for storage and mechanical space.

The total construction duration is anticipated to be approximately 18 months, approximately four months fewer than anticipated in the DPIR due to the elimination of below-grade parking. All other aspects of the construction program will remain the same as those described in the DPIR.

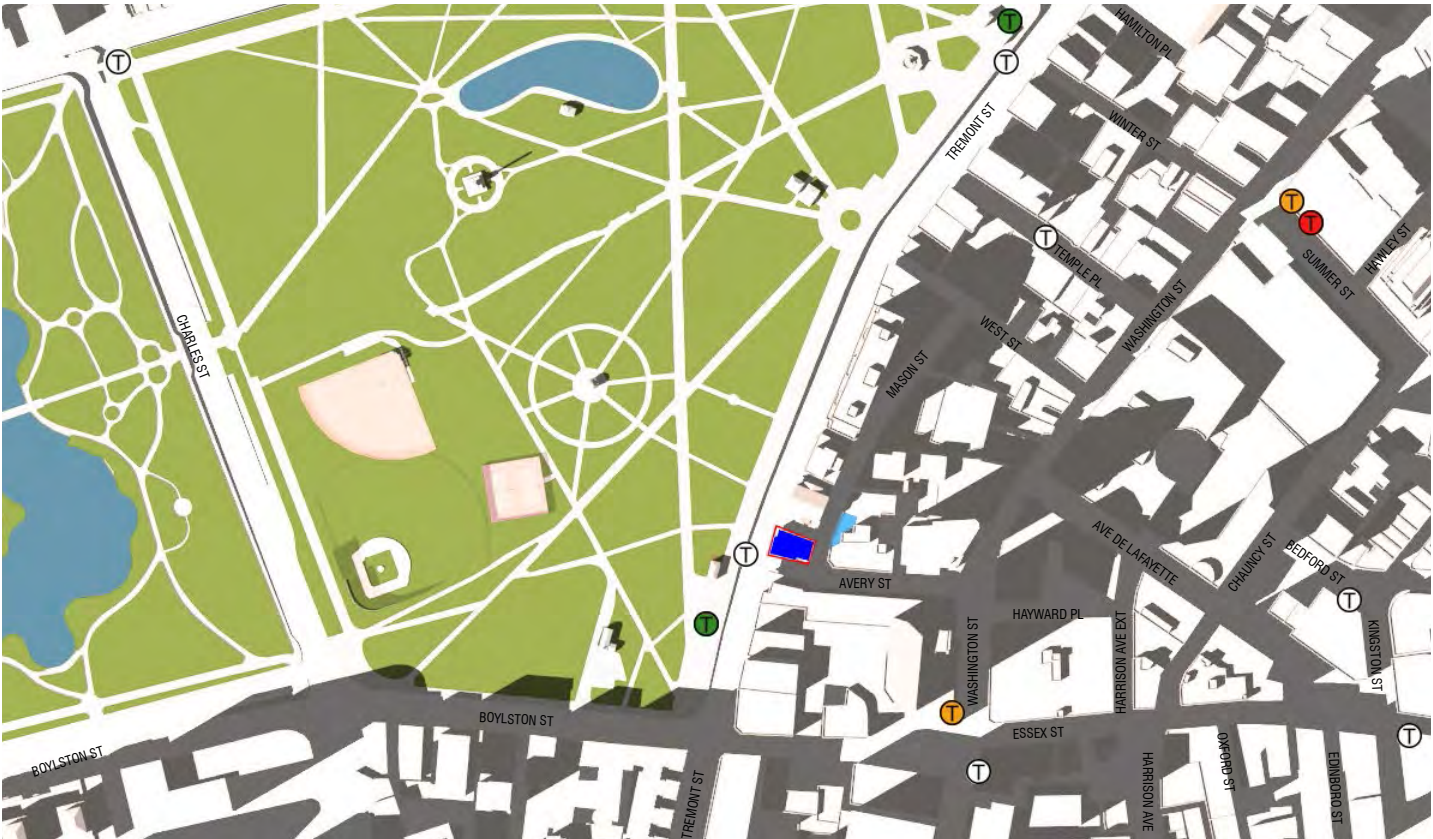
Due to the elimination of below-grade parking, excavation and foundation construction methods may be altered, allowing impacts to neighbors to be further reduced. A mat foundation as well as a system of end bearing piles may be used in lieu of slurry wall construction for the below grade levels.



9AM



12PM



3PM

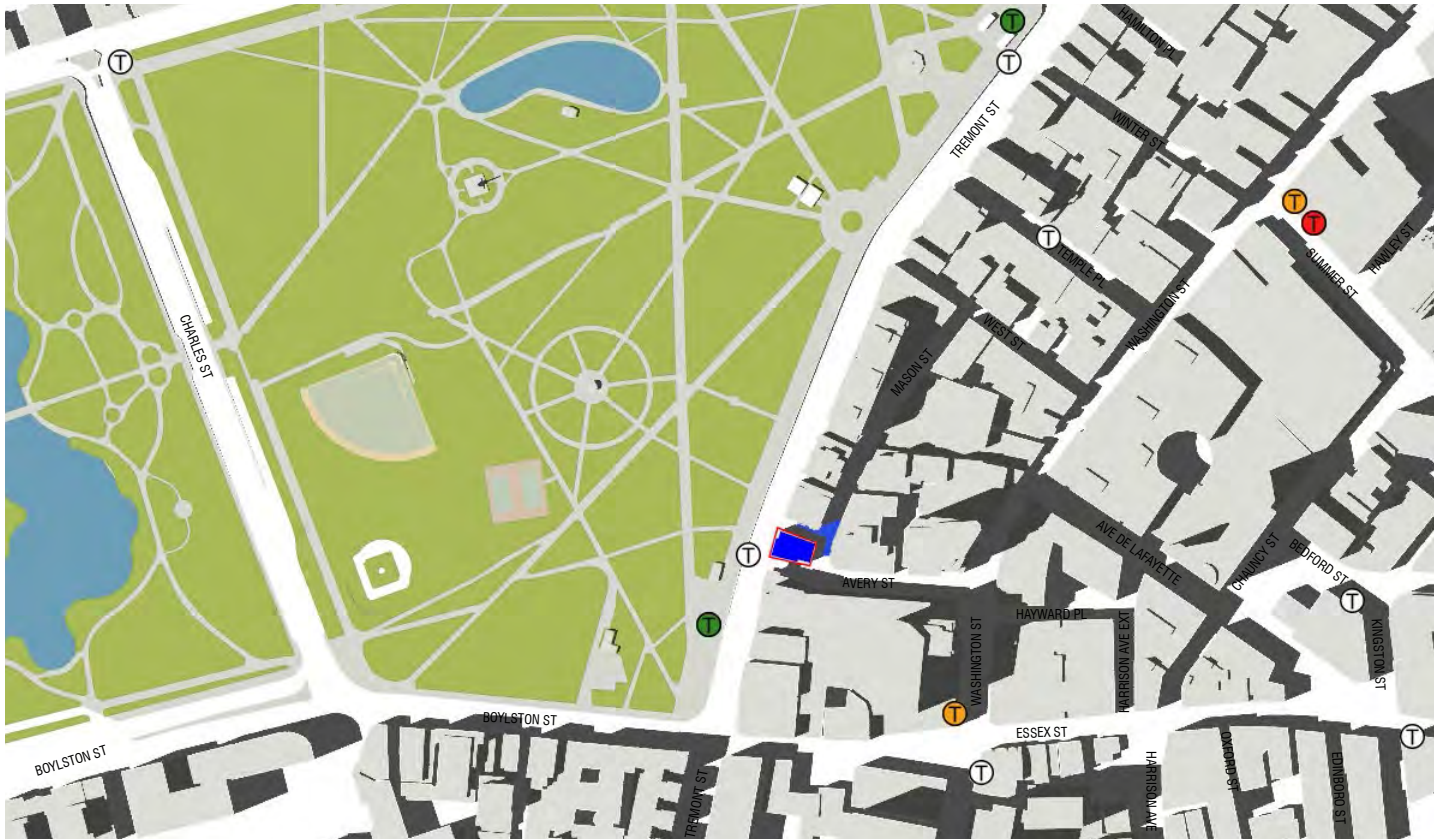
NEW BUILDING OUTLINE NEW SHADOW (STREET LEVEL) NEW SHADOW (ROOFTOP)



9AM



12PM



3PM



6PM

NEW BUILDING OUTLINE

NEW SHADOW (STREET LEVEL)

NEW SHADOW (ROOFTOP)

171 TREMONT

FIGURE 3.1B
SHADOWS - JUNE 21



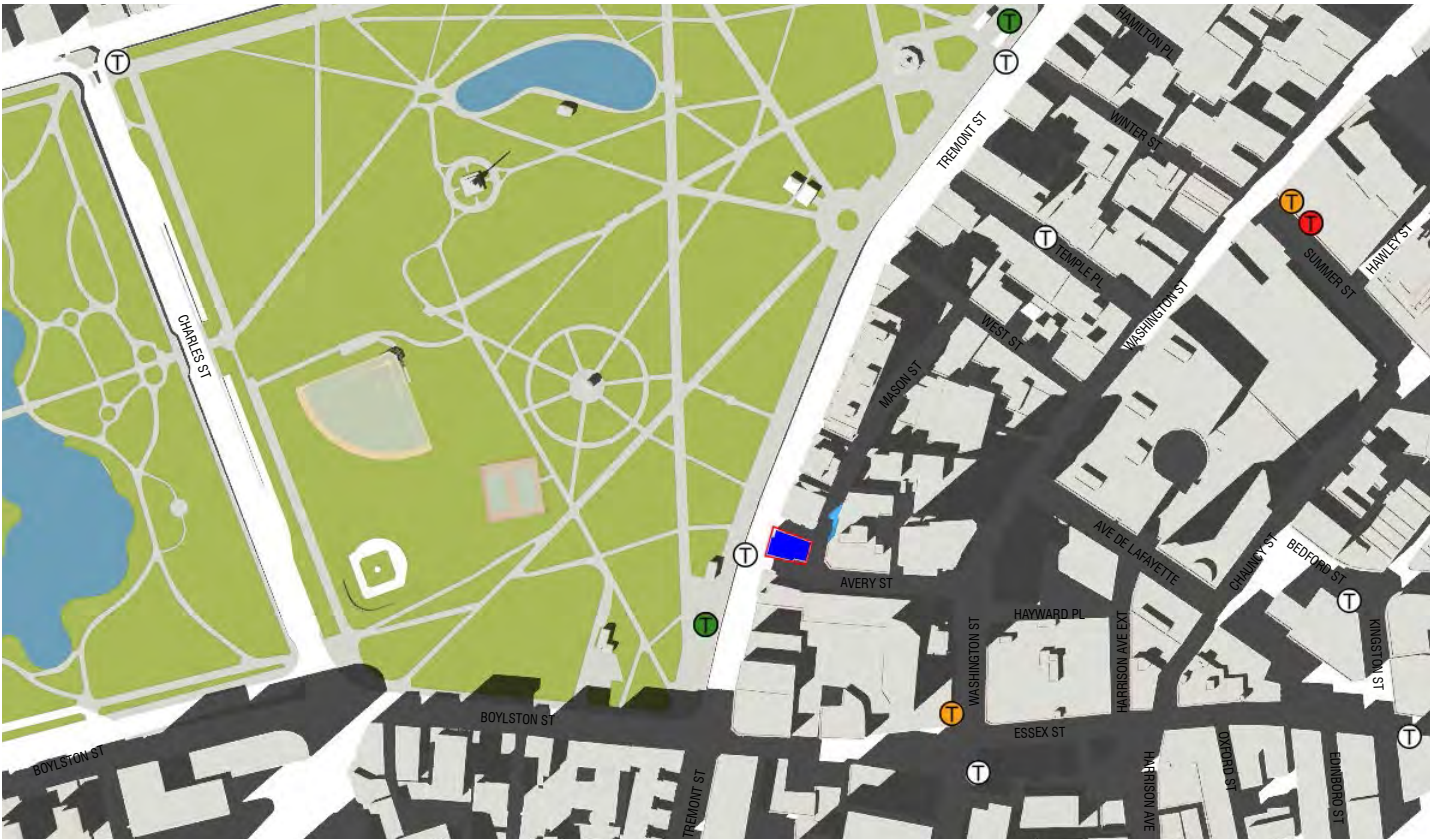
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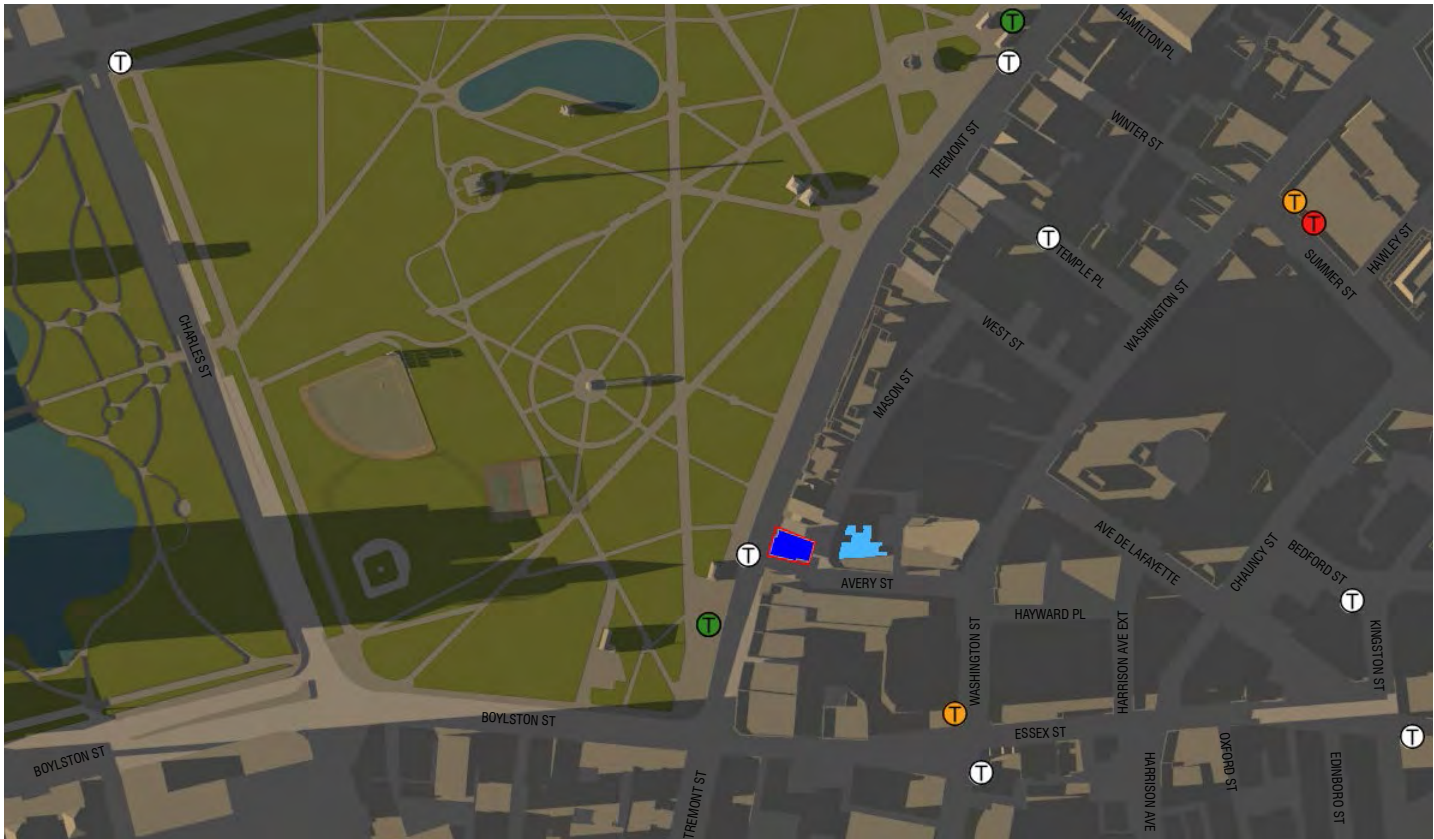
9AM



12PM

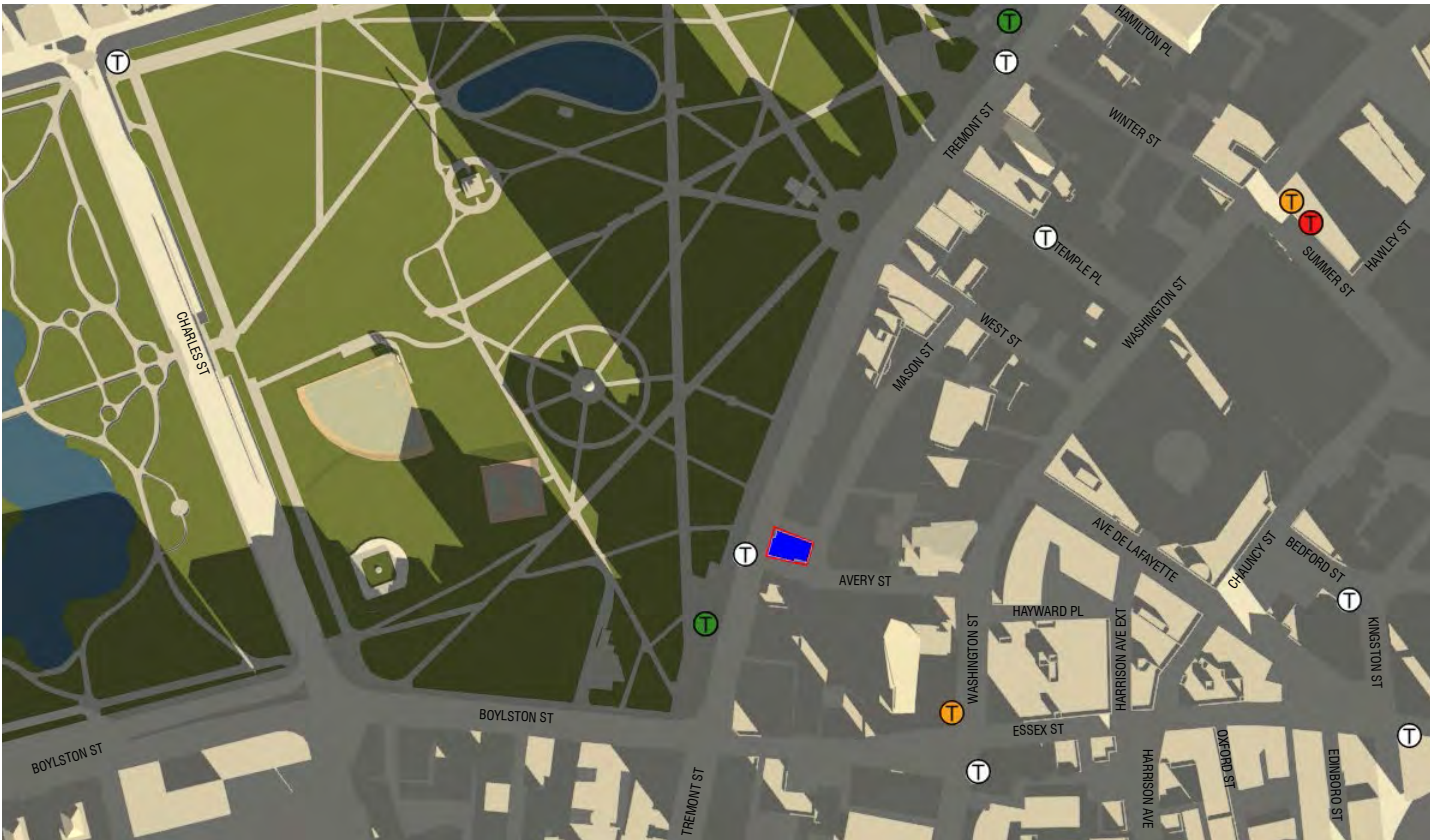


3PM



6PM

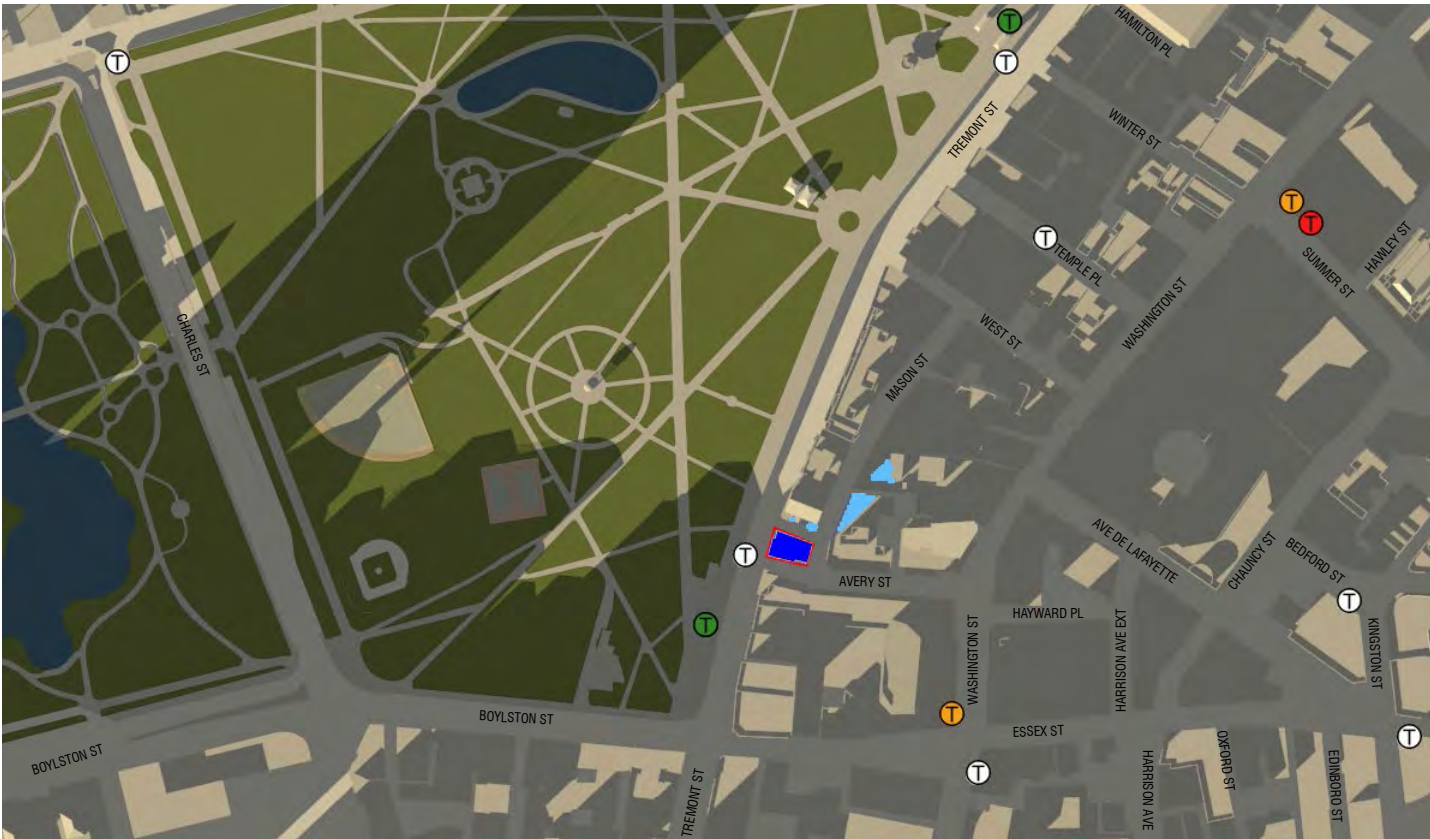
NEW BUILDING OUTLINE NEW SHADOW (STREET LEVEL) NEW SHADOW (ROOFTOP)



9AM



12PM



3PM

NEW BUILDING OUTLINE NEW SHADOW (STREET LEVEL) NEW SHADOW (ROOFTOP)

4

Response to Comments

Numerous comment letters were received by the BRA in response to the DPIR filed on April 29, 2016. Each comment letter received is listed in Table 4-1 below. Appendix A includes a copy of each comment letter received by the BRA during the public review period for the DPIR.

Table 4-1 List of Commenters

Letter No.	Commenter	Address/Affiliation	Date
1	James T. Bartlett	191 Commonwealth Ave	April 25, 2016
2	Levin and Miriam Braverman	<i>Not Provided</i>	April 23, 2016
3	Catherine Iacobo	580 Washington St/AIG	June 6, 2016
4	Donna Wolff	80 Mason St	June 6, 2016
5	Faith Arter	2 Avery St	June 6, 2016
6	Wendy Cultice	1 Avery St	June 1, 2016
7	Janet Offensend	2 Avery St	May 25, 2016
8	Allen Hodges	2 Avery St	May 19, 2016
9	Ann Marie Maguire Keches	1 Avery St	April 24, 2016
10	Christine Marholin	Tremont Suites LTD	May 6, 2016
11	Alan Rothman	2 Avery St	May 17, 2016
12	Tony Haloun	2 Avery St	May 17, 2016
13	Poonam Patni	2 Avery St	June 3, 2016
14	Jean and William Bachovchin	1 Avery St	June 6, 2016
15	Susan Clare	<i>Not Provided</i>	June 6, 2016
16	Mitchell Adams	117 Pinckney St	June 7, 2016
17	David J. Driscoll	1 Charles St S	June 2, 2016
18	Stephen and Kathleen Chubb	1 Avery St	May 16, 2016
19	Arthur C. Hodges	180 Beacon St	April 25, 2016
20	Richard Bendetson	63 Atlantic Avenue	April 25, 2016
21	Eleanor Williams	1 Avery St	June 1, 2016
22	Thomas W. Blumenthal	300 Commonwealth Ave	May 5, 2016
23	Robert Devens	<i>Not Provided</i>	June 4, 2016
24	Suzanne Chapman	2 Avery St	May 8, 2016
25	Martin and Deborah Hale	220 Boylston St	April 26, 2016
26	Drew Wilkis	9 Joy St	May 10, 2016
27	Lawrence Coolidge	<i>Not Provided</i>	May 3, 2016
28	Anne F. Devereaux	760 Boylston St	April 30, 2016
29	Rob Radloff	133 Commonwealth Ave	April 27, 2016

Letter No.	Commenter	Address/Affiliation	Date
30	Dr. W. Gerald and Patricia R. Austen	330 Beacon St	April 24, 2016
31	David Friend	40 Commonwealth Ave	April 22, 2016
32	Roger and Susan Cox	70 Mount Vernon St	April 21, 2016
33	Coralie Schwartz	2 Avery St	May 19, 2016
34	Anne Brooke	Friends of the Public Garden	May 31, 2016
35	David Silverstein	1 Avery St	June 6, 2016
36	Abhijit Prabhu	1 Avery St	May 23, 2016
37	Eanna Peabody and Sudhir Murthy	TrafInfo Communications, inc.	June 3, 2016
38	Peter Jones and Wayne Gaffield	1 Avery St	May 14, 2016
39	Linda and Allen Fagenholz	2 Avery St	May 17, 2016
40	Robert Lauricella	260 Mount Auburn St	May 18, 2016
41	Diane Rubin	Prince Lobel	June 6, 2016
42	Lawrence S. DiCara	Nixon Peabody	June 2, 2016
43	Christine and Bill Dwyer	1 Avery St	June 4, 2016
44	Marjorie and Nicholas Greville	61 Mount Vernon St	May 9, 2016
45	Cheryl A. Jonas	25 Beaver Place	May 16, 2016
46	Hin Sang Yu and Yoke Chew Mah	Boston Chinatown Resident Association	<i>Not Provided</i>
47	Karen Y. Chen	Chinese Progressive Association	May 31, 2016
48	Various Residents	Ritz Towers	May 2016

Due the number of individual comments received from the public, the key themes have been identified and global responses have been provided below. In summary, the public comments fall into the following key categories:

- › Height
- › Traffic
- › Design
- › Conditions on Boston Common

Given the changes to the Project since these comment letters were filed in response to the DPIR, the Project team has provided a brief explanation of how the proposed changes will address the concerns voiced by members of the community. Therefore, the sections below address how the proposed changes to the Project impact the four issues listed above.

4.1 Height

The most notable change in the project since the filing of the DPIR is a significant reduction in the height of the building, from 212 feet to 154 feet. Based upon feedback from the community, and the numerous comment letters that were submitted, it is clear that the building's height is our neighbors' primary concern. Importantly, the height of the proposed Project is now allowed "as-of-right" under the applicable zoning district. As such, the Project no longer requires a withdrawal from the Shadow Bank. This considerable compromise will help the building to be integrated more seamlessly into the community.

4.2 Traffic

The changes proposed to the Project will not substantially alter the findings of the transportation analysis. As previously concluded, the small number of residential units proposed coupled with the site's transit-oriented location will enable the developer to deliver a Project with no significant traffic or transportation impacts. For details on traffic impacts, see Chapter 2, Transportation.

Additionally, the Project will enhance pedestrian accessibility in the area and enliven the pedestrian realm, especially along Tremont Street. In addition to excellent pedestrian access and close proximity to public transportation, adequate bicycle storage will be provided within the proposed building in accordance with Boston Transportation Department (BTD) guidelines to encourage alternative modes of transportation.

During construction, the project team will work closely with BTD to develop a traffic plan that reduces any traffic disruption to the maximum extent practicable, and provides flexibility for businesses in the area. Although a construction period traffic plan cannot be finalized until a later stage in this process, the Project team is committed to working with stakeholders to understand how any temporary impacts can be mitigated.

4.3 Design

While the Project's design will be adjusted to account for the proposed reduction in height, it will continue to reflect the developer's commitment to delivering a high quality product. The developer has selected a modern and environmentally sensitive design that pays homage to its historic location through the use of glass, stone, and metal elements.

4.4 Conditions on Boston Common

As stated above, the Project's impact on Boston Common has been significantly minimized because it will no longer cast shadows that require a withdrawal from the

Shadow Bank. Additionally, the proposed enhancements to the pocket park will enhance pedestrian access to Boston Common from both Mason and Tremont streets.

Appendix A

DPIR Comment Letters

This information is provided electronically.

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Negative Comment Letter Index

Height: 32 letters (duplicate letters submitted by 5 commenters)

Traffic: 5 letters (also including opposition to height)

Design: 1 letter

Attorney Memos: 3 letters (multiple issues)

Conditions on Boston Common: 2 letters

80 Mason Petition: 128 signatures

Ritz Tower Form Letters: 34 fill-in-the-blank letters

Height

JAMES T. BARTLETT
191 COMMONWEALTH AVENUE, APT. 2
BOSTON, MASSACHUSETTS 02116

BRA

2016 MAY -2 P 12:09

April 25, 2016

Brian Golden, Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Dear Mr. Golden,

I and my family are devoted supporters of Friends of the Public Garden. We live in Back Bay and enjoy immensely the Commonwealth Avenue Mall (our front yard), but also the Public Garden and the Boston Common. All are treasures that add to the pleasure of living in the City. Importantly, they also act as magnets for visitors and tourists, contributing greatly to Boston's reputation as a friendly and enjoyable urban experience. We believe that anything that can be done to preserve and enhance the beauty of these spaces helps us all. We also believe that anything that threatens their existence and natural appeal should be opposed vigorously.

The proposed residential development at 171-172 Tremont Street appears to fall into the category as such a threat. The zoning provisions that apply call for height maximums for new buildings at 155 ft. We understand the proposal for buildings in this space was initially a limit of 255 ft, now somewhat reduced but still erasing between one quarter and one half of the shadow allowable in the 1990 Shadow Law protecting the Common. This would be a disaster for Boston if the project proceeds even as revised.

Clearly, Boston needs continuing urban development, and many worthy plans are afoot. But proceeding here would be a grave mistake, potentially reducing the available of flourishing green space in the heart of the City.

Sincerely yours,

April 23, 2016

Sis

11:59
171-2
We advocate for compliance
with both the 1996 shadow law
and Roston's zoning code's
provisions protecting the Common
as well as the Public Garden.

The proposed residential
development @ 171-2 Tremont St
exceeds the protection zoning
limit + would take $\frac{1}{4}$ - $\frac{1}{2}$
of the shadow bank allowed
by law., thus violating the
current zoning law,

Please do not let this happen!
Lewis Braverman Miriam G. Braverman

First Name: Catherine

Last Name: Iacobo

Organization: Member of IAG for this project

Email: cathyiacobo@gmail.com

Street Address: 580 Washington Street

Address Line 2: #14A

City: Boston

State: MA

Phone: (617) 366-7592

Zip: 02111

Comments: Dear Sir or Madam, As a member of the 171 Tremont Street Project Impact Advisory Group (IAG) and also as a homeowner/resident of the neighborhood, I am submitting this letter to document my opposition to the project as currently proposed. I am fundamentally opposed to the above referenced project because it violates the Boston Zoning Code and requires a variance. There is no disclosure in the Draft Project Impact Report for this project that conditions apply to the site that warrant a variance from the Boston Zoning Code, as set forth in Section 7-3, Conditions Required For a Variance: a. "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"; 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"; 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;" In addition, in every meeting where this project has been presented/discussed, there has never been any justification offered as to why a variance should be granted which adhere to one or more of the conditions cited above. The proposed building would use up much of the remaining shadow bank, a feature of the 1990's law that is intended to protect the Tremont Street side of the Boston Common. NOTE: I urge you to read the opposition letter that has been submitted by the Friends of the Public Garden organization. I will not expand on this point further in my letter as I support the comments/concerns/objections raised and documented by the Friends of the Public Garden. Further, granting a variance from the Zoning Code height limit for this project would set a precedent for future height variances for proposed developments along Tremont Street. NOTE: My observation is that the BRA does not ask developers to discuss their building design in relation to the relevant zoning. Instead, all discussions are based on comparisons to other developments that are deviations from the zoning code. Therefore it is logical to conclude that each zoning exemption becomes a precedent that encourages or even justifies the next, even greater, zoning exemption. The discussion never comes back to the original relevant zoning. Please note the following observations/concerns that I have gathered via my role as a member of the project's IAG: - The most repeated comment the developer has made regarding the height is that if they are not allowed to build at this height then they will be unable to use the "quality material" that they are currently planning to use. The developer essentially alludes to the audience that the resulting building will be inferior, an eye sore, etc. Clearly there have been buildings built in downtown Boston that stay within code and are still be both attractive and economically favorable for the developer. - In addition, in some meetings, the developer has basically stated that if they can't build at this height then they would pull out of the project. The developer then goes on to warn or lecture the meeting participants that we will regret this because the subsequent proposed development will be of a much lower quality, etc. This type of behavior is neither productive nor relevant with regards to justifying a zoning code variance. - An additional observation/complaint/concern: In all of the meetings/discussions for this project, any conversation regarding the building height has focused on comparing the current proposed height to the originally proposed height, never to the zoned height limit. To even the least cynical observer, this comes across as a game all of the developers have learned to play in Boston - - start out with a super tall building, negotiate it down a few floors, and end up at the height the developer really wanted in the first place but is still higher than regulation. - I would like to note my observation/concern that the BRA representatives at the various meetings do not ask the developer to justify the height variance. A second concern regarding this development is the anticipated construction traffic impact for the neighborhood. This is a concern for the project by itself and even more so when you take into consideration the other currently proposed developments for the neighborhood (533 Washington Street, One Bromfield Place, 2 Oxford Street). The construction mitigation plans as currently discussed in recent meetings for this project are insufficient. And, the topic is always discussed in isolation, not taking into account any of the other aforementioned projects. NOTE: This topic is not covered at all in the DPIR, which I understand is not a current requirement of the BRA's process. I urge that no decision be taken on this development until a comprehensive study of traffic flow in the area has been conducted,

and some firm, enforced, district-wide guidelines are established as to whether (and why) zoning variances will be granted. In conclusion, I would support a residential condominium building at this site if the project complied with current zoning and if the construction impacts could be effectively mitigated during the approximately two-year construction period. Thank you for the opportunity to comment. Sincerely, Catherine Iacobo

PMContact: Lance.Campbell@Boston.gov

no-reply@boston.gov <no-reply@boston.gov>

Mon, Jun 6, 2016 at 4:10 PM

To: BRAWebContent@cityofboston.gov, Lance.Campbell@boston.gov

CommentsSubmissionFormID: 1024

Form Inserted: 6/6/2016 4:10:05 PM

Form updated: 6/6/2016 4:10:05 PM

Document Name: 171-172 Tremont Street

Document Name Path: /Development/Development Projects/171-172 Tremont Street

Origin Page Url: /projects/development-projects/171-172-tremont-street

First Name: Donna

Last Name: Wolff

Organization: Concerned Resident

Email: dw02111@email.com

Street Address: 80 Mason Street

Address Line 2:

City: Boston

State: MA

Phone: (617) 365-9242

Zip: 02111

Comments: As a 7 plus years resident at 80 Mason Street (a/k/a Mason Place) I believe that I am qualified to offer relevant comments regarding the impact that the demolition and construction at 171 Tremont Street, Boston, MA will have on the health, safety and quality of life of the residents at Mason Place in particular and the neighborhood in general. The following comments are not listed in order of importance but are all of concern. 1. In general this proposed "boutique luxury" condominium building containing 18 units most likely will house only a few dozen individuals while having the potential to cause irreparable harm to the hundreds of residents living in abutting buildings (Mason Place alone is home to 167 residents) and the very structures themselves both during and after construction. In particular the dust, noise, and rodent problems that are caused by city demolitions will not only inconvenience the residents of Mason Place but have the potential for creating long lasting negative health issues. 2. The shadow caused by the height variation the developers seek will impact the health of the greenery and the use and enjoyment of Boston Common by citizens and visitors forever. Just because other building surrounding Boston Common have received variances is not a legitimate reason to grant one for this development. If the maximum allowable "As-of-right" for a large project is 155' then there is no reason other than increased profits for the BRA to allow the 212' feet requested. Though even this allowance should be reconsidered. The developers repeatedly stress that the advantage of the requested height is that the new building will "book end" 151 Tremont St., (Tremont-on-the-Common) to create a visually pleasing landscape. In fact this is incorrect as the last building in the block bound by West St. to the north is 150 Tremont St, a dormitory building owned by Suffolk Univ. which is much lower even than 170 Tremont St. If being symmetrical is a true goal then 171 Tremont Street's height should be no higher than it current is. 3. The DPIR identifies 171 Tremont's immediate abutters by their street address, name, and use (eg: 170 Tremont St. as The Parkside Condominiums 165 Tremont Street as Grandview) but never states that 80 Mason Street, known as Mason Place, is home to over 160 senior and handicapped citizens. This omission is very concerning as it suggests that the needs and concerns of these long time residents are

not relevant to the development. Because they are tenants and not owners should not diminish their importance to the neighborhood and their interest in the development of Boston. Many have lived at 80 Mason for over 20 years and some will still be here long after the developers have made their profits and moved on to other projects. 4. In addition the DPIR incorrectly describes Mason Street, the street directly behind 171 Tremont, as a rear "service roadway" and/or alley and that its sidewalks are narrow because it is not a pedestrian corridor and "experiences limited pedestrian activity." This description couldn't be further from the truth. Mason Street is the ONLY access street to the ONLY entrance and exit door for the residents of 80 Mason Street and for any emergency and life safety responders and vehicles. The residents rely on unobstructed access to the front door at all times for ambulance service, visiting nurses, senior van service, family pick-up and drop off, meals on wheels delivery and for every day comings and goings. In addition many of the Mason Place residents use canes, walkers and wheel chairs to get around the city and depend on the cross walk directly in front of the door to access Tremont Street and Boston Common. Even a slight rerouting of traffic away from the front door could result in delays of arrival of fire engines, ambulances, and police vehicles. Such delays could result in the untimely death or serious injury of the residents. No development should be allowed to proceed with such negative impact to the neighboring residents. During and after snow storms in particular ensuring access is even more critical. 4. The demolition and excavation of the site has the potential to cause irreparable damage to the foundations of 170 Tremont to the north and 80 Mason and the Opera House to the west. Further study as to the effects of the vibrations must be done before any demolition be approved. The review process should not be rushed. 5. Included in the DPIR are frequent references to a pocket park located between 170 and 171 Tremont. The design and suggested amenities are very appealing. Sadly such an attractive little area meant for the enjoyment of neighboring tenants will instead become an attractive nuisance. The area is not a gentile residential area similar to New York's Upper East Side but instead is the crossroads of pedestrian traffic consisting of area residents, workers, tourists, and movie theater patrons as well as the homeless, rambunctious students and frequently drug users and dealers. Immediate adjacent to the proposed park is an area where one can witness on a daily basis the exchange of cash for what appears to be drugs. The last thing the neighborhood needs is a more pleasant area to conduct illegal activity. Instead ideally no one will be encouraged to linger. Keeping the walkway clean and clear of debris and obstructions will give more than adequate function to the space. And lest we all forget, directly across the street is historic Boston Common, the oldest public park in America for all to enjoy. 6. Last but not least, will be the increased traffic on Mason Street caused by the parking needs of the new building. As it is now during rush hours and before and after shows at the Opera House there are frequent bottle necks with cars driving down Avery Street to get to the Opera House that causes backups onto Mason Street. Additional vehicles trying to access Mason St. will only exacerbate the situation.

PMContact: Lance.Campbell@Boston.gov

no-reply@boston.gov <no-reply@boston.gov>

To: BRAWebContent@cityofboston.gov, Lance.Campbell@boston.gov

Mon, Jun 6, 2016 at 12:52 PM

CommentsSubmissionFormID: 1021

Form inserted: 6/6/2016 12:51:34 PM

Form updated: 6/6/2016 12:51:34 PM

Document Name: 171-172 Tremont Street

Document Name Path: /Development/Development Projects/171-172 Tremont Street

Origin Page Uri: /projects/development-projects/171-172-tremont-street

First Name: Faith

Last Name: Arter

Organization:

Email: Faith@Arterfinancial.com

Street Address: 2 Avery Street

Address Line 2: #22D

City: Boston

State: MA

Phone: (617) 670-1779

Zip: 02111

Comments: I have reviewed the revised plans and would like to voice my continued objection to the Project as revised and ask that the BRA continue to ask the Developer to revise their plans to conform with the Height restrictions for Tremont Street and eliminate use of the Shadow Bank for the protection of the Boston Common. I also ask that the BRA assures that Avery Street and Mason Street are maintained as 'is' during construction as the proposed 22 month shut down of one lane for each of these streets will be an undue hardship on the residents of Millennium Place (Ritz), Parkside, the Ritz Hotel, and related business entities. The current site can be modified to fit within the zoning height limits and is not in a state of disrepair or an eyesore. If the developer refuses to alter the proposal to comply with the height zoning limit of 155 ft, the project should NOT be approved. In addition, it is an unacceptable hardship for the over 700 residents of Avery Street and Hotel guests of the Ritz Hotel to limit Avery Street to a single one-way lane as proposed by the developer to accommodate a 22 month construction time period. Thank you for your consideration of this request and Please Protect the Boston Common and our neighborhood.

PMContact: Lance.Campbell@Boston.gov

no-reply@boston.gov <no-reply@boston.gov>

To: BRAWebContent@cityofboston.gov, Lance.Campbell@boston.gov

Mon, Jun 6, 2016 at 2:14 PM

CommentsSubmissionFormID: 1022

Form inserted: 6/6/2016 2:14:00 PM

Form updated: 6/6/2016 2:14:00 PM

Document Name: 171-172 Tremont Street

Document Name Path: /Development/Development Projects/171-172 Tremont Street

Origin Page Uri: /projects/development-projects/171-172-tremont-street



Lance Campbell <lance.campbell@boston.gov>

Project Comment Submission: 171-172 Tremont Street

1 message

no-reply@boston.gov <no-reply@boston.gov>

Wed, Jun 1, 2016 at 10:28 AM

To: BRAWebContent@cityofboston.gov, Lance.Campbell@boston.gov

CommentsSubmissionFormID: 1016

Form inserted: 6/1/2016 10:28:17 AM

Form updated: 6/1/2016 10:28:17 AM

Document Name: 171-172 Tremont Street

Document Name Path: /Development/Development Projects/171-172 Tremont Street

Origin Page Url: /projects/development-projects/171-172-tremont-street

First Name: Wendy

Last Name: Cultice

Organization:

Email: bc1586@aol.com

Street Address: 1 Avery Street

Address Line 2:

City: Boston

State: MA

Phone: (617) 872-5805

Zip: 02111

Comments: I have attended several meeting regarding this building. I do not understand why the developers should be granted a variance from what is permitted other than the fact that they would make more money. They can do the same high quality building within the permitted height. From what I understand there has to be a "public good " reason for a variance and they have not demonstrated that. It will also increase wind and shadowing on a park that is already in the shade and in the wind. None of the developers live in the neighborhood. Basically they would take their money and leave the neighbors with traffic, wind and shade. The BRA should deny the variance and let them live within the current zoning.

PMContact: Lance.Campbell@Boston.gov



Lance Campbell <lance.campbell@boston.gov>

Project Comment Submission: 171-172 Tremont Street

1 message

Wed, May 25, 2016 at 5:16 PM

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, Lance.Campbell@boston.gov

CommentsSubmissionFormID: 1007

Form inserted: 5/25/2016 5:16:31 PM

Form updated: 5/25/2016 5:16:31 PM

Document Name: 171-172 Tremont Street

Document Name Path: /Development/Development Projects/171-172 Tremont Street

Origin Page Url: /projects/development-projects/171-172-tremont-street

First Name: Janet

Last Name: Offensend

Organization: resident

Email: joffensend@aol.com

Street Address: 2 Avery Street

Address Line 2: #37F

City: Boston

State: MA

Phone: (917) 797-0305

Zip: 02111

Comments: Why ever would you permit a building on the Common so much taller than the adjacent structures?? Makes no sense at all. Please reject or insist upon radical changes.

PMContact: Lance.Campbell@Boston.gov

Form inserted: 5/19/2016 12:23:17 PM

Form updated: 5/19/2016 12:23:17 PM

Document Name: 171-172 Tremont Street

Document Name Path: /Development/Development Projects/171-172 Tremont Street

Origin Page Url: /projects/development-projects/171-172-tremont-street

First Name: Allan

Last Name: Hodges

Organization:

Email: hodes2@comcast.net

Street Address: 2 Avery Street

Address Line 2: 24B

City: Boston

State: MA

Phone: (617) 720-2573

Zip: 02111

Comments: May 19, 2016 2 Avery Street, 24B Boston, MA 02111 Mr. Lance Campbell Boston Redevelopment Authority
1 City Hall Plaza Boston, MA Re: 171 Tremont Street Development Proposal Dear Mr. Campbell: I am opposed to the above referenced project because it violates the Boston Zoning Code and requires a variance. There is no disclosure in the Draft Project Impact Report for the above referenced project that conditions apply to the site that warrant a variance from the Boston Zoning Code, as set forth in Section 7-3, Conditions Required For a Variance: a. "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"; There are no circumstances or conditions disclosed in the DPIR or obvious at the proposed development parcel that would deprive the applicant from building a structure that complies with the Boston Zoning Code height limit of 155 feet. The proposed building at 212 feet (235 feet with mechanicals) would be in violation of the Code and the purpose and need for such violation has not been explained or justified in the DPIR. Smaller residential condominium buildings that have been built in central Boston and comply with zoning have been successful projects for their developer. Consider the following examples: 1. Millennium Place, 580 Washington Street, 15 stories. The project sold out in 4 months. 2. One Charles in Park Plaza, 15 stories. 3. The Chevron, Tremont Street, South End, six stories with no parking; sold out before construction began. 4. The Chanel on Newbury Street, a six story building with two floors of high end retail and four stories of floor-through condominiums. One condo just sold for ca. \$11million! 5. Piedmont Park Square, 17 Piedmont Street, a four story residential condo with eight units in Bay Village; just completed and now on the market. 6. Farnsworth Street in Fort Point Channel, a very small luxury high technology boutique project. 7. The Tudor, Beacon Street, 7 stories overlooking the Boston Common with no parking. 8. Heritage on the Garden, Boylston Street, overlooking the Public Garden, a 12-story luxury condo built in the 1980s. 9. Four Seasons Place, Boylston Street, overlooking the Public Garden was built atop the Four Seasons Hotel, with only approximately 12 stories. 10. Le Jardin, Boylston Street, a condo conversion with only 6 stories. From this evidence, the developer could be expected to realize a reasonable if not significant profit with a project at 155 feet high given the current strong market demand for luxury residential condominiums in central Boston. Most of the above examples do not have park views. Increasing height to increase profits for a developer is not an issue for planning nor zoning and should not be justification for violating the Zoning Code. 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 substantial hardship due to Zoning Code height limit has been claimed nor disclosed in the DPIR. The small parcel will be difficult to redevelop due to the proximity of the abutting active buildings and the surrounding heavy vehicular and pedestrian traffic. So it is disappointing that the Construction Impacts section of the DPIR does not include the construction plan and the traffic maintenance plan during construction. Instead, the DPIR states that a Maintenance of Construction Traffic Plan and a Construction Plan will be developed. These plans must already exist because cost estimate of \$90 million has been disclosed. The developer should disclose those plans now as part of the project review process, largely because the construction impacts are likely to be more significant than operational impacts when the project is completed. Such

significant and adverse impacts to abutters include those caused by blasting noise and pile-driving vibration, construction truck idling/emissions/parking, traffic maintenance and construction dust mitigation. The adverse impacts will require significant mitigation to be effective. Such critical information should be included in the DPIR so that BRA can make an informed decision. 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;" The height and bulk of the proposed building is not in harmony with either the Zoning Code nor its future or current neighbors...it would be higher than the three buildings that are adjacent (Parkside, Mason House and the Ritz Carlton Hotel). The proposed building would use up much of the remaining shadow bank, a feature of the 1990s law that is intended to protect the Tremont Street side of the Boston Common. Further, granting a variance from the Zoning Code height limit for this project would set a precedent for future height variances for proposed developments along Tremont Street. In conclusion, I would support a residential condominium building at this site if the project complied with current zoning and if the construction impacts could be effectively mitigated during the approximately two-year construction period. Thank you for the opportunity to comment. Allan A. Hodges FAICP

PMContact: Lance.Campbell@Boston.gov



Lance Campbell <lance.campbell@boston.gov>

Re: Opposition to 171 Tremont Street Project

1 message

Brian Golden <brian.golden@boston.gov>
To: Ann Maguire <AMaguire@kecheslaw.com>
Cc: Lance Campbell <Lance.Campbell@boston.gov>

Tue, May 31, 2016 at 2:32 PM

Good Afternoon Ann Marie,

Thank you for your email regarding the 171 Tremont Street project. I am responding on behalf of Director Brian Golden. The 171 Tremont Street proposal is currently in an active comment period; upon the close of the comment period, staff will review and evaluate all comments received and then make a determination on next steps.

We greatly appreciate your input and participation in this process. As you are aware, Lance Campbell is the Project Manager on 171 Tremont Street and he will be the best contact to keep you informed on this project.

Please do not hesitate to reach out should you need anything further.

Sincerely,

Bethany Toye



Bethany Toye
Executive Assistant
617.918.4204 (o)

BRA/EDIC
One City Hall Square | Boston, MA 02201
BostonRedevelopmentAuthority.org

On Sun, Apr 24, 2016 at 6:35 PM, Ann Maguire <AMaguire@kecheslaw.com> wrote:

Please register my opposition to the request to increase the height of the above described building. When Millenium was first involved in the Ritz project- It put its administrative and sales building there and sold the Ritz units overlooking that building to folks creating a feeling that there was a view there from the Ritz. They have prospered by the cooperative relationship between them and the City. Now it's time to give back- abide by the height restriction that allows us to walk out of their buildings into the sunshine .

Thank you
Ann Marie Maguire Keches
1 Avery Street
Boston, MA

Sent from my iPhone

--

Brian P. Golden
Director
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201
617-918-4326



Lance Campbell <lance.campbell@boston.gov>

Project Comment Submission: 171-172 Tremont Street

6 messages

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, Lance.Campbell@boston.gov

Fri, May 6, 2016 at 11:10 AM

CommentsSubmissionFormID: 931

Form inserted: 5/6/2016 11:10:53 AM

Form updated: 5/6/2016 11:10:53 AM

Document Name: 171-172 Tremont Street

Document Name Path: /Development/Development Projects/171-172 Tremont Street

Origin Page Url: /projects/development-projects/171-172-tremont-street

First Name: CHRISTINE

Last Name: MARHOLIN

Organization: TREMONT SUITES LTD.

Email: poshontremont@yahoo.com

Street Address: P. O. BOX 180180

Address Line 2:

City: BOSTON

State: MA

Phone: (617) 233-1510

Zip: 02118

Comments: As no hardship has been proven, because there is none, there is no reason to go higher than 150 feet. I would assume that 19 stories would be higher than the 150 feet allowed. As the immediate commercial abutter (owner of Shimon Salon commercial space, not the Salon itself) I am concerned as to the impact on the foundation of my property, glass, etc. Are there engineers doing ground inspections and providing them before, during and after construction? Also, where is the construction debris and vehicles to go? They mentioned at the first meeting that they would have to block Tremont Street. This is clearly not acceptable. Although as a developer I am very sympathetic to development, my tenant has a right to quiet enjoyment and I want to be assured that their business will not be seriously impacted by this very difficult project. I also do not want to be involved in lawsuits when things do not go as planned as can often happen. The developer has not reached out to me, the closest abutter from the ground. This is quite surprising to me. I realize they are talking to Trustees of the Condo Association, but that doesn't help from my standpoint as owner of the only major commercial space next door. The Trustees are mostly concerned for the residential units. The 150 foot requirement needs to stand and protective measures for the abutters need to be put in place well in advance and to the satisfaction of all parties. I look forward to learning more or hearing from the developer directly. Thank You. Chris Marholin

PMContact: Lance.Campbell@Boston.gov

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, Lance.Campbell@boston.gov

Fri, May 6, 2016 at 12:08 PM



Lance Campbell <lance.campbell@boston.gov>

Project Comment Submission: 171-172 Tremont Street

2 messages

Tue, May 17, 2016 at 4:25 AM

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, Lance.Campbell@boston.gov

CommentsSubmissionFormID: 988

Form Inserted: 5/17/2016 4:25:11 AM

Form updated: 5/17/2016 4:25:11 AM

Document Name: 171-172 Tremont Street

Document Name Path: /Development/Development Projects/171-172 Tremont Street

Origin Page Url: /projects/development-projects/171-172-tremont-street

First Name: Alan

Last Name: Rothman

Organization:

Email: rothman123@aol.com

Street Address: 2AveryStreet

Address Line 2: Unit 22B

City: Boston

State: MA

Phone: (617) 797-6520

Zip: 02111

Comments: This project obviously cannot be stopped, however the height can be. Once a variance is allowed others will follow with similar requests. The traffic on Avery Street will certainly be a problem since the current activity is so much more than was originally anticipated. It will only be a matter of time before the ground floor of the senior citizens home will be occupied on Avery Street which will create even more congestion. We cannot stop development, but can control unreasonable overcrowding of an already overdeveloped neighborhood. I

PMContact: Lance.Campbell@Boston.gov

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, Lance.Campbell@boston.gov

Tue, May 17, 2016 at 3:55 PM

CommentsSubmissionFormID: 989

Form inserted: 5/17/2016 3:54:09 PM

Form updated: 5/17/2016 3:54:09 PM

Document Name: 171-172 Tremont Street

Document Name Path: /Development/Development Projects/171-172 Tremont Street

Origin Page Uri: /projects/development-projects/171-172-tremont-street

First Name: Tony

Last Name: Hatoun

Organization:

Email: hatountony@gmail.com

Street Address: 2 Avery Street, Apt. 28E

Address Line 2:

City: Boston

State: MA

Phone: (781) 742-4753

Zip: 02111

Comments: I am opposed to granting a height variance. The present "as-of-right" restrictions were put in place by very thoughtful people over the years, and have helped make Boston such a beautiful city. The Ritz Hotel and residences were set back from the Boston Common to comply with the height restrictions. I have not seen one valid reason why the proposed project at 171 Tremont Street should not also comply.

PMContact: Lance.Campbell@Boston.gov



Lance Campbell <lance.campbell@boston.gov>

FW: 171 Tremont Street development

1 message

Fri, Jun 3, 2016 at 4:07 PM

Poonam Patni <poonampatni1@gmail.com>

To: lance.campbell@boston.gov

Cc: Rishi Shukla <rshukla@downtownra.org>, Rishi Shukla <rshukla=downtownra.org@mail77.atl51.rsgsv.net>, "info@friendsofthepublicgarden.org" <info@friendsofthepublicgarden.org>

Dear Mr Campbell,

Bethany Toye provided me with your email. Please read my comments below.
Hoping for a fair outcome.
Sincerely,

Poonam Patni

From: Poonam Patni <poonampatni1@gmail.com>

Date: Friday, June 3, 2016 at 1:51 PM

To: <brian.golden@boston.gov>

Cc: Rishi Shukla <rshukla@downtownra.org>, Rishi Shukla <rshukla=downtownra.org@mail77.atl51.rsgsv.net>, <info@friendsofthepublicgarden.org>, "denny.ching@cityofboston.gov" <denny.ching@cityofboston.gov>

Subject: FW: 171 Tremont Street development

Dear Mr. Golden,

Before the 171 Tremont Street development is given the green light to proceed the BRA must respect the zoning laws and most importantly protect them.

The Garden and the Common are the lungs of the city. To allow the construction of a building exceeding 12 floors in this location shows a blatant disregard, not just for established height zoning laws, but to all those of us who live in midtown especially around the Public Garden and the Common.

Boston is our city. We want to preserve the beauty of its open spaces. And we certainly do not want to see them enclosed by tall towers cutting off sunlight and creating wind tunnels.

To permit the construction of a building beyond the allowable height is to set a dangerous precedence. If even one developer is given permission then nothing will prevent others from adding floors to existing buildings or, as in this case, tear down existing buildings and reconstruct as suits them.

If the BRA wishes to make an unilateral decision there is nothing much the residents of this city can do. In which case holding pubic hearings and getting input from residents is totally meaningless. A total waste of time and an insult to us residents and taxpayers.

I urge you to preserve the beauty and the open space of this very central part of our city. Develop the city by all means but with vision and aesthetics.

This is the second letter I am writing (an extract below) and I can only add my voice to those of others who

wish to protect the symmetry and beauty of the Common and surrounding area. We strongly stand for upholding the 1990 shadow law and Boston's zoning code provisions protecting the Common and the Public Garden.

Sincerely,

Poonam Patni

2 Avery Street
Boston, MA 02111

If 171 Tremont is given the go ahead by the BRA what will stop developers from buying/adding on extra stories to older buildings along the periphery of the Public Garden and Common. This is a totally disastrous precedence to set. Please keep the sanctity and beauty of the precious green spaces. There was and is a reason behind low high-rise buildings up to 12-15 feet zoning, with taller buildings set further back (Ritz-Carlton Residences, One Charles, W hotel, even the new Millennium Tower). There is an architectural grace and aesthetic vision to this. Please don't play with the building height zoning laws. Allow 171 Tremont to be built with careful consideration to vehicular and pedestrian traffic. Make it a bookend to the building across the street (cinema and Ritz-Carlton Hotel) in number of floors and height. Don't destroy this part of the city. This is our home, we live and work here. We don't want another tall and skinny tower sticking out like Cleopatra's needle in the city of Boston with flashing red schizoid lights on the roof flashing into our homes. (August, 31, 2015)

Bachovchin - letter #1



Lance Campbell <lance.campbell@boston.gov>

171 Tremont Street

Mon, Jun 6, 2016 at 4:24 PM

Jean Bachovchin <jbachovchin@gmail.com>

To: Brian.Golden@boston.gov, Lance Campbell <lance.campbell@boston.gov>

Cc: bill.linehan@boston.gov, michelle.wu@boston.gov

Dear Mr. Golden:

After attending several public meetings and the IAG meeting on this project, as well as public meeting regarding several other projects in the ladder district under review by the BRA, we have additional comments in opposition to this project.

At each public meeting, the project manager notes that the BRA is comfortable with the proposed project under consideration and that zoning is not a BRA decision. However, if the BRA is comfortable with the proposal, it follows that the BRA is comfortable with the height and density of each project. Thus, the current zoning and density regulations appear to mean nothing and developers continually propose oversized and over-dense buildings for the ladder district. This position has skewed the pricing system and results in empty storefronts. Zoning variances should be for minor exemptions to the development plan.

If current zoning is antiquated, then there should be a moratorium on construction until a new, comprehensive plan can be devised for the neighborhood. Otherwise, the current development plan should be closely followed. Buildings two and four times the height and zoning regulations should not be allowed.

The traffic analysis for each project only examines the impact of the current building and only between 8 and 9 am and 5 and 6 pm. This approach completely ignores the compounded effect of all proposed buildings and fails to recognize all the daily deliveries to these buildings and weekend traffic - both vehicular and pedestrian. When the theaters are open, traffic can be at a standstill.

As to this particular project, there is no reason to exceed the 155 foot height limitation. The fact that the developer considers it a pretty building and needs to make money, is not a hardship reason to build this building. Additionally, the initial construction plan calls for the closing of one lane of Avery St, one lane of Tremont St, one lane of Mason St and most of the pocket park between 171 and Parkside. Avery St. will become one lane heading west on Avery. All traffic will have to turn right onto Washington St. (where a building is proposed on Washington St. which currently calls for the closing of lanes on Washington St) How will any car move there for two years? The lane closing on Mason St will hinder the ambulance and ride share stops at 80 Mason St, a senior citizen housing. If vehicles are stopped at 80 Mason, deliveries to the Paramount, Emerson doms and the opera house cannot get through. Neither can residents of Parkside and Grandview buildings get in and out of their parking garages. Additionally, fire trucks routinely turn onto Avery St at Washington and proceed up Avery St to Tremont. This route will be closed during construction and could be very injurious to property and victims.

Much consideration has been given to the upgrading of the pocket park next to 171 Tremont. The current park is quite lovely and is used extensively by the residents of 80 Mason St and as a cut through for pedestrians. While it is wonderful to spend a considerable sum upgrading this park, it should not be forgotten that just across the street is the Boston Common. This area is not without public space and it is this very public space that is endangered by allowing construction to exceed the height limitations enacted to protect the Boston Common.

Please reject the 171 project as proposed limiting the height and density to the size specified in the 1989 development plan. Additionally, please have the BTD revise it transportation study requests to reflect city life. Lastly, please carefully consider the impact of this project on the elderly residents of 80 Mason St.

Sincerely,

Jean and William Bachovchin
1 Avery St Unit 22D
Boston, MA

Bachovchin - letter #2



Lance Campbell <lance.campbell@boston.gov>

Re: 171/172 Tremont Street Development Proposal and Boston Common

Tue, May 31, 2016 at 2:35 PM

Brian Golden <brian.golden@boston.gov>
To: Jean Bachovchin <jbachovchin@gmail.com>
Cc: Lance Campbell <Lance.Campbell@boston.gov>

Good Afternoon Jean,

Thank you for your email regarding the 171 Tremont Street project. I am responding on behalf of Director Brian Golden. The 171 Tremont Street proposal is currently in an active comment period; upon the close of the comment period, staff will review and evaluate all comments received and then make a determination on next steps.

We greatly appreciate your input and participation in this process. As you are aware, Lance Campbell is the Project Manager on 171 Tremont Street and he will be the best contact to keep you informed on this project.

Please do not hesitate to reach out should you need anything further.

Sincerely,

Bethany Toye



Bethany Toye
Executive Assistant
617.918.4204 (o)

BRA/EDIC
One City Hall Square | Boston, MA 02201
BostonRedevelopmentAuthority.org

On Tue, Apr 26, 2016 at 3:28 PM, Jean Bachovchin <jbachovchin@gmail.com> wrote:
Dear Mr. Golden,

As a resident at 1 Avery Street, president of the Ritz North Tower Condominium Association, contributor to the Friends of the Public Garden and a member of the IAG for this proposal, I wish to register my strong opposition to this project.

While issues of parking, traffic, wind, and construction are important and need to be addressed separately, a primary concern, for all in this city, is adherence to the midtown cultural district zoning and shadow legislation.

One of the biggest challenges we face is the sustainable care of the historic Boston Common. The common is the largest of the three parks, and the most heavily used greenspace in the entire city. It not only serves the city at large as a gathering place for celebrations, special events and demonstrations, but also as the neighborhood park for 35,000 residents. From the 1970s, protecting the common from excessive shadow and wind resulting from development projects that would have a damaging impact of this centrally located greenspace has been an essential part of the Friends' advocacy.

The Friends are very concerned about this proposed residential development at 171-172 Tremont Street. The project is located within the Boston Common and Public Garden Protection Area of the Midtown Cultural District Zoning that established a 155' height limit. The building height of 255' has been reduced in the most recent presentation, but still exceeds the protection zoning limit. It would also take between one quarter and on half of the remaining shadow in the Shadow Bank allowed for in the 1990 Shadow Law protecting the Common.

No only would this project violate the current zoning, but it would set a harmful precedent, opening the door in the strong real estate market for more development exceeding the height limit in the mid-town area. Please adhere to both the 1990 Shadow Law and Boston's zoning code's provisions protecting the Common as well as the Public Garden.

None of the buildings on Tremont Street should be considered a precedent for this project. 151 Tremont Street built in the late 1960/early 1970s was to stimulate housing. As a result of the construction, the 1987 development plan limited height again to 155' from Bromfield St. to Boylston along Tremont and Washington Streets. 170 Tremont St was granted a 22' variance based on financial viability. It was an entirely different real estate market proven by the developer's inability to fulfill his original three building project. 165 Tremont St. was granted a 22' variance in 1988 which preceded the Shadow Law during a slow real estate market.

Allowing projects to exceed the height limit will mean stress to the grass and trees, potential increased maintenance costs, and reduced quality of life for all who seek the park as an oasis in the dense urban environment and the center stage of Boston's civic life.

Please reject the 171-172 project as proposed and limit the height to 155' (preferably including the equipment on the roof).

Sincerely,

Jean Bachovchin

--
Brian P. Golden
Director
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201
617-918-4326



Lance Campbell <lance.campbell@boston.gov>

171 Tremont St

Susan Clare <susanclare@gmail.com>

Mon, Jun 6, 2016 at 5:08 PM

To: "Lance.Campbell@boston.gov" <Lance.Campbell@boston.gov>

I am asking that the BRA comply with the existing laws, the 1990 Shadow Law and Boston's zoning code's provision protecting Boston Common and the Public Garden that limits the height of buildings in the Midtown Cultural Zone to 155' and not approve the 171 Tremont St. project as presently proposed.

I am a local resident and use the park daily. It is the lifeblood of the neighborhood and should be protected. Moreover, the neighborhood is now inundated with proposed oversized building projects. At this point the BRA should be calling for a plan for the development of the midtown area. The 171 Tremont project at any size will add to traffic and congestion at a very busy intersection. At least keep the project size to within current zoning requirements. And please, consider creating an overall traffic and safety plan for the area before proceeding with approval of further development.

Boston Common is the most heavily used green space in the entire city. It has served the city at-large for 382 years as a gathering place for celebrations, special events and demonstrations, but also as the neighborhood park for over 35,000 residents. I urge the BRA not to approve the additional new shadow on Boston Common the 171-172 Tremont project will incur. A harmful precedent will be set for more buildings to exceed the height limit. Shadows negatively impact the health of the park's trees and grass, and also significantly affect my, and other people's enjoyment of the park.

Please let me know that you will not approve the project until it complies with existing laws protecting Boston Common.

--
Susan Clare
Mobile 781 786 1977

Mitchell Adams
117 Pinckney St.
Boston, MA 02114
adams@post.harvard.edu
508-331-4739

June 7, 2016

To: The Boston Redevelopment Authority

Re: 171-172 Tremont St. Proposed Project

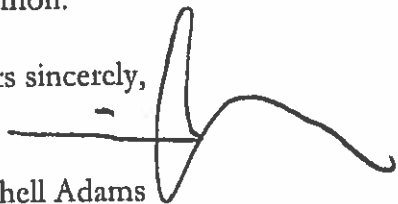
2016 JUN 11 P 2:03
BRA

I am asking that the BRA comply with the existing laws, the 1990 Shadow Law and Boston's zoning code's provision protecting Boston Common and the Public Garden that limits the height of buildings in the Midtown Cultural Zone to 155' and not approve the 171 Tremont St. project as presently proposed. Boston common is the most heavily used greenspace in the entire city. It has served the city at-large for 382 years as a gathering place for celebrations, special events and demonstrations, but also as the neighborhood park for over 35,000 residents.

I urge the BRA not to approve the additional new shadow on the Boston Common the 171-172 Tremont project will create. A harmful precedent will be set for more buildings to exceed the height limit. Shadows negatively impact the health of the park's trees and grass, and also significantly affect my, and other people's enjoyment of the park. Please let me know that you will not approve the project until it complies with existing laws protecting Boston Common.

Yours sincerely,

Mitchell Adams

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke, positioned over the printed name 'Mitchell Adams'.

June 2, 2016

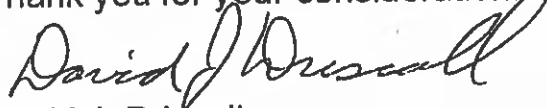
Dear Mr. Golden,

I am asking that the BRA comply with the existing laws, the 1990 Shadow Law and Boston's zoning code's provision protecting Boston Common and the Public Garden that limits the height of buildings in the Midtown Cultural Zone to 155' and not approve the 171 Tremont St. project as presently proposed. We have a view overlooking the Common and walk through it almost daily. It is an important part of our love of Boston.

The Common is the most heavily used greenspace in the entire city. It has served the city at-large for 382 years as a gathering place for celebrations, special events and demonstrations, but also as the neighborhood park for over 35,000 residents. I urge the BRA not to approve the additional new shadow on Boston Common the 171-172 Tremont project will incur. A harmful precedent will be set for more buildings to exceed the height limit. Shadows negatively impact the health of the park's trees and grass, and also significantly affect my, and other people's enjoyment of the park.

Please let me know that you will not approve the project until it complies with existing laws protecting Boston Common.

Thank you for your consideration.



David J. Driscoll
1 Charles St. S.
Unit 8C
Boston, MA. 02116-5450

2016 JUN - 9 - P 1:45

BRA

Chubb - letter #1

May 16, 2016

Mr Lance Campbell

Boston Redevelopment Authority

Dear Mr Campbell,

We are writing to express our objection to the revised proposal to construct a 19 story residential building at 171 Tremont Street.

As 30 year downtown Boston residents, we have witnessed an orderly evolution of new construction in our neighborhoods, overseen by the BRA. In the majority of instances, there has been continuity of new construction architecture with the existing structures that have defined our city's character for several hundred years. For the most part, they have conformed to zoning regulations in scale and appearance as well.

Unlike previous projects, the 171 Tremont proposal stridently violates the objectives of enhancing Boston's traditions. Its height, which exceeds building code by 80 feet, and loading and servicing disruptions will inflict significant hardship upon neighborhood residents with no compensating benefits to the City. The implicit virtue in granting occasional variances to building codes includes the premise that the benefit to the community would not occur unless relief for legitimate hardship is granted.

Not only has the developer of this project failed to provide any evidence of hardship as defined in the building zoning code but its representative has been deceitful in public hearings in portraying the financial details of the project. The developer's claim of hardship is a transparent scheme to circumvent zoning regulations, enacted solely to provide relief to legitimate projects that will enhance local neighborhoods. The reality of this request is that the citizens of Boston will be providing millions of dollars of subsidy to an opportunistic developer and will receive no benefit in return.

Clearly Boston is experiencing a shortage of affordable housing to provide convenient and efficient proximity to workplaces. This project fails to mitigate this dilemma and in fact will be highly disruptive to neighboring residents.

We therefore request that the Boston Redevelopment Authority deny the developer's request for variances.

Respectfully


Stephen and Kathleen Chubb



1 AVERY ST
BOSTON MA
02111-1027

Chubb - letter #2

May 16, 2016

Mr Lance Campbell

Boston Redevelopment Authority

Dear Mr Campbell,

We are writing to express our objection to the revised proposal to construct a 19 story residential building at 171 Tremont Street.

As 30 year downtown Boston residents, we have witnessed an orderly evolution of new construction in our neighborhoods, overseen by the BRA. In the majority of instances, there has been continuity of new construction architecture with the existing structures that have defined our city's character for several hundred years. For the most part, they have conformed to zoning regulations in scale and appearance as well.

Unlike previous projects, the 171 Tremont proposal stridently violates the objectives of enhancing Boston's traditions. Its height, which exceeds building code by 80 feet, and loading and servicing disruptions will inflict significant hardship upon neighborhood residents with no compensating benefits to the City. The implicit virtue in granting occasional variances to building codes includes the premise that the benefit to the community would not occur unless relief for legitimate hardship is granted.


Not only has the developer of this project failed to provide any evidence of hardship as defined in the building zoning code but its representative has been deceitful in public hearings in portraying the financial details of the project. The developer's claim of hardship is a transparent scheme to circumvent zoning regulations, enacted solely to provide relief to legitimate projects that will enhance local neighborhoods. The reality of this request is that the citizens of Boston will be providing millions of dollars of subsidy to an opportunistic developer and will receive no benefit in return.

Clearly Boston is experiencing a shortage of affordable housing to provide convenient and efficient proximity to workplaces. This project fails to mitigate this dilemma and in fact will be highly disruptive to neighboring residents.

We therefore request that the Boston Redevelopment Authority deny the developer's request for variances.

Respectfully


Stephen and Kathleen Chubb



1 AVERY ST
BOSTON MA
02111-1027

Arthur C. Hodges
180 Beacon Street #15G **BRA**
Boston, MA 02116 2016 MAY -2 P 5:03

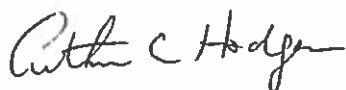
Monday, April 25, 2016

Brian Golden
Director, Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

As a resident of Boston and a lover of the Boston Common, I am deeply concerned about the proposed residential development project at 171-172 Tremont Street, which violates the current zoning height restrictions. These should be enforced so that those who live in the area surrounding the Common are assured that their enjoyment of the space is protected for all time.

Thank you for your service to the Boston community.

Sincerely



Arthur C. Hodges

Cc: Lance Campbell

Lance

BRA

2016 MAY -2 A 9:19

April 25, 2016

Brian Golden
BRA
One City Hall Square
Boston, MA 02201

Re: 171-172 Tremont Street Development proposal and Boston Common

Brian,

We are very concerned about the proposed residential development at 171-172 Tremont Street. The project is located within the Boston Common and Public Garden Protection Area of the Midtown Cultural District Zoning that establishes a 155' height limit. The building height of 255' (237' plus mechanical floor) has been reduced in the most recent presentation of this project to the Boston Redevelopment Authority (BRA) but still exceeds the protection zoning limit. It would also take between one quarter and one half of the remaining shadow in Shadow Bank allowed for in the 1990 Shadow Law protecting the common.

We believe that development is essential to the vitality of Boston. We also appreciate that it brings new life and positive activity to our parks, and have seen this benefit in the recent growth of the Downtown Crossing residential and college communities.

Not only would this project violate the current zoning, but it would set a harmful precedent, opening the door in this strong real estate market for more development exceeding the height limit in the mid-town area and bordering parks. We advocate for compliance with both the 1990 Shadow Law and Boston's zoning code's provisions protecting the Common as well as the Public Garden. Attached is a summary of the state legislation protecting the Common from shadow, and the Midtown Cultural District zoning.

Sincerely,

Richard Bendetson
63 Atlantic Avenue
Boston, MA 02110

Not a neighbor

Scholz, Nancy

Subject:

FW: Proposed building at 171 Tremont Street

From: Eleanor Williams [<mailto:erhysw@gmail.com>]

Sent: Wednesday, June 01, 2016 12:16 PM

To: lance.campbell@boston.gov; brian.golden@boston.gov; bill.linnehan@boston.gov; Michelle.wu@boston.gov; Scholz, Nancy

Subject: Proposed building at 171 Tremont Street

Lance Campbell, BRA Project Manager
One City Hall, 9th floor
Boston, MA. 02201

Dear Mr. Campbell:

I am writing in regards to the revised proposal to demolish the existing four story building at 171 Tremont St. and to construct a new 19 story building with a height of 255' (237" plus mechanical floor). As a neighbor who has lived at 1 Avery St. since it opened in 2001, this project directly affects me and I am strongly opposed to this project as proposed.

This tall very modern glass building would definitely stand out at the corner of Tremont and Avery Streets in stark contrast to the surrounding historic area. Even Suffolk Un., Emerson College, R H Stern building, and Four Seasons Hotel have stayed within regulations when creating or updating their sites. The Parkside and Grandview, though granted a variance to 177' from the 155' limit, have facades that fit into the historic neighborhood and being next to Tremont on the Commons, the big mistake of the 1960's which I understand was built before the need for restrictions was realized, do not adversely stand out. I understand that they were given this variance when Boston was trying to upscale the area. This need does not exist now.

This proposed tall very modern glass building on this prominent busy corner would stand as a beacon to exceptions made and could open the door for other exceptions.

Boston is an historic city and for generations the Public Garden and Commons (the oldest park in the country) with their attractive surrounding streets have been one of our blessings. To disregard regulations to protect our unique city, we will become just another big modern city.

The project proposed on this very small site will not bring any benefit to Boston or to the neighborhood and will have only an adverse impact. In addition to casting shadows on the Commons, it will bring increased traffic to an already congested intersection and its footage on Mason Street is too small for adequate loading and servicing needs - plus any thought of residents' cars entering and leaving the building.

I strongly urge the BRA to decline this project.

Sincerely,

Eleanor Williams
1 Avery Street

Blumenthal - letter#1

Thomas W. Blumenthal
300 Commonwealth Avenue • Boston, MA • 02115

May 5, 2016

Mr. Brian Golden
BRA Director
Mr. Lance Campbell
BRA Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

RE: Residential Development at 171-172 Tremont Street

Gentlemen:

As a 23-year resident of the Back Bay and a long-term supporter of Boston's public greenspaces (Friends of the Public Garden, The Esplanade Association, Committee to Light the Commonwealth Avenue Mall, etc.), I am writing to express my family's extreme objection to the above referenced project. Boston struggles to preserve access to and the usability of its public greenspaces. Maintaining these spaces in healthy natural form so that City residents and tourists can benefit from their use is already a challenge. City funding and services to support our valuable greenspace are near non-existent, largely forcing the burden of care to private sector philanthropy.

An out of scale project such as the one contemplated for 171-172 Tremont Street adds significant environmental pressure to an already challenged situation for Boston Common. The Common is the most used of all of the City's greenspaces, and maintenance of its lawns, trees and other greenspaces will suffer irreparable harm with further shadowing of the park that would be caused by the proposed project. Damage extending beyond the Common to The Public Garden from such significant shadowing cannot be ruled out. This project puts at risk the parks' extraordinary public benefits and the significant private investment that has been made in the City's greenspace.

Our family strongly advocates for compliance with both the 1990 Shadow Law and Boston's zoning code's provisions protecting the Common as well as the Public Garden. We urge you to deny waivers requested by the proposed project, and to take all due measures to protect Boston's valuable greenspace; space that is central to the life and livability of Boston.

Very truly yours,

T.W. Blumenthal

Thomas W. Blumenthal

Blumenthal - letter #2

Thomas W. Blumenthal
300 Commonwealth Avenue • Boston, MA • 02115

May 5, 2016

Mr. Brian Golden
BRA Director
Mr. Lance Campbell
BRA Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

2016 MAY - 9 P 3:49
BRA

RE: Residential Development at 171-172 Tremont Street

Gentlemen:

As a 23-year resident of the Back Bay and a long-term supporter of Boston's public greenspaces (Friends of the Public Garden, The Esplanade Association, Committee to Light the Commonwealth Avenue Mall, etc.), I am writing to express my family's extreme objection to the above referenced project. Boston struggles to preserve access to and the usability of its public greenspaces. Maintaining these spaces in healthy natural form so that City residents and tourists can benefit from their use is already a challenge. City funding and services to support our valuable greenspace are near non-existent, largely forcing the burden of care to private sector philanthropy.

An out of scale project such as the one contemplated for 171-172 Tremont Street adds significant environmental pressure to an already challenged situation for Boston Common. The Common is the most used of all of the City's greenspaces, and maintenance of its lawns, trees and other greenspaces will suffer irreparable harm with further shadowing of the park that would be caused by the proposed project. Damage extending beyond the Common to The Public Garden from such significant shadowing cannot be ruled out. This project puts at risk the parks' extraordinary public benefits and the significant private investment that has been made in the City's greenspace.

Our family strongly advocates for compliance with both the 1990 Shadow Law and Boston's zoning code's provisions protecting the Common as well as the Public Garden. We urge you to deny waivers requested by the proposed project, and to take all due measures to protect Boston's valuable greenspace; space that is central to the life and livability of Boston.

Very truly yours,



Thomas W. Blumenthal



Lance Campbell <lance.campbell@boston.gov>

171-172 Tremont Street project

Robert Devens <rsdevens@gmail.com>

Sat, Jun 4, 2016 at 9:15 PM

To: Brian.Golden@boston.gov

Cc: lance.campbell@boston.gov

Dear Mr. Golden,

Please protect the wonderful Boston Common and Public Garden, as your predecessors have mostly done, by limiting the effects of shadows and wind on the beautiful trees and sunshine on this signature public space. The 1990 Shadow Law, so hard fought for, should be complied with and the height of this project limited to that which is permitted. Do this for your and my grandchildren and for the sake of a Boston known for its historical architectural traditions and green spaces.

My wife and I moved to Boston eight years ago, from New York City, and bought a place on Beacon Street largely because of the attractive and scaled architecture of mid town Boston and the proximity to a light, airy, largely peaceful and well maintained park (the Common) with large magnificent trees that survive in the light of the center city. We have always thought, as my grandparents did, that the City of Boston would protect these spaces with the assistance of the Friends of the Public Garden (which I'm honored to help financially).

I ask you to enforce the height restrictions which clearly apply to this project in compliance with the 1990 Shadow Law and the Boston zoning code provisions which protect the Common as well as the Public Garden which are such sources of pride to us Bostonians. (The Public Garden has never looked better than it does today thanks to the City and the Friends.)

With appreciation for your fortitude and for the job you do, from a chauvinistic Bostonian, Bob Devens

Sent from my iPhone



Lance Campbell <lance.campbell@boston.gov>

171-172 Tremont St. Development

Suzanne Chapman <suzannechapman1208@gmail.com>

Sun, May 8, 2016 at 4:05 PM

To: Brian.Golden@boston.gov
Cc: lance.campbell@boston.gov

Dear Mr. Golden and Mr. Campbell,

As a resident of 2 Avery Street for over 15 years I am very concerned about the above development proposal. I am urging you to require the owners of this property to comply with both the 1990 Shadow Law and the provision of Boston's zoning code which protects the Common as well as the Public Garden. There are reasons that these provisions and laws are in place and no reason for this project to skirt either the zoning or shadow law.

Sincerely,
Suzanne Chapman
2 Avery Street, 30B

Martin Hale - letter #1



Lance Campbell <lance.campbell@boston.gov>

Against 171-172 Tremont Street Development

Debby Hale <debby@halemail.us>

Tue, Apr 26, 2016 at 12:12 PM

To: Brian.Golden@boston.gov

Cc: Lance.Campbell@boston.gov

Dear Brian,

We are against the project for the 171-172 Tremont Street Development Proposal and Boston Common. This project will violate the current zoning and would also set a harmful precedent. We advocate for compliance with both the 1990 Shadow Law and Boston's zoning code's provisions protecting the Common as well as the Public Garden.

Sincerely,

Martin and Deborah Hale

Martin Hale - Letter #2



Lance Campbell <lance.campbell@boston.gov>

171-172 Tremont St Development

Hale, Martin <mhale@hellmanjordan.com>

Thu, May 12, 2016 at 2:22 PM

To: "Brian.Golden@boston.gov", "lance.Campbell@boston.gov"
<lance.Campbell@boston.gov>

Gentlemen:

This is the 2nd letter for the same commercial period submitted by Martin Hale

Every work day I walk the Commons from South Charles and Boylston to Park Street and back. I am a Friend of the Public Gardens. I have worked and/or lived in Boston going on 50 years and I have seen periods of graceful and thoughtful development as well as those of disregard for the neighborhood and the public.

I would like to speak out and suggest that this proposal is inappropriate given its location bordering the Commons. Excess height and shadows are my principal concerns. Yes, I know that many of the contiguous structures exceed the rules. However, this does not automatically mean an exemption here.

This is, I believe, the last buildable lot surrounding the Commons and the Public Garden. The developer is wealthy, the real estate industry is far from stressed, and interest rates are low so there does not seem to be a financial need (other than even larger profits) to grant this exemption. As well, let's draw the line on shadows. Walking along Tremont, one can plainly see that the trees all lean to the west as they struggle for sunlight and the shadows from The Ritz Towers encroach on formerly sunny space.

So, after two decades of virtual carte-blanche for developers, where every square inch of the lot was built upon, and every formerly open space is now being built out, please do what's right for the citizens of Boston, users of the neighborhood, tourists and the character and ambience of the area: deny the request for height beyond the local zoning laws.

Thanks and Regards....Martin Hale

220 Boylston St
Boston, 02116



Lance Campbell <lance.campbell@boston.gov>

171-172 Tremont St.

Drew Wilkins <snikliw@gmail.com>

Tue, May 10, 2016 at 3:11 PM

To: brian.golden@boston.gov

Cc: lance.campbell@boston.gov

Dear Mr. Golden,

I am writing to express my concerns about the height of the proposed tower at 171-172 Tremont Street. I agree with the Friends of the Public Garden that the shadows cast on the Common would be problematic and I think any new building higher than the tower adjacent to the plot (170 Tremont) would set a bad precedent for future development along Tremont Street. For instance, I feel the tower at 151 Tremont is too imposing and another building of that height or taller so close to the park would be a mistake.

Thank you for your work on this project.

Sincerely,
Drew Wilkins

9 Joy St. #1
Boston, MA 02114
cell: 781-910-9726



Lance Campbell <lance.campbell@boston.gov>

171-172 TREMONT STREET DEVELOPMENT PROPOSAL AND BOSTON COMMON

Lawrence Coolidge <lcoolidge@lwcotrust.com>
To: "Brian.Golden@boston.gov" <Brian.Golden@boston.gov>
Cc: "Lance.Campbell@boston.gov" <Lance.Campbell@boston.gov>

Tue, May 3, 2016 at 3:05 PM

Dear Mr. Golden:

My wife and I are long-term residents of Beacon Hill and at one point I had the largest residential tax bill in the city so my wife and I feel that we have contributed to the city's success. We're writing to join in opposition to the 171-172 Tremont Street Development Proposal planned by the BRA. The building has a height of 100 feet higher than the Protection Area of the Midtown Cultural District Zoning and it would put a substantial new amount of the Public Garden in shadow. The Boston Common and Public Garden are tremendously important to Bostonians as well as being an historic space. In New York I've seen the damage caused by recent high rise construction which has put a lot of the space of Central Park in shadow. The Boston Common is almost a sacred place to Bostonians and we feel strongly that an exception should not be made in this case.

Sincerely,

Lawrence Coolidge

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Lance Campbell <lance.campbell@boston.gov>

Proposal for 171-172 Tremont St

jdevx@aol.com <jdevx@aol.com>
To: Brian.Golden@boston.gov
Cc: Lance.Campbell@boston.gov

Sat, Apr 30, 2016 at 4:44 PM

BRA Director Brian Golden
One City Hall Square
Boston, MA 02201

Dear Mr. Golden:

I write because I have just learned of the excessive height proposed for the 171-172 Tremont St development. Not only is this

way in excess of the established 155' height for the Protection Area of the Midtown Cultural District zoning, it will gobble up a large part of the remaining shadow in the Shadow Bank protecting the Common and Garden allowed for in the 1990 Shadow Law.

If this were allowed it would embolden development of other midtown projects in violation of zoning and height restrictions. Like other citizens of Boston, I treasure these parks summer and winter and oppose a project like this which would cast even more shadow - especially in the winter months. The Shadow Law and the zoning code protect the Common and Garden and all new projects should comply with them.

Sincerely,

Anne F. Devereaux
780 Boylston Street #15G
Boston, MA 02199



Lance Campbell <lance.campbell@boston.gov>

171-172 Tremont Street

rob radloff <robradloff@gmail.com>

Wed, Apr 27, 2016 at 4:41 PM

To: brian.golden@boston.gov, lance.campbell@boston.gov

Gentlemen- I am very concerned that the proposed building at this site will GREATLY EXCEED the height level permitted by existing zoning of 155 feet and project large shadows.

This project should NOT exceed the current height limitation of 155 feet. The Common needs to be protected from shadows which will put stress on the trees, the horticulture of the Common, and greatly reduce the quality of life which the Common affords all residents of the city.

The developer acquired the property knowing full well of the limitations imposed by the zoning. The city has more than an ample amount of new luxury housing in the pipe line. If the owner of the property was an institutional long term stakeholder i might have more leniency in a slight modification of the 155 height.

In this instance the developer is looking to make a quick profit, sell all the units, and go on to their next deal- -THEY HAVE NO LONG TERM INTEREST IN THE QUALITY OF LIFE IN THE CITY AND THE PARKS.

Your job is to enforce the thoughtful Zoning Code and the State shadow legislation crafted many years ago, ALL FOR THE PUBLIC BENEFIT, and NOT to modify these provisions *strictly for the benefit of one developer who has no long term interest in the city.*

As a resident of this city for more than 50 years, and one who walks by that section of the Common nearly 5 times a week, I implore you to do the right thing.

I look forward to your written response.

With thanks, rob radloff

133 Commonwealth Ave
Boston, MA 02116



Lance Campbell <lance.campbell@boston.gov>

Protecting the Boston Public Garden and Boston Common

Patricia R. Austen <patricia.austen@verizon.net>
To: Brian.Golden@boston.gov
Cc: Lance.Campbell@boston.gov

Sun, Apr 24, 2016 at 9:40 PM

Dear Sirs,

I respectfully write to you to request that the BRA reconsider the present plans for the residential development at 171-172 Tremont Street in Boston. **We have been advised that the project, at present, violates the current zoning law.** It is our duty as citizens of Boston who care deeply about our greenspaces, to request that the BRA comply with the city's zoning code's provisions and the 1990 Shadow Law which are meant to protect the Common and the Public Garden. As Newbury Street and Boylston Streets have become virtual canyons in recent years, we are painfully aware of the terrible effect of tall buildings that put not only our greenspaces in the dark, but the citizens, as well.

We ask that you and your fellow Board members please consider this request as it pertains to the quality of life in our beautiful city.

Thank you very much for your consideration of this matter.

Most sincerely,

Dr. W. Gerald Austen
Patricia R. Austen
330 Beacon Street, Apt. C 65-66
Boston, MA 02116

implied
↓ opposition to building
height



Lance Campbell <lance.campbell@boston.gov>

171-172 Tremont St. Development

David Friend <dfriend@bluearchive.com>

Fri, Apr 22, 2016 at 9:18 AM

To: "brian.golden@boston.gov" <brian.golden@boston.gov>

Cc: "lance.campbell@boston.gov" <lance.campbell@boston.gov>

Dear Mr. Golden,

As a neighbor and regular user of the Commons and the Public Garden, I want to express my concern over the proposed height of the 171-172 Tremont St. development. These parks are what makes Boston livable and I don't want to see anything put up that's going to cast a shadow on either of these green spaces. It's just not necessary and once a decision is made to infringe on the sunlight in the park, it's hard to go back. Please comply with the existing Shadow Law and enforce the zoning code's provisions. The developers do not need to permanently degrade the quality of light in our beautiful green spaces.

Regards,

David Friend

40 Commonwealth Ave.

Note: Phasing out my Carbonite email, so please use my new email: dfriend@bluearchive.com

David Friend, CEO

BlueArchive, Inc.

dfriend@bluearchive.com

m: 617-230-5446



Lance Campbell <lance.campbell@boston.gov>

171-172 Tremont Street project and proposed development

Roger Cox <rhcox1@comcast.net>
To: "Brian.Golden@boston.gov" <Brian.Golden@boston.gov>
Cc: "Lance.Campbell@boston.gov" <Lance.Campbell@boston.gov>

Thu, Apr 21, 2016 at 9:40 PM

Gentlemen,

As a resident living at 70 Mt. Vernon Street and one who enjoys our Boston Common and Public Gardens, I urge you to follow current restrictions on Building Height and shadow impact as you consider the subject property development.

Roger and Susan Cox
70 Mount Vernon Street
Boston, Ma. 02108



Lance Campbell <lance.campbell@boston.gov>

171-172 Tremont Avenue

Coralie Berg <ajcberg775@comcast.net>
To: lance.campbell@boston.gov

Thu, May 19, 2016 at 5:28 AM

Dear Mr Campbell,

I am writing you regarding the project on 171-172 Tremont Avenue.

We are currently residents at 2 Avery Street, and are very disappointed that such project would be considered on Tremont avenue. There are regulations already about the height allowed for constructions around the Common to protect the area. If an exception is granted for this project, this will open the door to many new tall projects all around the Common, and ruin the feel of openness of the Common and Public garden that had so well been protected so far. The homogeneity of the area will also be damaged. ?!?!?

In addition, it would be unfair to the North and South Millenium Tower (as well as other projects) which have had to abide by the current regulations.

I urge you to reconsider such project to insure the protection of the area for the long term enjoyment of Boston residents and visitors, and not just see the short term financial gain of a construction company.

Thank you for your consideration.

Sincerely,

Coralie Schwartz

2 Avery Street, APPT #25D

Ritz

Boston, MA 02111

<http://www.bostonredevelopmentauthority.org/projects/development-projects/171-172-tremont-street>



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December 17, 2015

Mayor Martin J. Walsh
Boston City Hall
One City Hall Square, Suite 500
Boston, MA 02201

RE: 171-172 Tremont Street Development Proposal and Boston Common

Dear Mayor Walsh,

As you know, the Friends of the Public Garden has worked in partnership with the Boston Parks and Recreation Department for over four decades. We are committed partners for the ongoing maintenance, enhancement, and programming of the Boston Common, Public Garden, and Commonwealth Avenue Mall.

One of the biggest challenges we face together with the Parks Department is the sustainable care of historic Boston Common. The Common is the largest of the three parks, and the most heavily used greenspace in the entire city. It not only serves the city at large as a gathering place for celebrations, special events, and demonstrations, but also as the neighborhood park for 35,000 residents. From the 1970s, our advocacy for the Common has included protecting it from excessive shadow and wind resulting from development projects that would have a damaging impact on this centrally important greenspace.

We believe that development is essential to the vitality of Boston. We also appreciate that it brings new life and positive activity to our parks, and have seen this benefit in the recent growth of the Downtown Crossing residential and college communities.

We are very concerned, however, about the proposed 255' tall residential development at 171-172 Tremont Street (237' plus mechanical floor). At 20 stories, this development would provide 19 luxury condominiums while consuming 50% of the remaining legally allowable acreage in the "Shadow Bank" provided for in the 1990 Shadow Law for the Common. The project is located within the Boston Common and Public Garden

precedent, opening the door in this strong real estate market for more development exceeding the height limit in the mid-town area bordering the parks. We advocate for compliance with both the 1990 Shadow Law and Boston's zoning code's provisions protecting the Common as well as the Public Garden. Attached is a summary of the state legislation protecting the Common from shadow, and the Midtown Cultural District zoning.

An attached map from the project's PNF shows that existing buildings in this area already cast shadow over half of the Common during the winter months. Allowing projects to exceed the height limit will mean stress to the grass and trees, potential increased maintenance costs, and reduced quality of life for all who seek the park as an oasis in the dense urban environment and the center stage of Boston's civic life.

We urge you to deny the project as currently proposed.

We applaud you for this year's capital budget with significant investment in our greenspace jewels in the heart of the city, and for your commitment to make Boston's parks the best in the nation. What better place to start than to protect the future of the nation's oldest park, Boston Common?

Sincerely,



Anne Brooke
Chair

cc: Brian Golden, Director, Boston Redevelopment Authority
John Tad Read, Acting Director of Planning, Boston Redevelopment Authority
Austin Blackmon, Chief of Environment, Energy and Open Space
Christopher Cook, Boston Parks and Recreation Commissioner
Sara Myerson, Executive Director, Imagine Boston 2030



Summary of Shadow Legislation, Midtown Cultural District Zoning December, 2015

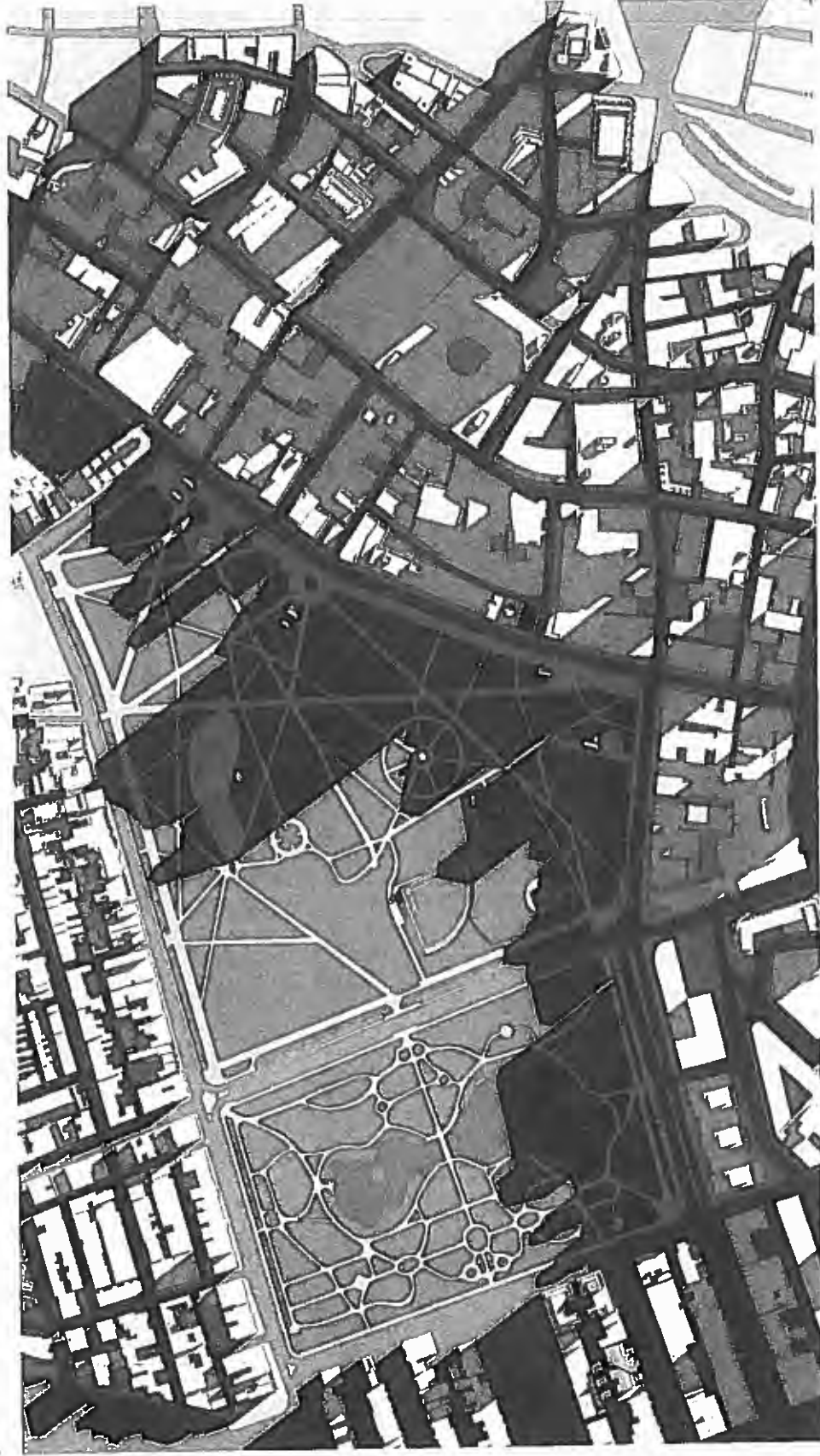
State Legislative Protection of Boston Common and the Public Garden

- 1990 Boston Common Shadow Law (362 of the Acts of 1990):
 - Limits the amount of new shadow (additional shadow cast beyond existing shadows) on the Common. New shadows allowed only during first hour after sunrise or 7 AM, whichever is later; or last hour before sunset.
 - Midtown Cultural District Projects: New shadows cast between 3/21 and 10/21 allowed if the area shaded at the end of two hours is less than one acre, cumulative of all permitted shadows exceeding the two-hour limit (the "Shadow Bank"). Otherwise, no new shadow allowed between 3/21 and 10/21 that lasts more than two hours between 8AM and 2:30 PM.
 - Shadow Bank currently contains .26 acre of total allowable cumulative acreage.
 - Law also sets limits for PDAs and South Station Development Area.
- 1993 Public Garden Shadow law (c385 of Acts of 1993)
 - Additional shadows are allowed in an area that is already shaded by an existing structure; or by a permitted structure whose height conforms to as-of-right zoning as of 5/1/1990. New additional shadows allowed only during first hour after sunrise or 7 AM, whichever is later; or last hour before sunset; otherwise no new shadow allowed.
 - Midtown Cultural District Projects: New shadows only allowed if they are cast before 10 AM during the period between 3/21 and 10/21.
 - PDA: also sets limits for PDAs

Boston Midtown Cultural District Zoning adopted 3/20/ 1989: Section 38-5.1 establishes the "Boston Common and Public Garden Protection Area," setting maximum height limits along Tremont Street from Bromfield Street to the intersection with Boylston Street and then west along the south side of Boylston Street to Arlington Street. The 171-172 Tremont St. project is located in the area where height maximum is 155.' This limit applies to any project within 100' of the nearest street line.

Existing Buildings Exceeding Existing Zoning

- 151 Tremont St. (Tremont on the Common) – built in late 1960s/early 1970s to stimulate housing. Preceded Midtown Cultural District Zoning and 1990 Shadow Law.
- 170 Tremont St (Parkside) – 1986 predates Midtown Cultural District Zoning and Shadow Law but granted variance for 177' height from IP0D zoning limit of 155' based on financial viability. Different real estate market as proven by original developer's inability to fulfill his original three-building project (165 – 172 Tremont St.), not applicable today.
- 165 Tremont (Grandview) – 1988 granted variance because same height as 170 Tremont Street and unique features of the parcel. Variance preceded 1990 Shadow Law during a slow real estate market similar to 151 Tremont. For these reasons, this as well as 170 Tremont Street projects should not be considered a precedent for 171-172 proposal.



ELKUS | MANFREDI
ARCHITECTS

FIGURE B-12

SHADOW STUDY - DECEMBER 21, 9:00 AM

Vanasse Hangen Brustlin, Inc.



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May 31, 2016

Mr. Lance Campbell
Senior Project Manager
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

Re: 171-172 Tremont Street DPIR

Dear Mr. Campbell:

The Friends of the Public Garden has closely followed this project throughout the Article 80 Large Project Review process from the Notice of Intent to its current submittal of a Draft Project Impact Report (DPIR). We have met with the development team, participated in the IAG, and have submitted comments to you and the Mayor stating our concerns about impacts to the Boston Common. For more than 40 years the Friends has worked collaboratively with the Boston Parks and Recreation Department to maintain, improve, and protect the Boston Common as well as the Public Garden and the Commonwealth Avenue Mall. Over that time frame and continuing now, the Friends fundraises and invests, every year, substantial funds for care of the trees, turf and sculpture as well as on capital improvements, such as the recent \$4 million renovation of Brewer Plaza on the Common and the surrounding parkland from Tremont Street up to the State House.

Having carefully reviewed the DPIR, we are submitting our major concerns: questions about the Large Project Review; adherence to the current Midtown Cultural District Zoning establishing the Boston Common and Public Garden Protection Area (Art 38-5); and the environmental impacts of wind and shadow, especially compliance with the Commonwealth's Shadow Law (Chapter 362 of the Acts of 1990).

Questions with Large Project Review/Article 80 Process

1. **Alternative Analysis** – It is our understanding and experience in reviewing projects subject to the Art. 80 process, that the default alternative analysis in the Large Project Review is a comparison to as-of-right project. The DPIR alternative analysis for 171 Tremont Street is very unusual. Instead of comparison to as-of-right condition, the project proponent compares the revised design proposal to its PNF design. We request that the proponent compare the DPIR proposed design to as-of-right condition.

Though we appreciate the developer's design revision in response to comments to the BRA, we do not believe that using the PNF's taller design of 237' (excluding mechanicals) as an alternative to the 212' (excluding mechanicals) current proposal is a meaningful or appropriate comparison.

2. Shadow Analysis

- a. **In reviewing the DPIR shadow graphics, we have found a discrepancy between 171 Tremont's depiction of existing shadows and a DPIR for another current project. Such a difference could affect the analysis for "additional new shadow" among projects impacting the Common. This finding leads us to question whether the BRA recommends a standard methodology and/or base model for conducting shadow analysis. Do all shadow models use a standard digital model? Do they take into consideration the topographic and other variables? Such variations in base line existing shadows raise the question of the validity of individual project shadow analyses. How can the reviewer verify the accuracy of the information provided?**
- b. **The Scoping Determination does not require shadow analysis during the times limited by the state's Shadow Law. We strongly recommend that the BRA scoping determination for all projects that may impact the Common include hourly shadow analysis for the period of March 21 to October 21 between 8 AM and 2:30 PM in order to determine compliance with Chapter 362 of the Acts of 1990. Based on the shadow graphics provided in the DPIR for the project, please have the proponent provide analysis for the times when the proposed building's shadows fall on the Common: June 21 from 8 AM to noon; September 21 from 8 AM to noon; and to provide back-up shadow analysis for Figure 3.3, Most Impactful Shadow, August 19 at 10 AM.**

Adherence to Zoning:

We continue to be concerned about this proposed development's exceedance of the existing zoning height limit of 155' as established by the Boston Common and Public Garden Protection Area zoning under Art. 38-5. According to Art. 38: "The protection areas are established in order to protect public open spaces or residential neighborhoods abutting the protection areas, or the concentration of historic buildings within the protection area." We believe that this purpose remains as pertinent today as when the zoning was written and adopted. It seems ironic that the investment in the Common by the Boston Parks Department

and the Friends could be jeopardized by this development that will benefit from that work while undermining the protection of this historic landmarked park.

The Friends continues to oppose a variance to the Midtown Cultural District height and FAR limits for the Boston Common and Public Garden Protection Area. We also wish to point out that the existing buildings at 151, 165, and 170 Tremont Street predate the adoption of Article 38 of the zoning code as well as the Common Shadow Law of 2000 and therefore should not be considered as precedents for granting a variance for 171-172 Tremont St. We wish to point out that the DPIR should enumerate other zoning variances that will be required, such as Street Wall Height (Art. 38-19.2) and Corner Lot Building design [38-19.4(d)].

The Friends is also very concerned given the current heated real estate market that an exception granted for the proposed 171 Tremont Street development would set a precedent for the entire Protection Area, which extends from Bromfield Street south on Tremont and then west on Boylston to Park Square. We believe that this risk is very high and would jeopardize the Common, 50% of which already is in shadow in December, as shown in the plan of existing shadows from the proponent's PNF of December 21, 9:00 am.

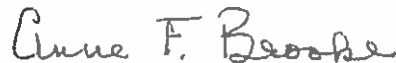
Environmental Impacts

1. **Wind – No-Build** wind impacts are rated as “Uncomfortable for Walking” (ranging from 19 to 27mph) with winter gusts rated as “Unacceptable” In front of the Visitor Information Center. **Though the DPIR analysis predicts no change to these conditions, it does show an increase in Uncomfortable for Walking ratings on the Avery Street side of the building.** We find that this increasingly windy condition contradicts the statement in Section 1.4 that one of the development's public benefits will be to “Enliven the connection between Downtown Crossing and Boston Common.”
2. **Shadow -** While we appreciate the developer's revised design and its reduction of new shadow on the Common, we remain concerned about the addition of new shadow to the Common, which is reaching the legal limit of 1 acre accumulative additional new shadow. We urge the BRA to consider the public policy issues of using the limited amount of the Shadow Bank for 18 luxury units when the acreage might be better used for affordable, workforce and mixed income housing. As stated above, it is difficult to verify compliance with the state law since the BRA's scoping determination does not require shadow analysis that includes duration from 8 AM to 2:30 PM between March

21 and October 21. We would like to see what the extent of shadow is during the months of January and February, in addition to December as shown in the PNF plan. **We urge the BRA not to approve the additional new shadow of 2,987 feet.** Shadows not only impact the health of the park's horticulture, they also significantly affect the quality of pedestrian experience in the park.

Thank you for the opportunity to comment on this proposed development at 171-172 Tremont Street. The Friends hopes to continue to work with the BRA to promote development in downtown Boston that respects and adheres to the protection of the Boston Common and the substantial public and philanthropic financial investments that strive to make this historic park a first class public asset for all to use and enjoy for years to come.

Yours truly,



Anne Brooke
Chair

Cc: Brian Golden, Director, Boston Redevelopment Authority
Austin Blackmon, Chief of Environment, Energy & Open Space
Chris Cook, Commissioner, Parks and Recreation
Greg Galer, Executive Director, Boston Preservation Alliance
Michelle Wu, City Council President

Traffic (and Height)



Lance Campbell <lance.campbell@boston.gov>

Project Comment Submission: 171-172 Tremont Street

5 messages

no-reply@boston.gov <no-reply@boston.gov>

Mon, Jun 6, 2016 at 11:12 AM

To: BRAWebContent@cityofboston.gov, Lance.Campbell@boston.gov

CommentsSubmissionFormID: 1020

Form Inserted: 6/6/2016 11:12:18 AM

Form updated: 6/6/2016 11:12:18 AM

Document Name: 171-172 Tremont Street

Document Name Path: /Development/Development Projects/171-172 Tremont Street

Origin Page Url: /projects/development-projects/171-172-tremont-street

First Name: David

Last Name: Silverstein

Organization:

Email: dw_silverstein@yahoo.com

Street Address: 1 Avery Street

Address Line 2:

City: Boston

State: MA

Phone: (617) 423-0901

Zip: 02111

Comments: As someone who has both lived and worked in the downtown community for many years, and has attended multiple presentations by the developer and read through the project documents, I believe that this project as proposed is very inappropriate, and know that it and its construction will be a serious threat to public safety. The proposal does not have any area for delivery or other vehicles servicing the building, as a result every vehicle, including routine mail, FedEx, UPS, meal, food, dry cleaning and other trucks will be forced to block traffic on already narrow congested public roads. This is particularly problematic given that the property abuts an old age home that has frequent ambulance and The Ride vehicles that need immediate access. During construction these problems will become incalculably worse, as one lane of each road will be removed for numerous months. In the event of fire engines or an ambulance needing to service the neighborhood, if even one other vehicle is already present, the emergency vehicles will be blocked from serving hundreds of existing residences. In addition, by blocking half of the existing traffic lanes, the project will make it virtually impossible for the Opera House to service its loading docks, harming a public amenity that is infinitely more important to the arts and economy than this proposal could ever become. The proposal also would permanently use a huge amount of the Boston Common's shadow bank for the benefit of less than two dozen individuals. If the project is approved, this alone would be a very sad commentary about the City government's attitudes towards the oldest city park in the County. The proposal also has not demonstrated a reason why it is legally entitled to a zoning variance granting it height and FAR beyond what is legally permissible. In conclusion, this proposal is asking far too much of the existing community to the benefit of only a very few individuals.

PMContact: Lance.Campbell@Boston.gov



Lance Campbell <lance.campbell@boston.gov>

Project Comment Submission: 171-172 Tremont Street

1 message

no-reply@boston.gov <no-reply@boston.gov>

Mon, May 23, 2016 at 4:58 PM

To: BRAWebContent@cityofboston.gov, Lance.Campbell@boston.gov

CommentsSubmissionFormID: 1001

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Document Name: 171-172 Tremont Street

Document Name Path: /Development/Development Projects/171-172 Tremont Street

Origin Page Uri: /projects/development-projects/171-172-tremont-street

First Name: Abhijit

Last Name: Prabhu

Organization:

Email: abhijit.prabhu@gmail.com

Street Address: 1 Avery Street

Address Line 2: 16G

City: Boston

State: MA

Phone: (617) 816-6663

Zip: 02111

Comments: The developers are seeking excessive zoning relief for floor-to-area ratio (FAR) and building height. The small footprint of the project lots do not allow for proper arrival, departure, delivery and servicing of the projects, both during and after construction. The developers have not sufficiently addressed traffic concerns in the immediate neighborhood both during and after construction. The proposed designs are not contiguous or in keeping with the Ladder Blocks and Washington Street Theatre Protection Area.

PMContact: Lance.Campbell@Boston.gov



TrafInfo Communications, Inc.
10 Tower Office Park, Suite 301
Woburn, MA 01801
www.trafinfo.com

Ph.: (888) 710-5380

MEMORANDUM

TO: Diane Rubin
FROM: Deanna Peabody/Sudhir Murthy
DATE: June 3, 2016
SUBJECT: **171 Tremont 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 29, 2016 submitted to the Boston Redevelopment Authority (BRA) by VHB for the proposed residential condominium project at 171 Tremont Street in the City of Boston.

The proposed developed presented in the DPIR has been slightly modified from what was originally presented in the Project Notification Form (PNF). The current development proposes 18 residential units (reduced from 19 residential units) building that is 19 stories high (reduced from 20 stories) with a height of 212 feet (reduced from 237 feet). The building is proposed to have 21 on-site parking spaces (reduced from 28 parking spaces) with a full-time 24/7/365 valet service (as opposed to a self-parking system).

Based on our review of the DPIR and the responses to comments to the PNF, there are still many unanswered questions requiring additional analysis to adequately respond to concerns raised here in this memorandum.

Response to Comments on the PNF

As part of the PNF review, TrafInfo had provided a detailed set of comments in a memorandum dated August 29, 2015. The comments in general requested for specific quantitative analysis to be included in the DPIR to allow for a better understanding of the potential impacts from the proposed development. The analysis requested included traffic data collection such as automatic traffic recorder (ATR) counts on streets in the immediate vicinity of 171 Tremont Street. Such traffic data collection is an industry standard and an important aspect of any traffic impact assessment. TrafInfo had also suggested the development of a micro-simulation model of the immediate area around the project site to allow for a valid and accurate assessment of not only the parking activities related to 171 Tremont Street but also its interaction with adjacent land use activities including loading/unloading from tour buses and delivery vehicles along Avery Street and Mason Street as well as the drop-off/pick-up related to the cinema located across the street from the project site. The Developer's response to these and several other similar comments from the project proponent was that the Boston Transportation Department (BTD) did not ask for it as part of the project scoping document. Notwithstanding, we still believe our comments on the PNF were valid and deserved a greater level of response in the DPIR.

The following sections pose questions regarding Chapter 2 Transportation Analysis of the PNF.

Peak Periods for Traffic Analysis

The DPIR provides only anecdotal evidence of current traffic operations and activities. The DPIR states Avery Street to be a “relatively low-volume roadway” with no traffic data to support it. Similarly, the DPIR states that the existing traffic signals at either ends of Avery Street “indicate very limited delay and queuing even during peak periods”. However, there is no data provided to support this assertion.

In general whenever the DPIR discusses traffic activities during the “peak periods”, it is generally during the typical commute morning and evening commute peak periods. The DPIR provides potential trips generated by the proposed development during weekday morning and evening peak hours in addition to a typical weekday which is appropriate. The DPIR rightly recognizes the “noticeable increase in traffic activity in the evenings and particularly on weekends”. However, no information is provided related to the weekend peak traffic periods. Given the nature of the area surrounding the project site, with numerous retail and recreational land uses and landmarks, it is essential that the project proponent provide additional details related to the weekend peak period in terms of trip generation and other activities in and around the project site.

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 person trips that are based on vehicle trips are assumed to be the total person trips generated by the development. This in our opinion may be under-estimating the number person trips. The NCHRP 365¹ publication provides an estimate of 10.8 daily person-trips per household with high household income which is likely to be the case of residents at 171 Tremont. For the proposed 18-unit residential development, that would result in 194 daily person trips, about 60% higher than the 120 daily person trips estimated by the DPIR. This would also mean the proposed development would like generate higher number of vehicle trips.

The DPIR makes repeated reference, especially in the response to comments on the PNF, to the previous office building at 171 Tremont Street and refers to it as the “existing office building”. The DPIR compares the potential trip generation of the proposed facility with the so-called existing office building. Such a reference and comparison would have been appropriate if the office building was still in use. **The existing office building has been vacant and hence all observation of traffic volumes on Avery Street and traffic delays at the existing traffic signals on each end of Avery Street have been conducted without the traffic generated by the office building.**

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

Parking

It is proposed that the 18 unit luxury residential condominiums will have 21 parking spaces, a ratio of approximately 1.17 spaces per unit taking up two floors of below grade parking. The garage is proposed with access on Mason Street and will have a valet-operated mechanical lift.

The proposed 21 parking spaces assumes that the residents of 171 Tremont will have around 1 vehicle per unit. Given the likely affluence of the residents of this developments, it is very likely the average number of vehicles per unit will be greater than 1 as indicated in a response by the project proponent to comment no 8.3. While the residents might park their other vehicle at an off-site parking facility, these vehicles are likely to come to 171 Tremont, even if it is for a quick loading/unloading or drop-off/pickup. It is also reasonable to expect residents requesting the valet to temporarily park their other vehicle on-site while they make a short duration visit to their residence for any number of reasons. So, while there may be 21 delineated parking spaces, the concern is that more than 21 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 21 vehicles will be parked on-site at any given time?

The parking operation involves a valet space for residents to first pull into from Mason Street. From there, the valet would then back-up on to Mason Street, and then pull into the vehicle elevator. Following are some of the concerns that result from this type of operation:

- If the elevator is in use when a vehicle pull into the valet space, either in use to park a vehicle or in use for trash delivery, the vehicle will occupy the valet space still such time the elevator becomes available. If in this duration, another vehicle were to arrive, it would have to wait on Mason Street and either park on the sidewalk or take up one side of the street.
- The valet space is also used for deliveries as well. It is also likely to be used by residents to make a quick stop at their residence. If a resident approaches the building and the valet space is occupied, they would need to wait on Mason Street.
- Given the prevailing on-street parking by delivery vehicles on Mason Street, combined with additional on-street parking, albeit temporarily, by residents waiting to access the on-site parking, the concern is that there are bound to be times when multiple residents are looking to park. If this happens during weekends, when other activities in the area are also high, and if Mason Street is blocked, the impact of this could extend back to Avery Street and on to Tremont Street. Vehicles blocked from entering Mason Street from Avery Street could in turn block vehicles entering Avery Street from Tremont Street.

The DPIR simply states that “in the event of an elevator malfunction, contingency parking plans will be instituted”. However, there is no indication what this contingency plan would entail. The concern is what if this plan entails temporarily parking the vehicles on Mason Street. This could have significant impact to traffic operations at the intersection of Avery Street and Mason Street, and perhaps, given the relative proximity, the intersection of Tremont Street and Avery Street.

Loading

Deliveries to the proposed development will also use the same valet space discussed above for use by residents looking to park on-site. While it is acknowledged that deliveries are likely to be during off-peak time periods on weekdays, it is important to recognize that the duration a delivery vehicle would occupy the valet space will be longer than a resident who parks their vehicle in the valet space so that the valet can take their car and park on-site. As discussed above, **given the proposed 2-stage parking operation, any blockage of the valet space could result in parking on Mason Street which in turn could have traffic operational impacts along Avery Street and beyond.**

Construction

The project proposes the demolition of an existing four-story building and the construction of a new 19-story residential building with 18 residential units, a grand lobby, two amenities floors and dedicated below grade parking.

Given the density of the project area, 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 22 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.

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 Mason Street and Avery Street.

Conclusion

In general, the DPIR did not provide much quantitative baseline information in terms of existing traffic, bicycle and pedestrian levels. Comments made on the PNF requesting traffic data and more detailed analysis were largely ignored citing that it was not called for in the BTB scoping document. The DPIR utilized a trip generation methodology that likely under-estimates the number of vehicle trips generated by the proposed facility. While the DPIR acknowledged that weekends will see noticeable increase in activity, there was no information on likely trip generation during a typical weekend both on a daily basis or during the peak hour. The proposed parking operation involving valet service and vehicle elevator is cause for concern from the use of the valet space also by delivery vehicles to the potential malfunction of the vehicle elevator to an overload/overuse of the parking space available on-site by residents who, given their income levels, will likely own more than 1 vehicles, as recognized by the DPIR itself.

Following is a list of questions and concerns that have not been adequately answered by the DPIR requiring additional analysis by the project proponent:

1. The DPIR acknowledges that the peak hours of traffic and pedestrian activity in the project area may be other than the typical weekday morning and evening peak hours. Traffic data collection should be performed to document the level of traffic and pedestrian activity during each hour over a 7-day period to accurately identify the peak hours of activities.
2. Documentation should be provided of the existing delivery, loading/unloading and on-street parking along Mason Street, as well as drop-off/pick-up, loading/unloading along Avery Street in the vicinity of the project site.
3. At a minimum, level of service traffic and pedestrian analysis at the one intersection of Tremont Street and Avery Street should be conducted given that all vehicles and most pedestrians generated by the development will travel through this intersection.
4. Supporting documentation on the validity of the proposed trip generation methodology should be provided such as data collected at a similar development. Alternatively, additional analysis should be conducted utilizing other trip generation methods including directly estimating the number of person trips generated by the development which then is split into the various modes of transportation.
5. The DPIR acknowledges the potential for residents of 171 Tremont to own more than 1 vehicle. Additional analysis should be done to assess the potential traffic and parking implications if the car ownership of the residents was on an average of 1.5 (based on a similar residential development in the vicinity of 171 Tremont Street).
6. A greater level of analysis is necessary related to the parking and delivery operations: utilization of the valet space for parking and delivery vehicles; use of the vehicle elevator for parking and trash transportation; and most importantly the contingency plan in the event of elevator malfunction.

Scholz, Nancy

From: Peter F. Jones <peterfjones6@gmail.com>
Sent: Saturday, May 14, 2016 8:54 AM
To: lance.campbell@boston.gov
Cc: Scholz, Nancy
Subject: 171 Tremont Street Project

Mr. Campbell:

I am writing for a second time on behalf of my spouse, Wayne, and myself to express our concerns over the proposed development at 171 Tremont St. While we are excited about the possibility of a beautiful new building on a busy corner, we have the following concerns that the developers have not fully addressed:

- The traffic patterns at this corner are already stressed. Adding a large building with resident parking and deliveries will add to the congestion.
- Of particular concern is that most vehicular activity for 171 will occur via Mason Place. As I'm sure you are aware, the apartment building at the corner of Mason and Avery frequently requires the services of an ambulance and The Ride. The added congestion from 171 will jeopardize the emergency/assisted access required by many of these elderly residents.
- The height of 255 feet will set a precedent that will lead to further tall buildings around The Common and the depletion of the precious shadow bank.

Thank you for addressing these concerns.

Peter Jones
Wayne Gaffield
1 Avery ST #17G
Boston, MA 02111



Lance Campbell <lance.campbell@boston.gov>

<http://www.bostonredevelopmentauthority.org/projects/development-projects/171-172-tremont-street>

1 message

Allen Fagenholz <allen.fagenholz@gmail.com>
To: lance.campbell@boston.gov

Tue, May 17, 2016 at 10:25 AM

Dear Sir:

As residents of 2 Avery Street we would like to comment on the proposed building at 171-172 Tremont Street. There are two important issues. Because of shadowing onto the Boston Common we feel that the proposed building should be no taller than the adjacent ones. Also the traffic on Avery Street is already very congested and additional residential units will only aggravate this problem.

Thank you

Linda and Allen Fagenholz

Design



Lance Campbell <lance.campbell@boston.gov>

Project Comment Submission: 171-172 Tremont Street

1 message

Wed, May 18, 2016 at 1:19 PM

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, Lance.Campbell@boston.gov

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First Name: Robert

Last Name: Lauricella

Organization: RML Architects

Email: archml1@aol.com

Street Address: 260 Mt auburn St #1D

Address Line 2:

City: Watertown

State: MA

Phone: (617) 913-6237

Zip: 02472

Comments: I do not understand why the fenestration is accenting 4 squarish blocks on the Tremont St side instead of a more vertical quality which might accent its slenderness ratio. If one wants to articulate something besides its verticality If these horizontal elements relate to the adjacent building it might make the building blend somewhat with its context. Its height and different materials should be adequate to make it stand out without adding a quality with no meaning and questionable aesthetic value.

PMContact: Lance.Campbell@Boston.gov

Attorneys' Memos (multiple issues)

PRINCE LOBEL

June 6, 2016

By Email and Hand Delivery

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

Re: Comments on DPIR for Proposed Project for 171 Tremont Street (the "Project")

Dear Director Golden and Mr. Campbell:

This firm represents the Boards of Trustees of two residential condominium associations adjacent to a proposed redevelopment project location at 171-172 Tremont Street, in the Midtown Cultural District, specifically the Millennium Place South Residential Association and the Millennium Place North High-Rise Residential Association (the "Millennium Residences"). The Millennium Residences are home to more than one thousand (1000) residents and have been a fundamental anchor for the revitalization of the Midtown Cultural District since their construction and occupancy in 2001. We provide these comments and requests relative to the Draft Project Impact Report, dated April 29, 2016 ("DPIR").

The Millennium Residences acknowledge very modest changes made by the developer to the Proposed Project since its filing of the PNF, on July 14, 2015, however the Proposed Project continues to propose height and density in flagrant violation of applicable zoning and does so without explanation of any hardship without the granting of a zoning variance. The Millennium Residences ask the Boston Redevelopment Authority ("BRA") to mandate further reductions in mass and height, as well as parking and traffic improvements, before permitting to Proposed Project to proceed. Alternatively, at a minimum, the BRA should require further study, since as discussed below, no As-Of-Right Alternative was presented or considered and the Boston Transportation Department ("BTD") has provided no scoping direction.

Given that many important questions remain unanswered in the DPIR, the BRA cannot reasonably find that it is appropriate to waive further review pursuant to Article 80, Section 80B-504(c) of the Zoning Code. In its Preliminary Adequacy Determination ("PAD"), BRA must require the developer to address the inadequate components of the DPIR, require study sufficient to address the unanswered questions, obtain a BTD scoping direction and consider further alternatives for the scale of the Proposed Project all to be included in a Final Project Impact Report.

Pursuant to Article 80, Section 80B-5.4(c)(iii), if the BRA's review of the DPIR and public comments (including the comment of public agencies) "reveal's negative impacts that were not anticipated in the Scoping Determination and that are within the scope of Large Project Review, the Boston Redevelopment Authority may require that the Applicant study additional issues, consider further mitigation measures, or investigate new alternatives for the scale of the Proposed Project."

We respectfully submit that public comments have revealed significant impacts not anticipated in the Scoping Determination and/or unanswered in the DPIR.

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Continued Flagrant Violation of Existing Zoning Without Justification

In its DPIR, the developer elaborates its design intent and makes very modest changes to the building's mass and height, but provides **no explanation as to why 171 Tremont Street cannot conform to existing zoning**. The developer provides **no reason** for seeking zoning variances for **additional height and density**. Without such justification or reasoning, any zoning variances would be arbitrary, capricious and unreasonable. As depicted on the chart below, the Project will need relief from the Code in the form of a height variance and a Floor Area Ratio ("FAR") variance.

Dimensional Regulation	As-of-Right (maximum)	As-of-Right (Large Project Review)	PNF/Proposed Project Dimensions	DPIR/ Proposed Project Dimensions
Building Height	125	155	237 (255 with mechanicals)	212 (235 with mechanicals)
FAR	8	10	15.8	14.3

According to the Massachusetts Courts, a variance power "is to be sparingly exercised and only in rare instances and under exceptional circumstances peculiar in their nature, and with due regard to the main purpose of a zoning ordinance to preserve the property rights of others..." *Coleman v. Bd. of Appeal of Boston*, 281 Mass. 112, 117 (1932) (quoting *Hammond v. Bd. of Appeal of Springfield*, 257 Mass. 446, 448 (1926)). The developer has yet to show how they might meet this very high standard so as to warrant the granting of a variance. Specifically, the developer cannot satisfy the following requirements for a zoning variance:

- What special circumstances or conditions peculiar to this land or structure but not the neighborhood are such that the application of the provisions of the Zoning Code would deprive the developer of the reasonable use of the land or structure?
- What practical difficulty and demonstrable and substantial hardship would be suffered without the granting of the variance as necessary for the reasonable use of the land or structure?

Height

As we pointed out in our PNF comment letter dated August 14, 2015, the Proposed Project is simply too high at 235 feet at a location immediately adjacent to this City's most cherished open space, the Boston Common. There is no articulated reason to deviate from current zoning at this location, which limits height on sites abutting the Common to no more than 155 feet. While it is true that the Millennium Residences are tall buildings, those buildings were deliberately located further away from the Boston Common and were constructed and planned more than 15 years ago to spark revitalization. This neighborhood has been transformed from the former "combat zone" days and needs balanced growth respectful of its historic context adjacent to the Boston Common and mindful of an already strained infrastructure.

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Revitalization of the historic Ladder District is well underway, such that any new development at this location should be required to justify any height beyond that of its immediate neighbors Parkside and Grandview. The DPIR's Figures 5.5A and 5.5E illustrate the incongruity of height at this location, with a skyline that overshadows and detracts from the Boston Common. For instance, the developer should be required to consider removing one level of its below ground so-called "Amenity" floors and placing mechanical equipment below grade to reduce height, thereby improving daylight, wind, shadow and skyline impacts. See Figure 5.4B. We question why the top two "stepped back" floors occupy precious airspace with mechanical equipment, when at least one could be below grade?

Traffic

The Millennium Residences have engaged Sudhir Murthy, PE, PTOE, and President of Trafinfo Communications to analyze the traffic impacts of the proposed Project. Mr. Murthy has identified considerable cause for concern. The Millennium Residences question why a wholly residential project of 18 units should require 21 new parking spaces, far in excess of the Boston Transportation Department's ("BTD") limit of one parking space per Unit, particularly given the convenient location within steps of MBTA's Green Line, Red Line, Orange Line and Silver Line stations. Here again, the BRA should require presentation of an As-Of-Right Alternative with a corresponding reduction in parking spaces. Such a project would be welcomed by the neighbors and would not so tremendously overburden the neighboring streets.

Mr. Murthy's concerns, requests for further analysis and questions are summarized, as follows:

1. The DPIR acknowledges that the peak hours of traffic and pedestrian activity in the project area may be other than the typical weekday morning and evening peak hours. Traffic data collection should be performed to document the level of traffic and pedestrian activity during each hour over a 7-day period to accurately identify the peak hours of activities.
2. Documentation should be provided of the existing delivery, loading/unloading and on-street parking along Mason Street, as well as drop-off/pick-up, loading/unloading along Avery Street in the vicinity of the project site.
3. At a minimum, level of service traffic and pedestrian analysis at the one intersection of Tremont Street and Avery Street should be conducted given that all vehicles and most pedestrians generated by the development will travel through this intersection.
4. Supporting documentation on the validity of the proposed trip generation methodology should be provided such as data collected at a similar development. Alternatively, additional analysis should be conducted utilizing other trip generation methods including directly estimating the number of person trips generated by the development which then is split into the various modes of transportation.
5. The DPIR acknowledges the potential for residents of 171 Tremont to own more than 1 vehicle. Additional analysis should be done to assess the potential traffic and

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parking implications if the car ownership of the residents was on an average of 1.5 (based on a similar residential development in the vicinity of 171 Tremont Street).

6. A greater level of analysis is necessary related to the parking and delivery operations: utilization of the valet space for parking and delivery vehicles; use of the vehicle elevator for parking and trash transportation; and most importantly the contingency plan in the event of elevator malfunction.

A copy of the TrafInfo memorandum, dated June 3, 2016, is attached hereto.

Further submission by the developer is necessary because the DPIR deliberately avoided responding to critical traffic and pedestrian safety issues in the PNF comments and requests from the Millennium Residences. The DPIR provided no substantive responses and stated only – and repeatedly – that such requests were not called for by BTM. The DPIR failed to respond to the substance of the following important questions posed by the Millennium Residences and TrafInfo as quoted directly from the DPIR:

- DPIR Comment 8.4 "Automatic Traffic Recorder counts should be completed in the vicinity of the proposed development to identify in the AM, midday, and PM weekday peak hours as well as the Saturday peak hour."

DPIR Response. Automatic Traffic Recorder (ATR) counts have not been called for by BTM.

- DPIR Comment 8.5 "A full safety analysis using at least three years of crash data should also be completed."

DPIR Response. A safety analysis has not been called for by the BTM.

- DPIR Comment 8.7 "The number of pedestrians in the vicinity of the project site should be quantified to better understand their patterns and flow. Pedestrian counts should be completed as part of previously mentioned TMCs."

DPIR Response. Pedestrian counts have not been called for by BTM.

- DPIR Comment 8.8. "Are the pedestrian clearance intervals at the signalized intersections sufficient per the MUTCD, BTM, and MassDOT Guidelines."

DPIR Response. An analysis of pedestrian clearance intervals at signalized intersections has not been called for by BTM.

The non-responses by the developer are further support that BTM provide written direction and require analyses as requested by TrafInfo in order to permit a reasoned review of the Proposed Project.

Construction Sequencing

The DPIR proposes a construction period of approximately 22 months. The Millennium Residences request this period be shortened by six (6) months to require an accelerated

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schedule so as to minimize the serious impacts to the Millennium Residences and to the residents, visitors, pedestrians and traffic.

Wind

The DPIR wrongly and misleadingly asserts in Section 3.2. that the current pedestrian level wind comfort conditions just north of the Proposed Project will improve if the Project proceeds and likewise suggests in the narrative text that wind conditions along Avery Street will improve on average. To the contrary, the developer attempts to hide the fact that the wind conditions will worsen considerably at locations along the building's southern perimeter near the Millennium Residences. Figure 3.16 of the DPIR dramatically shows 3 locations along Avery Street, where worsened wind conditions will seriously downgrade the pedestrian environment.

Location	Before	After
Location 3/Millennium Residences	Green/Walking	Yellow/Uncomfortable
Location 4/Millennium Residences	Green/Walking	Yellow/Uncomfortable
Location 41/Millennium Residences	Green/Walking	Yellow/Uncomfortable

Notably, wind gusts on Avery Street are transformed to an Unacceptable level at Location 3 in front of the Millennium Residences. See and compare Figures 3.1(c) and (d). Accordingly, the BRA should require the Developer to conduct a wind study based on an AS-OF-RIGHT design and to evaluate the opportunity to avoid deterioration of the pedestrian realm.

Inconsistency with All Prior BRA Planning for the Midtown Cultural District

The Millennium Residences again ask the developer to explain its justification for asking the BRA to deviate 100% from decades of historic BRA planning for the Midtown Cultural District. In February, 1989, the BRA issued its Plan To Manage Growth for the Midtown Cultural District (the "1989 Plan"). The 1989 Plan was issued following years of community-based public participation, neighborhood input and sophisticated and talented urban planning analysis. A copy of the 1989 Plan is enclosed herewith for everyone's convenience and consideration. Notably, the 1989 Plan states:

- The Boston Common edge will be protected from further encroachment of inappropriately-scaled buildings, such as Tremont -on-the-Common which at one time appeared "to be only the first of a group of such towers that will fringe the Common," according to the Boston Society of Architects' 1970 Guide to Boston Architecture. Recently approved buildings such as the Parkside project and Heritage on the Garden, are examples of historically sensitive development near the Common and Public Garden. Page 118 (emphasis added).

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.

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Notably, the 1989 Plan explained that the Ladder Blocks, located between Tremont and Washington Streets, contain many good examples of nineteenth and early twentieth century architecture and sought to establish a development strategy that would reflect the scale and character of the District. The proposed Project reflects no such "appropriate scale" and runs fundamentally afoul of the spirit and the letter of the 1989 Plan. A few additional key quotes as noted below:

- "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. 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-scale 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).
- Public Realm and Pedestrian Activities: Active ground floor uses in the district's new buildings will contribute to the revitalization of the pedestrian scale of the area. The mandatory including of ground floor retail, cultural, and community uses will encourage pedestrian activity and make the district inviting and interesting. Page 115 (emphasis added).
- 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).
- Building Heights and Skyline Imagery. The development of taller towers, their proximity to others and their massing must be strategically incorporated into the Midtown Area in order to enhance and complete, but not crowd, the Boston skyline. The district's resurgence will depend on the successful placement, scale and massing of these additional towers. The Midtown Cultural District plan locates the appropriate clustering of a limited number of new towers and controls massing, floor plate sizes, and environmental

PRINCE LOBEL

Brian P. Golden
Mr. Lance Campbell
June 6, 2016
Page 7

impacts. Specifically, Lower heights and mass are required at the Ladder Blocks, Hinge Block, the Boston Common edge, and Park Square area to protect their pedestrian-oriented environments and to preserve the continuity between Chinatown, Bay Village, the South End, and the Common."

An As-Of-Right Alternative Should Not Be Skipped

The developer on Page 1-11 of the DPIR asks the BRA to issue a Scoping Determination Waiving Further Review pursuant to the Article 80B process for Large Projects. The Millennium Residences respectfully submit that too many questions remained unanswered and the DPIR is far too incomplete to waive further review. The City, the neighbors, the Friends of the Public Garden and the public need the following questions answered as part of a diligent study by the BRA:

- Please design an As-Of-Right Alternative for Height/FAR, with corresponding parking spaces, for this simple reason that **none was ever done**.
- Please require the Boston Transportation Department to issue a Scoping Analysis, for this simple reason that **none was ever done**.
- Please require pedestrian counts and a safety analysis, for this simple reason that **none was ever done**.
- Please require an aggregated traffic study together with proposed projects for 533 Washington Street and One Bromfield, for this simple reason that **none was ever done**. This is especially critical since the developer for 533 Washington Street sits on the 171 Tremont Street IAG.

Notably, in response to the Millennium Residences' previous PNF request for an explanation about why the Proposed Project cannot conform to the City's zoning code, in the DPIR the developer has deliberately refused to respond and prefers to keep the neighbors and the BRA in the dark, follows:

DPIR Comment 8.1 "The developer should provide an explanation as to why the proposed Project cannot conform to the City's zoning code, enacted after a lengthy, multi-year public participation process.... The Millennium Residences question how the proposed Project has satisfied the legal standard for the variances it will need to construct this building....(T)he Project will need relief from the Code in the form of a height variance and a Floor Area Ratio ("FAR") variance."

DPIR Response. Like many high-rise buildings in the Midtown Cultural District, the project will require zoning relief. Grounds for requested relief will be stated in the appeal to be filed with the Board of Appeal at the appropriate time. This is a public filing.

► PRINCE LOBEL

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Page 8

The Millennium Residences request actual, substantive responses to their questions and those of TrafInfo. We ask the BRA to require the developer to provide justification and explanation as required by Massachusetts law and The Zoning Code.

Very truly yours,



Diane Rubin

DRR/dmo
Enclosures

cc: Councilor Bill Linehan
Board of Managers, Millennium Place North Residential Association
Board of Managers, Millennium Place South Residential Association
Sudhir Murthy

Direct Dial: 617-456-8042
Email Address: drubin@PrinceLobel.com



**NIXON
PEABODY**

NIXON PEABODY LLP
ATTORNEYS AT LAW
NIXONPEABODY.COM
@NIXONPEABODYLLP

Lawrence S. DiCarna
Partner
T 617-345-1210
ldicara@nixonpeabody.com

100 Summer Street
Boston, MA 02110-2131
617-345-1000

June 2, 2016

VIA Hand Delivery

Lance Campbell
Boston Redevelopment Authority
Boston City Hall
Boston, MA 02201

RE: 171 Tremont Street

Dear Lance:

I am writing on behalf of the trustees of Parkside, a condominium building located at 170 Tremont Street which is separated by the open space formerly known as Mason Street Place from the location of the proposed minitower at 171 Tremont Street.

The trustees of Parkside, after consulting with residents at a meeting on Tuesday 24 May, have carefully reviewed the revised proposal and discussed their concerns. They have also met with the proponent; individual trustees have also attended public meetings and meetings of the IAG.

Given that the comment period will soon conclude, they have asked that I write expressing the reasons why they cannot support the proposed building at this time. Knowing from personal experience that this participatory process often results in the delineation of concerns shared by many others, we will restrict our comments to matters which relate specifically to Parkside as the immediate abutter. A delineation of these Parkside-specific concerns, however, should not be interpreted as support for the variances which must be sought for FAR and height, nor a lack of concern about the impact of a new building of this scale upon the Boston Common.

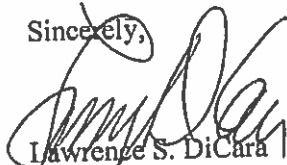
1. We are concerned about the use of Mason Street Place as a staging area for construction equipment and the potential damage which construction equipment could cause to the Parkside garage which is located directly below Mason Street Place. It would be necessary for Parkside to grant a license to the developer/contractor for use of the space which was intended to always remain open pursuant to a vote of the Public Improvement Commission.
2. It is necessary, if any construction occurs, that Parkside be indemnified for any possible damage, short-term or long-term. Perhaps a bond might be an appropriate mechanism

which would protect the residents of Parkside beyond the time of the immediate construction. I do not think there is extensive experience in the city for the staging of major construction equipment over an underground garage which was built beneath space intended to always remain open. Construction always results in noise and dust; the developer/contractor must agree to reimburse Parkside (and we expect other adjacent buildings) for additional cleaning costs and other damages which will be caused by dirt and debris inevitably resulting from construction of this nature. Furthermore, the ordinance limiting hours for construction and the resulting noise must be enforced diligently.

3. Parkside also believes it would be necessary for them to retain a licensed engineer to provide before, during and after readings with respect to potential damage to their building.
4. We are concerned about the possible impact to Shimon, a commercial owner on the first floor as a result of any construction.
5. The accessibility of 80 Mason Street is a serious concern given that the street is often currently limited to one lane due to deliveries and drop-offs, mostly for 80 Mason Street. These vehicles include THE RIDE, vehicles dropping off/picking up elderly people with mobility issues, ambulances and Boston Fire Department vehicles responding to calls from residents who live in that building. The suggestion made at a recent meeting that a lane of Mason Street would be inaccessible during the construction period would result in Parkside owners not being able to access their garage, and for Mason Street to often be impassible. Any blockage of Avery Street for construction would result in traffic jams not only on Avery Street but also on Tremont Street given the inability of cars on Avery Street to take a left onto Mason. This would also impact the red light at the corner of West and Tremont Street, making exiting Mason Street a challenge. Furthermore, on many occasions throughout the year, the Opera House has a series of trailer trucks entering and exiting Mason Street – a two day process whenever there is a change in a production. The current traffic situation is already quite fragile, given the multiple uses of this area as a residential, commercial, and entertainment district.

For all of these reasons the trustees of Parkside have asked that I convey their concerns to you and to your colleagues at the Boston Redevelopment Authority.

Sincerely,



Lawrence S. DiCara

LSD/mw

June 4, 2016

To: The Boston Redevelopment Authority
Attn. Lance Campbell
One City Hall Plaza, 9th Floor
Boston, MA 02201

From: Christine and Bill Dwyer
1 Avery Street, Unit 31B
Boston, MA 02111

RE: 171 Tremont Street, LLC 171-172 Tremont Street Parcel 0304861000

Dear Members of the Boston Redevelopment Authority,

We respectfully submit this letter for consideration for the revised proposed development at 171 Tremont Street, Boston. The Developers have made alterations to their last proposal, yet many critical issues have not been addressed. We trust that you will be thorough in the application process and hope you could seek clarification on three key matters.

TRAFFIC

Developers make several claims in the traffic analysis that in our opinion, misrepresent what is reality on Avery Street. Avery Street does not have a low volume of traffic and the primary function of the lights at either end are not mostly in place for pedestrians to maneuver. Please observe for yourselves on any given night, especially on weekends, the congestion, overflow and back-ups with the current conditions. A valid traffic study, not an analysis, is a necessity and it should include many of the high traffic events and seasons, because as residents on Avery Street, we have experienced total traffic impasses throughout the year.

SEWER, UTILITIES & EXCAVATION

The sewer line for this area may unfortunately, run under this property's slab foundation as is stated in Figure 2.3.

"NOTE THE SEWER LINE RUNS UNDER THE SLAB AND PROBABLY RUNS TO MASON STREET SINCE THERE IS NO SEWER LINE WITHIN TREMONT STREET, AVERY STREET OR THE UTILITY EASEMENT"

What provisions will be made to avoid interrupting the existing 5,610 gallons of wastewater a day and the additional 5830 gallons per day that this project estimates it will add? How will relocating utilities impact the area during construction? Who will be responsible since this property has been for years designated for utility easements?

Also, is there any precedent in the City of Boston to allow for a greater than 75' hole to be excavated to accommodate 73' of underground building space within a property of such limited proportions (3445 S.F)? Developers are proposing six underground stories ranging from 10 - 16' in height. Please consider the potential catastrophic consequences with such an extreme demand on the environment.

ADDITIONAL EXCEPTIONS AND VARIANCES WILL BE SOUGHT LATER

Developers seek to limit direct responses to the public's comments by asking for a Scoping Determination waiving further review, yet clearly there are numerous outstanding variances and concessions they will be seeking that should be made known at the onset.

The sidewalk on Mason street is only 2' 9" accessible according to the Article 80 checklist, yet a sweeping balcony overhang is depicted. Similarly on Avery Street where there is only 5' of accessible walkway is acknowledged, encroachments over public space are planned and should not be allowed. Since many more variances and exceptions to the restrictions and zoning for this area "will be sought at the appropriate time" and not at this point, please do not grant a scoping determination waiving further review.

In summary, and in order to fully recognize this project's full impact and the scope or disregard for the regulations and restrictions of the Midtown Cultural District, could the Boston Redevelopment Authority please consider what this project would simply look like if it adhered to the existing restrictions in place?

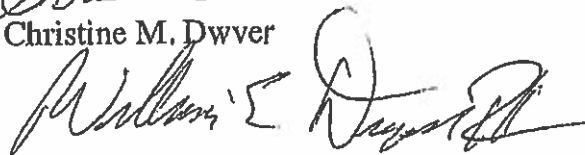
Developers claim that this is "what works economically" for their project. Yet as pointed out at a meeting last September, "finances are not hardships". The developers will be seeking zoning relief on this very small 0.1 acre site, not just on building height and floor-to-area ratio, but with far too many other restrictions that exist to insure public safety.

We strongly urge the Boston Redevelopment Authority (BRA) to decline the project as proposed. Respect for existing zoning should be a starting point for any future proposal on this lot. It is imperative to weigh all the above factors when considering this project. The Boston Common is a historic icon that must be protected for future generations. Please do not overlook the many restrictions that have been put in place to specifically protect against a project that ignores these important guidelines. Again, we feel that this proposal is demanding too much from the City of Boston and all those who use this area.

Sincerely,



Christine M. Dwyer



William E. Dwyer III

CC Attorney Michael A. Bass, Trustee One Avery Street Unit 31 B Realty Trust

Bass, Doherty & Finks P.C.

Bass, Doherty & Finks P.C.
40 Soldiers Field Place
Boston, MA 02135-1104

Conditions on Boston Common

Mr. & Mrs. N. P. Greville, 61 Mount Vernon Street, Boston, Massachusetts 02108

BRA

May 9, 2016

2016 MAY 12 A 3:10

Brian P. Golden, Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

RE: 171-172 Tremont Street Development Proposal

Dear Director Golden,

We walk in Boston Common every day - and want to express to you the dismay we feel at the possibility of more building shadows added to the landscape. Even with the existing buildings along Tremont Street, the top of the Common is very cold and the ice remains on the pathways in the winter.

We believe the current zoning code and the 1990 Shadow Law are well founded and should be followed. We see no reason to allow the new development at 171-172 Tremont to exceed the 155' height limit.

Our park space is very precious in Boston, and the Common is the playground, backyard and central convening area for large numbers of people literally every day: abutting residents, commuters who work in the area, students at nearby colleges, and tourists.

Increasingly studies are showing the importance of trees and open space to the health, safety and well being of people who live and work in urban areas. We think it is very important to be pro-active protecting the existing trees and grass in the Common - reducing the sunlight will not help.

Thank you for considering our position.

Very truly yours,


Marjorie Greville



Nicholas Greville

cc. Lance Campbell, BRA Project Mgr.



Lance Campbell <lance.campbell@boston.gov>

171-172 Tremont Street Development

Cheryl Jonas <cherylajonas@gmail.com>
To: Brian.Golden@boston.gov
Cc: Lance.Campbell@boston.gov

Mon, May 16, 2016 at 3:55 PM

Dear Mr. Golden,

I am writing today as a Beacon Hill Resident and supporter of The Friends of the Public Garden to express my opposition to the current proposed residential development at 171-172 Tremont Street.

The area is already shadowed and cold during winter months. Adding that burden to our Boston Common trees and grasses, not to mention pedestrians, is ill-advised. We all are stewards of this park; violating its rightful protections is unacceptable.

Thank you,

Cheryl A. Jonas
25 Beaver Place
Boston, MA 02108

80 Mason Petition



波士頓華埠居民會
BOSTON CHINATOWN RESIDENT ASSOCIATION
90 Tyler St, Suite 3, Boston, MA 02111
Email: Chinatownresidents@gmail.com
Website: <http://www.chinatownresident.org>

Lance Campbell
Senior Project Manager
Boston Redevelopment Authority

Mr. Campbell,

This letter is to affirm the position of the Boston Chinatown Resident Association in supporting the residents of Mason Place (MP) in their opposition to the proposed project at 171-172 Tremont Street. The residents of MP have voiced many concerns with regards to neighborhood safety. In addition, the Chinatown Resident Association doesn't feel the project adequately addresses the area's need for affordable housing.

To restate: The Boston Chinatown Resident Association stands in unison with Mason Place residents in opposing this project.

Sincerely,

Hin Sang Yu

Co-Chair

Yoke Chew Mah

Co-Chair

90 Tyler St #3, Boston, MA 02111 ChinatownResidents@gmail.com



Lance Campbell <lance.campbell@boston.gov>

Mason Place Residents Petition RE: 171-172 Tremont Street development proposal

karen chen <karen@cpaboston.org>

Tue, May 31, 2016 at 3:24 PM

To: Ayanna Pressley <ayanna.pressley@boston.gov>, Michelle.Wu@boston.gov, A.E.George@boston.gov,
Michael.F.Flaherty@boston.gov, mayor@boston.gov, brian.golden@boston.gov, Lance Campbell
<Lance.Campbell@boston.gov>, Bill.Linehan@boston.gov

City Councillors, Mayor Walsh, and BRA:

Attached please find a petition signed by 120 residents at Mason Place (80 Mason Street) in regards to the development proposal on 171-172 Tremont Street.

The elderly at Mason Place has a lot of concerns about this proposed development. Please let me know if you have questions and concerns. Thank you!

Karen Y. Chen, Co-Director
Chinese Progressive Association 華人前進會
28 Ash Street, Boston, MA 02111
p:617-357-4499 f:617-357-9611
www.cpaboston.org

 Mason Place.pdf
622K

May 23, 2016

We, the undersigned residents of Mason Place, have the following comments regarding the development proposal for 171 Tremont Street:

- Raising the current 4-story office building to 19- stories will put Mason Place in shadow. Mason Place is already surrounded by tall buildings and 171 Tremont is the only direction from which the residents can get some light, sun and air. This final tall building will completely enclose us in shadow in all directions and we will not be able to see any sun. Additionally, residents in wheel chairs sitting in front of the building to get some sun. If we are completely in a shadow
- The garage entrance will be on Mason Street and it will create safety concerns. There are vans that pick up elderly at our building for appointments and activities and vans to drop off meals for us. Even as is, it is difficult for an ambulance to get to the entrance of our building. A garage entrance will create even more safety concerns. We strongly oppose the garage entrance on Mason Street.
- During construction, our residents' quality of life will be impacted tremendously and this could be detrimental to some residents' health. There will be dust, noise, traffic,, which will impact our health and accessibility to the Boston Common will be impacted.
- Lastly, its unclear where and how much affordable housing this development will offer on or offsite. Many working families in Chinatown have been faced with the risk of displacement due to rent hikes, and we need a clearer commitment to address affordable housing.

Therefore, we strongly oppose the current development proposal (on 171 Tremont Street), which will be detrimental to our well being.

我們以下簽名的美順樓居民對天滿街 171 號的發展計劃有這樣意見:

- 計劃將現有的 4 層樓改建成 19 層，會把美順樓包圍在陰影之中。現在的美順樓已經被高樓大廈包圍著，天滿街 171 號是唯一可以得到些小陽光照射和新鮮空氣的方向。如果把它建成一棟高樓，就會把我們完全包圍在影子之中，黑不見日了。加上，我們有很多坐輪椅的居民會在門口曬太陽。美順樓變成影子坐輪椅的居民就沒有太陽晒。
- 計劃中的地下停車場出入口設在美順街，會造成居民安全問題。每天都有車輛出入，在我們的大樓前接送去看醫生、參加活動和送餐服務等。現在，救護車已經很難開到大樓門口。如再有停車場出入口在美順街，勢必造成更多的安全問題，我們強烈反對地下停車場出入口設在美順街。
- 在建築過程中，我們居民的生活質量將受到極大影響，居民被灰塵、噪音、交通和去波士頓公園的通道影響。這些也會損害到部分居民的健康。
- 最後，並不清楚這個發展會（在建築外的地點）提供多少個可負擔性房屋。在華埠，許多工人家庭都面臨著因租金上漲的逼遷危機。我們需要更明確的可負擔房承諾。

因此，我們堅決反對這個（天滿街 171 號）損害我們居民的發展計劃。

Name 姓名	Apt #房號
307	
RU BAO CAI	307
HUNG CHENG	308
Li zhen zhang	311
QIU H zhu	311
Kit Wan Ho	303
Sim Ching Tsang	314
Tim Tsang	314
To Hui wai	316
Hoi S. Wang	315
BING W LI	317
DENG FENG	317
NU CHEN	312
NU	312
DATAHO	310
WANG WIRE	310
TAI TIM WONG	301

Name 姓名	Apt #房號
X.Y. Deng	306
Jingren Deng	306
王人英	313
zhen TIAN LIU	313
李慧芳	309
Xiao Na Huang	615
TAI JAN ENG	612
李煥好	612
黃連華	411
Lianfeng Cai	416
Wain Li Wu	416
Yang Tang	814

Name 姓名	Apt #房號	Name 姓名	Apt #房號
Teng Yao	811		
KWOK YIM CHIU	807		
Zhao Qun Li	803		
Qing han Wang	803		
王時	811		
Pamela Aka	817		
SIN SEUNG HOI	802		
SIM K LUI	802		
Stan Banks	801		
KAIWEN CHENG	808		
WAI YAU WONG	807		
Qiong Xin Mei	812		
Stacy C. Park	804		
James Ware	809		
DE Xian Huang	814		

Name 姓名	Apt #房號	Name 姓名	Apt #房號
Huang Jiah	#717	Kenneth He	A715
Kam Chee Wai	714		
Yu Li Luo	707		
Jing Lian Wu	716		
甄儀秀	716		
杜王光	705		
任祖滿	705		
張嘉沐	702		
李婉琴	702		
林秀梅	709		
Chantal Chan	709		
Yick Siu Quan	712		
Feng Yi Fang	712		
Xue Kai Wai	711		
梁婉儀	703		
RUI CHAO WONG	204		
DICK LUI WONG	704		

[illegible]

[illegible]

[illegible]

Ritz Tower Form Letters

May 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery + 3 Avery, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,

Signature

Address

Anne B. Becker
Stephen Becker
458 Glen Keel
Weston, MA
02493

We own 2 units
at the Ritz which
we rent + plan to
move into in the
years ahead.
We are very concerned about overdevelopment
Sincerely,
Anne B. Becker

June 2015

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery St Apt. 28A, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,


Signature

1 Avery St. Apt. 28A.
Address

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

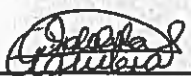
Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery St. Apt. 28A, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,



Signature

1 Avery St Apt. 28A

Address

May 2016

MAY 14, 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111


Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 AVERY ST. #28B Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,


Signature

STEVEN KANE, 1 AVERY ST. 28B, BOSTON 02111
Address

May 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

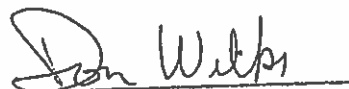
Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at Boston
Laverly St - #29A, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,



Signature

May 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111


Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery St-Boston #29A, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,


Signature

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery street, #29 B, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,



Signature

30 Cedar Road, Chestnut Hill MA 02467

Address

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 AVERY ST. APARTMENT 30th Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,

Michael Z. Neeve

Signature

1 AVERY ST

Address

BOSTON, MA 02111

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery St, Unit 31D, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,



Signature

1 Avery St Unit 31D Boston MA

Address

May 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

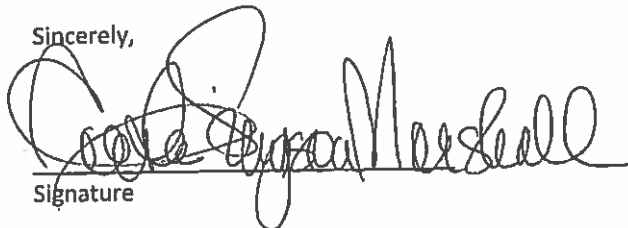
Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery St, 32D, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,


Signature

Address

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 AVERY ST, PH1B, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,



Signature

1 AVERY ST. PH1B BOSTON

Address

May 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111


Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery Street, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,


Signature

1 Avery Street, PH2A
Address

May 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery St, # PH2A, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,



Signature

1 Avery St, # PH2A, Boston

Address

May 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111


Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery St. #PH2A, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,


Signature

1 Avery St. #PH2A . Boston
Address

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111


Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I ~~own~~ reside at one Avery St., PH #3A, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,


Signature

PH #3A
Address

May 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

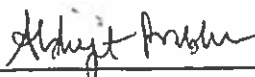
Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 AVERY ST # 16 G, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,


Signature

1 AVERY ST #16 G
Address

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

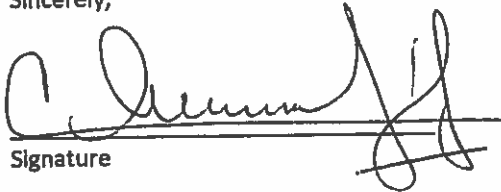
Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at The Fitz-Carleton Towers, NB, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,


Signature

1, Avery st. Apt 17B
Address

May 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

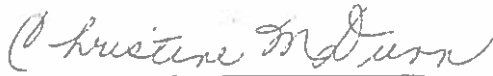
Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 AVERY STREET, #18B, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,



Signature

1 Avery Street, #18B
Address
Boston, MA 02111

May 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111


Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at J. Aubrey St Boston MA, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,


Signature

J. Aubrey St Boston, MA - 02111 #18D
Address

May 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 AVERY ST, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,

LORELY & BOB CULTIEL
Signature

1 AVERY ST BOSTON, 19A
Address

May 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

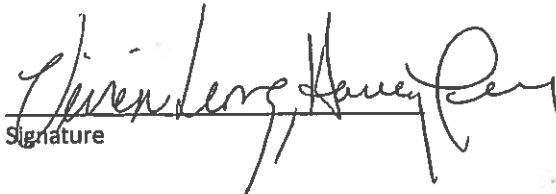
Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery St, Apt. 21A, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,


Signature

1 Avery St, 21A Boston, MA
Address

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111


Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery St #22A, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,



Signature 1 Avery St #22A
Address _____

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery St, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,

Valerie Dwyer
Signature
1 Avery St, 23 A
Address

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at ONE AVERY STREET, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,



Signature

ONE AVERY ST, BOSTON, 02111
Address

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111


Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 AVERY ST, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,

 ARTHUR FINKELSTEIN

Signature

1 AVERY ST. #146

Address

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery Street # 12 B, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,

Mangya Wadhwa
Signature
1 Avery St # 12 B ; Boston MA
Address

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery St, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,

Kamal Wadhwa

Signature

1 Avery St. # 12 B.

Address

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

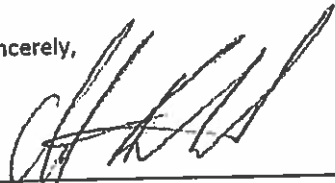
Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery St., #11E, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,



Signature

1 Avery St., #11E, Boston, MA 02111
Address

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery Street, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

With a hotel on Avery St. and 3 large condo buildings & traffic
Sincerely, using Avery St. to pass from Tremont to Washington since the
2 other streets close to Avery are one way, the other way and large
of children with parents crossing Tremont to & from The Commons
on the corner where the above proposed project

Juan Ballen
Signature

1 Avery St
Address

will be; it seems unbelievable to me that your governmental org would allow another residential bldg corner Avery & Tremont. Avery St. is very narrow; often impassable now, especially since the large # of residents of the new Millennium on Wash St. also now use Avery to get to their bldg. from Tremont, plus added traffic the new large hotel across from Millennium will bring to Avery St.

June 5, 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC 171-172 Tremont Street Boston, MA 02111

Dear Sir/Madam:

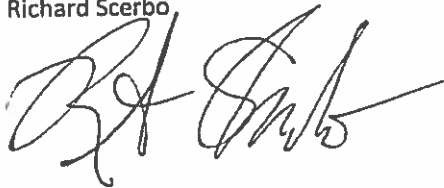
I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at One Avery Street, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height (which the height does not affect my view) and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,

Richard Scerbo

A handwritten signature in black ink, appearing to read 'Richard Scerbo', with a stylized, flowing script.

One Avery St #25 D
Boston MA
02111

June 3, 2016

Mr. Lance Campbell
Boston Redevelopment Authority
One City Hall – 9th Floor
Boston, MA 02201

Re: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

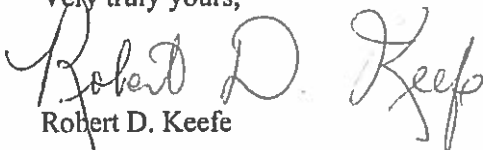
Dear Mr. Campbell:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I reside at 1 Avery Street, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my believe that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to, the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Very truly yours,


Robert D. Keefe

June 4, 2016
Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

We have been informed of the REVISED proposal to demolish the existing four-story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

We own/reside at 1 Avery St., Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR), which far exceed as-of-right regulations.

It is our belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs.

We strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,



Jag Bhawan



Pratibha Bhawan

1 Avery St., #31A
Boston, MA 02111

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

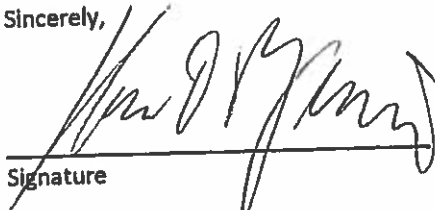
Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 AVEUE SW. #26B, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,



Signature

Hans and Sigrid Baumann
801 S. Olive Ave #1405
West Palm Beach, FL 33401
Address

June 2016

Boston Redevelopment Authority
Attn: Lance Campbell
One City Hall, 9th Floor
Boston, Massachusetts 02201

RE: 171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

Dear Sir/Madam:

I have been informed of the REVISED proposal to demolish the existing four story building and construct of a new 19-story residential building that will include approximately 18 residential units with a building height of 235 feet.

I own/reside at 1 Avery Street, Boston, MA. As a neighbor, this project directly affects me, and I do not support the project as proposed. The developers will be seeking zoning relief on both building height and floor-to-area ratio (FAR) which far exceed as-of-right regulations.

It is my belief that the project as proposed will have significant adverse impacts on the neighborhood, including but not limited to the proposed building height, shadows on the Boston Common, increased traffic at an already congested intersection, and insufficient provisions for loading and servicing needs. I strongly urge the Boston Redevelopment Authority to decline to support the project as proposed.

Sincerely,


Signature

1 Avery St., PH1A Boston MA 02111
Address