

From: Laura Addezio [laura.addezio@fourseasons.com]
Sent: Monday, September 16, 2013 11:58 AM
To: Fitzgerald, John BRA
Subject: 40 Trinity Concern

Dear Mr. Fitzgerald,

I am a resident and condominium owner at The Clarendon on Stuart Street in the Back Bay. I wanted to send a quick note as I am very concerned with the new project, 40 Trinity, being considered. I am opposed to this project given the dangerous and unacceptable wind conditions this new construction will create in front of The Clarendon. The wind conditions are already a challenge, and this new project is simply unacceptable. I would be very disappointed in the city of Boston should this project get approval from the BRA.

Thank you for your time. Please do not hesitate to contact me with any questions.

Laura Addezio
The Clarendon
400 Stuart Street
Unit 18L
Boston, MA 02116

Laura Addezio
Group Sales Manager
Four Seasons Hotel Boston
200 Boylston Street, Boston, MA 02116, USA

voice: +1 617 351 2007

fax: +1 617 351 2272

email: laura.addezio@fourseasons.com

web: <http://www.fourseasons.com/boston>

From: Richard Aldrich [raldrich@longwoodfund.com]

Sent: Thursday, September 12, 2013 2:37 PM

To: Fitzgerald, John BRA

Subject: 40 Trinity Place

Dear Mr. Fitzgerald,

I am a local resident and run a business at 800 Boylston Street. I am also a longtime member of the University Club, at 426 Stuart Street. With this note I'd like to express my support for the proposed mixed use project at 40 Trinity Place.

I am convinced that the proposed project will be a valuable addition to the neighborhood and will bring vitality to a stretch of Stuart Street that gets minimal use today. The project will also provide good jobs as well as needed housing in the neighborhood. Furthermore, the design appears to be well thought out, of high quality, and a good fit for the neighborhood.

Best regards,

Richard Aldrich

Longwood Fund

Suite 1555

Prudential Tower

800 Boylston Street

Boston, MA 02199

617 351 2590

From: thomas.amirault [thomas.amirault@gmail.com]
Sent: Saturday, September 14, 2013 12:54 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place development

Dear Sir:

I live at 400 Stuart Street, about a block down the street from the site of the proposed development at 40 Trinity Place. I am concerned about the adverse impact to our neighborhood from increased street level wind, increased vehicular traffic and congestion, and decreased sunlight and increased daytime shadow. Please do not approve a zoning variance for this development until these issues are addressed and resolved. Thank you.

Sincerely,

Thomas C. Amirault
400 Stuart St 24A
Boston, MA 02116

Sent from iPad



September 16, 2013

John Fitzgerald
Project Manager
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201

Dear John,

It was a pleasure to participate on the IAG for 40 Trinity, and thank you for the opportunity. I also benefitted greatly from working with other groups in the neighborhood on the Stuart Street planning study, which served as the basis for 40 Trinity Place. The planning process for the Stuart Street corridor occurred throughout 2008, 2009 and 2010. In the end, 6 of the 7 participating groups approved the guidelines for the area. While this was not advanced by the Boston Redevelopment Authority, it is safe to say that these guidelines embodied the most recent and comprehensive thinking about the area.

The Back Bay is known for its lively mix of uses, yet the block of Trinity Place where 40 Trinity is planned is what can be only described as a “dead” block. It lacks vibrancy and is a missing link connecting Copley Place and the Back Bay T station with the John Hancock and the Clarendon. The addition of a new hotel, restaurant and condominium residences will create a burst of vitality at the center of this area. The Back Bay is home to historic architecture, yet the current conference center is a monolithic brick structure with minimal detail. The architecture planned for 40 Trinity is modern and will be a great bridge between the modern architecture of the John Hancock, and the more historic buildings nearby. The hotel, the first proposed in many years, will add much needed hotel rooms to the area.

Transportation plans for the site follow the City of Boston’s “complete streets” program, which

“puts pedestrians, bicyclists and transit users on equal footing with motor-vehicle drivers. The initiative aims to improve the quality of life in Boston by creating streets that are both great public spaces and sustainable transportation networks. It embraces innovation to address climate change and promote healthy living. The objective is to ensure Boston's streets are: multimodal, green and smart.”

The Back Bay Association is keenly aware that some members of our community are concerned about shadow impacts. Clearly, the developer put tremendous effort in to ensure the project has minimal impact. The 40 Trinity Place building is an appropriate scale and density for the

Back Bay, and the shadow impacts are minimal. We have participated in planning for a number of projects and studies in the area, and are aware that wind conditions are strong on Stuart Street (especially at Clarendon), as the wind funnels in from the north east and north west. In 2008, the studies we conducted in the Stuart Street planning study demonstrated mean wind speeds in the summer of between 16 – 25 mph on the Stuart Street corridor, and 22 – 34 mph wind speeds in the winter. Members of the community are understandably concerned about this existing condition, and the 40 Trinity Place project team has pledged to work with the community to improve this existing condition. The Back Bay Association strongly supports the creation of a Back Bay Wind Mitigation committee to tackle the challenging issue of wind in this part of the neighborhood. Clearly, the existing conditions need to be mitigated. The project at 40 Trinity Place can serve as a catalyst for improvement to the wind conditions that we experience today and that every building in the area contributes to.

The Back Bay Association is in strong support of the project at 40 Trinity Place. We believe the Boston Redevelopment Authority should vote to support this project, that includes a 227 room hotel, 115 condominium residences, a two story sky- lobby and conference meeting facility. The restaurant, lounge and roof terrace on the 18th and 19th floors will be a great attraction for the neighborhood.

Thank you for the opportunity to comment on this important project for the neighborhood.

Sincerely,

Meg Mainzer-Cohen
President
Back Bay Association

From: John Basile [jbasile27@yahoo.com]
Sent: Sunday, September 15, 2013 9:11 AM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place project
Hello John,

I am writing to share my concerns over the proposed 40 Trinity Place Project. I have lived in Boston my whole life and have bought and sold about 5 units over the last 20 years. Most have been new construction projects. So needless to say I have supported new projects in the past.

Unfortunately I cannot support the 40 Trinity project as proposed. As a resident of The Clarendon for the past 2 years I have seen first hand how dangerous my intersection is because of the wind. Also, I have also seen how much traffic we currently experience in this neighborhood. Just yesterday (Saturday) at 11:00 in the morning Stuart Street was gridlock. I can tell you it is even worse during rush hour.

I have also seen the study where the wind will be worse if this new tower is built and the traffic will be worse because the proposal cuts down a lane on Stuart Street. The Simon project at Copley has been approved which will make the traffic and wind worse. This neighborhood cannot handle yet another tower. I feel like we are trying to be Manhattan without all of the infrastructure to support it.

Finally, my unit will adversely be impacted by the tower as I will lose a considerable amount of daylight as my windows are in direct line of sight to the proposed tower. I specifically bought this unit because of the sun and light it gets from the western exposure.

I am appealing to you to prevent this project from proceeding as currently designed.

Thank you for taking the time to read my comments.

Also, can you please send a confirmation that you received this email?

Best Regards,

John Basile
400 Stuart Street Unit 16H
Boston

From: Randy Bean [rbean@newvantage.com]

Sent: Wednesday, July 31, 2013 4:34 PM

To: Fitzgerald, John BRA

Subject: 40 Trinity Place

Dear Mr. FitzGerald:

I want to express my appreciation for your hosting the public hearing for the 40 Trinity Place project last night at the Lenox Hotel. I thought the hearing was well-conducted and represented a balanced, civil, and informative exchange of perspectives. Thank you for hosting this hearing in a fair and professional manner.

You may vaguely recollect that I participated in a meeting at the BRA offices on April 30 as a representative of The Clarendon Condominium Trust Development Committee, of which I have been a member.

I agreed to join the Clarendon Committee when invited to participate earlier this year for two reasons:

- 1) I wanted to understand the BRA approvals process for the proposed 40 Trinity project first hand,
- 2) I wanted to understand the merits and objections pertaining to the 40 Trinity Project and arrive at my own judgment regarding the ultimate wisdom of approving this project, at this location, at this time.

Having heard the Developers present their plan, both in a Clarendon Committee briefing and in the public hearing, and having weighed the comments of the parties who attended the public hearing, both in support and opposition to the proposed project, I urge the BRA to approve the 40 Trinity Project for two primary reasons:

- 1) I believe 40 Trinity Place will contribute to a more vibrant Stuart Street neighborhood, and will result in a vastly improved streetscape;
- 2) Abraham Lincoln once said "Honest statesmanship is the wise employment of individual manners for the public good". I believe that approval of 40 Trinity is to the greater benefit and in the "public good" of the Boston community, and will have a positive impact as measured by economic growth, civic appeal, and the long-term urban vitality of the City of Boston.

I am urging approval of the 40 Trinity project with a few remaining reservations:

- 1) The 40 Trinity project still seems to me to be unnecessarily high, and of a larger scale than would be ideal for this location, likely resulting in some negative impact on light, shadows, and potentially dangerous wind conditions in the area. I would encourage the Developers to reach out and work with concerned neighbors, including residents of The Clarendon, to further mitigate these factors;
- 2) I urge that further consideration and evaluation be given to options for providing traffic relief and mitigation during peak travel periods. I encourage the City to continue to evaluate the traffic impact.

In closing, my views are purely my own and are not in any way meant to reflect or represent the views of The Clarendon Condominium Trust Development Committee. Sincerely,

Randy Bean

400 Stuart Street, Unit 20E, Boston

Randy Bean | Managing Partner | NewVantage Partners LLC | 857.991.1404



From: Brandon Beatty [bnbeatty@gmail.com]

Sent: Thursday, September 05, 2013 3:30 PM

To: Fitzgerald, John BRA

Subject: 40 Trinity Development

Dear Mr. Fitzgerald,

My name is Brandon Beatty. I am a Back Bay resident, business owner, and currently serve on the CDC for the MDOT Air Rights Parcels 12-15. I am writing in support of the proposed mixed use development at 40 Trinity Place.

It is my opinion that the development, as proposed, offers an opportunity to bring activity and vitality to an otherwise barren stretch of Stuart Street. Additionally, the proposed use of hotel and residential units brings much needed housing and hotel rooms to the Back Bay. The design is thoughtful and appropriate for the surrounding area and the proposed massing meets the standards set forth by the Stuart Street guidelines.

I am particularly encouraged that the Saunders Hotel Group are the principal developers for this project. The Saunders family has a long track record of successful rehabilitation of under utilized properties in Boston, and a well-deserved reputation for community collaboration.

Thank you for your attention to this matter and your continued support of thoughtful development in the Back bay.

Best Regards,

Brandon Beatty
360 Newbury Street
Boston, MA 02115

September 16, 2013

e-mail: john.fitzgerald.bra@cityofboston.gov

Mr. John FitzGerald
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

RE: 40 Trinity Place Proposed Development

Dear John:

I am a homeowner at 400 Stuart Street, only about 150 feet away from the proposed development. I have spent the past several months educating myself about the new tower planned for 40 Trinity Place and engaging in the public process. I support development in our area and on this specific property; however, the 40 Trinity site is not appropriate for a project of the magnitude proposed. The site is too small and constrained for the complex mix of uses and the density of the planned project. The resulting adverse impacts to our neighborhood outweigh the positive merits. Accordingly, I am strongly opposed to the project as presented in the Draft Project Impact Report and in the public meetings.

A project of this magnitude should not even be under consideration for this site. I have come to learn about the Article 80 process, under which, a development meeting certain conditions, can qualify for additional density than can be built as-of-right. For this land parcel, the maximum Enhanced zoning allows a 25 percent increase in density, from an FAR of 8 to an FAR of 10.

I have also learned that when master planning multiple parcels, the City has sometimes allowed the purchase of air rights, limiting the future development potential on a property or properties and adding density on others, such as proposed for the University Club site for this development. But for this project, the BRA is inexplicably not following the City's zoning bylaws but is instead using inappropriately an unadopted, draft guideline as a standard for review. This standard would allow, in addition to the 25 percent Enhanced density, an additional 75 percent, thereby allowing the development to be more than twice as dense as could be built as-of-right in this location.

But the analysis gets worse. By also allowing this inappropriate additional 75 percent zoning bonus to be used for the University Club parcel, which isn't being redeveloped, the developer is allowed to effectively turbo charge the density potential to extreme levels. With the private purchase of air rights the proposed development would be allowed to achieve a staggering amount of density – not 10%, not 20%, or even 50% more, but 285% more density than if the project were to be evaluated in accordance with City's current zoning bylaws, using just the 40 Trinity Place property without the purchased air rights.

Mr. John FitzGerald
September 16, 2013
Page 2

The building would be nearly three times larger than zoning allows, and yet the base of the building would be no larger. It is why vehicular traffic cannot be accommodated adequately and why major traffic problems would likely result from the plan's overly idealistic valet-only parking scheme. It is why wind levels in the area would be increased, to a Dangerous and Unacceptable level per the developer's own study, that would not likely result with a much smaller building. And it is why great concern has been raised about the canyonization of Stuart Street, the increased shadows on our homes and neighborhood and the dramatic loss of daylight that I and others in my building would experience.

There are a great deal of unanswered questions about the proposed project that should be addressed in a Final Project Impact Report. I respectfully ask that the Boston Redevelopment Authority reconsider its support of such a massive tower and work with the developer and neighbors on a plan more appropriate for the 40 Trinity Place site.

Sincerely,

A handwritten signature in black ink, appearing to read "William J. Beckeman", with a long horizontal flourish extending to the right.

William J. Beckeman
400 Stuart Street
Boston, MA 02116

September 16, 2013

John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201
Email: John.Fitzgerald.BRA@cityof boston.gov

Re: 40 Trinity Place

Dear John,

I am writing to express my concerns and non-support of the proposed project at 40 Trinity Place. After reading the DPIR, zoning laws for the property, familiarizing myself with Article 80, then attending public meetings, IAG meetings, and also a meeting held by the development team for residents of my building, I cannot in good conscience support the project proposed for this tiny site. Given that the BRA is privy to this same information I am troubled by the fact that it has gotten this far. My concerns are as follows:

Floor to Area Ratio. The current zoning for the property at 40 Trinity Place allows an FAR of 10. The current building proposed by the developers has an FAR of 28.5, nearly three times the size allowed by the Boston zoning laws for that property. Even with the air rights purchased from the abutting University Club, at an FAR of

17.5, the proposed project is overwhelmingly dense for the small lot at 40 Trinity Place. After confirmation from the BRA that the often referred to “Stuart Street Study” was never adopted by the city, I do not understand how the BRA can support the proposed project.

Wind. The proposed Project at 40 Trinity Place will increase the already challenging winds in the vicinity and in at least one case, take them from an ‘uncomfortable’ level to a ‘dangerous’ one. As a resident at the Clarendon building for the past three and one half years, I have experienced the wind conditions first-hand throughout the different seasons. I have enjoyed breezy strolls on summer afternoons when no other place in the city (aside perhaps from the harbor) has a breeze, briskly paced walks, and out and out struggles to get where I am going. On more than one occasion, I have held onto groups of strangers in order to move forward. I have had at least two episodes on Stuart St. heading east towards the corner of Clarendon, where, while holding onto my husband, we were blown backwards into the doorway of the University Club. I have witnessed commuters coming around the corner on Clarendon St. near the garage at the Back Bay Station knocked off of their feet. To consider a project which would exacerbate these conditions is unfathomable.

Traffic. The proposed project eliminates one existing lane of thru traffic on Stuart St. adding volume to an already taxed thoroughfare. It would create urgency even greater than what exists there today. At peak traffic times there are also more

pedestrians in the area. Boston has enjoyed an influx of young families, many of whom live in the South End, that are raising children here. I have witnessed first hand overly anxious children dart out, as soon as the walk signal changes, and be pulled back by a parent to avoid being hit by drivers who are tired of sitting through light cycles. The Clarendon St. corridor is one of the gateways from the Back Bay to the South End. This plan will surely provoke tempers and endanger the lives of pedestrians. With many unanswered questions about the traffic plan for the area and a notable lack of input from the Boston Traffic Department concerning traffic plans, it is not prudent to go forward with a project that increases traffic in this already congested area.

Shadows. The shadow studies commissioned by the developer in the DPIR fail to include any views from west to east on Stuart St. As a resident of the Clarendon I can attest that my home will be greatly affected by the shadows from the proposed 40 Trinity building. The homeowners at the Clarendon are the closest “residential” neighbors to the proposed project. To not study the shadows that would impact us is an intentional oversight by the development team.

As mentioned above, I have lived in the Clarendon building for three and one half years. During that time I have witnessed development in the area that has had a very positive affect on the neighborhood. The redevelopment of the Publishers Building by Brookline Bank, the new vibrancy of Stanhope Street, the Frieda Garcia Park; all of these projects have made this part of the city a more desirable and safer

place to work and live. Certainly, a development that would enliven Stuart St. between Dartmouth and Clarendon Streets would be yet another positive addition to the neighborhood. But, for the reasons stated in this letter, the proposed development for the 40 Trinity Place property is not the right one. It violates zoning laws and endangers the citizens of Boston.

Sincerely,

Sheila S. Beckeman

400 Stuart St. 24D

Boston, MA 02116

From: Cathy Bernstein [cathyb153@gmail.com]
Sent: Sunday, September 15, 2013 8:58 PM
To: Fitzgerald, John BRA
Cc: Cathy Bernstein
Subject: 40 Trinity Project - Stuart Street, Boston- Please send confirmation reply.
Hi John,

With regard to the proposed 40 Trinity project, I am writing to voice my opinion that I am very concerned about the dangers we will all face given the current plans that the developers have submitted.

While I absolutely encourage and support community improvement and development, I cannot support the plans as they currently stand. With the proposed 40 Trinity project, we will all be at great risk with the increased winds the building will undoubtedly cause. There are times presently when it is almost impossible to cross the street without getting blown in one direction or another. It is clearly a hazard now, I don't want to imagine how we will all suffer and how truly dangerous it will be when the winds increase once the new building is erected.

On that note, for anyone to say that the winds will not be a problem if 40 Trinity is allowed to keep their plans as is, hasn't walked down our street during inclement weather conditions. If they had, they would know that the fears we all face if this project goes through are, realistic.

I am certain that the current proposed traffic plan submitted by 40 Trinity, will absolutely not be an improvement, rather we will have a great back -up in traffic when vehicles exit the Mass Pike and onto Stuart Street.

As it is now, we have tremendous difficulty navigating from the Pike down Stuart Street going East, with this proposed project as is, it will cause greater confusion, a back up of vehicles and because the streets are used by many pedestrians, there is a great risk of danger to those who will be walking in and around the area.

I think it is the city's job to make sure it's residents are safe from harm - the project as it is proposed now is clearly and unmistakably not safe for anyone working or living in this area.

I encourage you to take the time to read the letters of protest with regard to the proposed 40 Trinity project and not look at simply their project but how it will negatively impact so many different components of every day living in the area in and around Stuart St, Dartmouth and Clarendon.

Many thanks for all you do.

Cathy Bernstein
400 Stuart Street
Boston, Mass 02116
CathyB153@gmail.com

From: Boiselle, Ellen [Ellen.Boiselle@childrens.harvard.edu]

Sent: Thursday, September 05, 2013 7:46 AM

To: Fitzgerald, John BRA

Subject: 40 Trinity Place

Dear Mr. FitzGerald,

I write to share with you my opposition to the proposed development project at 40 Trinity Place. I currently live at 400 Stuart Street and am a long time resident of Boston, having resided previously in both Beacon Hill and the South End. Although I am eager to see that area of Stuart Street developed, I do not support the project in its current form. My objection to the project is based on the following :

1). Wind

As was noted repeatedly in both public meetings held at the Lenox Hotel, the proposed project will increase the wind levels at various points on Clarendon and Stuart streets, with certain areas (particularly that directly outside the entrance to One Back Bay) to "dangerous" levels. The developer has indicated that the proposed project improves wind conditions in some areas and aggravates them in others and that the net effect is "a wash". As was noted in the second public meeting, however, closer inspection of the DPIR reveals that it aggravates conditions in substantially more areas than it improves them. The fact that the developers cited this as a "wash" is concerning.

In my personal experience, I have witnessed a baby carriage being upended with strong wind gusts. (Fortunately a person walking in the opposite direction was able to help the mother and avert a potential serious injury to the child.) And, as you know, last year the wind was so strong that a sheet of plywood from a truck driving was lifted off the truck and smashed into the window of Post 390, shattering the glass. It was fortunate indeed that the plywood did not hit a pedestrian. It goes without saying that the current wind on Clarendon and Stuart are unpleasant and, at times, dangerous to the residents and employees of the neighborhood, not to mention the hundreds and hundreds of commuters who use this route on their commute to and from the Back Bay train station. It would be irresponsible of the both the Mayor and the BRA to allow this project to go through without a more thorough and careful consideration of what might be done by both the developers and current owners of buildings in the area to mitigate the wind problem in this area prior to building a new structure.

2. Traffic

Although the developers have commissioned studies that indicate that the proposed project will not negatively affect traffic flow on Stuart street, their supposition that having valet service on Stuart street will not affect traffic strains the limits of credulity. All one has to do is spend some time observing the valet situation at the current Loews Hotel (which was developed by the current developers) to observe how frequently cars dropping and picking up guests of that hotel block traffic and how traffic is then limited to one lane. The fact that the proposed project does not have any on-sight parking for guests (meaning that those cars will be parked in various parking garages in the area) means more traffic in an already busy area, which many people use to get to the Pike or to 93. As was suggested at the second public meeting, a more comprehensive study of traffic along the entirety of Stuart Street is necessary.

3. FAR of 17.5

Although an FAR of 17.5 was approved by the BRA in the Stuart Street Planning project, that figure is not part of current zoning laws. To my knowledge developers have never even considered using a more moderate FAR, such as that adopted by other recent development projects like the Clarendon / One Back Bay (FAR of 10, I believe). Allowing an FAR of 17.5 to go through without even asking the developers to consider other more moderate options amounts to a "foot in the door" for future projects on Stuart Street. Although I understand the desire of the developers to optimize their investment, I think that allowing them to do so sets a concerning precedent that may well result in a "canyonizing" of Stuart Street.

In closing, I want to emphasize that I am not in opposition to development at 40 Trinity Place per se, and I believe the Saunders family when the state that they are committed to building and operating the building in a responsible manner. That said, I think that the effects of the proposed building will be detrimental to the neighborhood and that more study is needed.

Sincerely,

Ellen Boiselle

Ellen Boiselle, PhD
Mathematics Learning Specialist
Learning Disabilities Program
Dept. of Neurology
Children's Hospital, Boston

From: Edith Bowers [edithbowers144@comcast.net]
Sent: Monday, September 16, 2013 4:43 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place

Dear Mr. Fitzgerald,

I wish to echo the concerns of the Ellis Neighborhood Association, as outlined by Michael Hall in his letter to the BRA, particularly regarding wind and traffic. I live on Chandler Street in the South End and walk along Clarendon Street towards the Back Bay several times a day. The winds created by the taller buildings are uncomfortable and often painful and a little frightening. I would like to see more fact-based discussion about specific remedies for this problem before adding another tall building to the area. Traffic issues were glossed over at the meeting at the Lenox Hotel on September 3rd and I think it is a given that traffic congestion will increase significantly.

Thank you for your consideration,
Edith Bowers

Building and Construction Trades Council of the Metropolitan District

Affiliated to the Building and Construction Trades Department
AFL-CIO

~~Martin J. Walsh~~
Sec. Treas./Gen. Agent

Mark C. Fortune
President

~~Kevin L. Gohier~~
Vice President

September 15, 2013

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Dear Mr. Fitzgerald:

My name is Brian Doherty. I am a Boston resident and General Agent of the Building and Construction Trades Council of the Metropolitan District. I am writing to support the proposed 40 Trinity Development on behalf of the hard-working men and women of the building and construction trades unions.

We support this project because it will bring much needed development to a portion of Stuart Street that has limited pedestrian traffic and evening activity today. The workforce development, economic development and good jobs created by this project are good for the City and good for the men and women in the construction trades that will use it for themselves, their families and to reinvest in our city on a day-to-day basis around the jobsite. Additionally, the fact that this project is being proposed by a group with deep roots and a respected track record in the Back Bay adds to my enthusiasm for this project.

I appreciate all of your efforts, John, and respectfully urge the Boston Redevelopment Authority to support the 40 Trinity Development. Thank you for your consideration of my comments.

Sincerely,



Brian Doherty
Building and Construction Trades Council
of the Metropolitan District



August 2013

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Dear Mr. Fitzgerald:

My name is Martha Byington. I am a resident of the South End and I write to offer my **support for the proposed 40 Trinity Development**.

I have lived in the Back Bay (Newbury Street) and the South End (Chandler Street) for 36 years. I have watched the development of both neighborhoods and noted the uneven growth of certain streets and areas (notably Dartmouth Street) and the neglect of others, notably Stuart Street, which currently suffers from limited pedestrian traffic and evening activity.

I have reviewed the drawings for 40 Trinity Place and believe the design is of high caliber and will be a welcome addition to the City's skyline (and my view!). I also support anything that creates jobs in Boston and urge the developer to pledge to make these jobs, including the well-paying construction jobs, available to Boston residents, particularly our inner city youth.

As a pedestrian and an environmentalist, I appreciate that there will be an environmentally sound development within walking distance of several mass transit connections. I also appreciate the tax revenues that this development will bring to the City of Boston.

I urge the Boston Redevelopment Authority to **support the 40 Trinity Development**. Thank you for your consideration of my comments.

Sincerely,



Martha Byington

98 Chandler Street, Boston MA 02116

C.  TALANIAN
REALTY CO., INC.
Since 1932

September 12, 2013

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Re: New development 40 Trinity Place

Dear Mr. Fitzgerald:

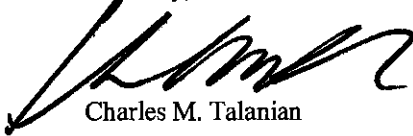
As local resident, property owner & business leader in the Back Bay, I would like to formally express my support for the proposed mixed use new development project at 40 Trinity Place.

The project will bring vitality to an area of Stuart Street that has minimal street life today and enhance the residential character of this area. It will provide pedestrian friendly improvements to the landscape. This project will create over 300 permanent and 700 construction jobs. Much needed housing will be created with over 115 new residences which includes 17.5% affordable units above the 15% required by the Mayor's Executive Order. It will add over 200 hotel rooms & 100 parking spaces. It will be an environmentally sound development, of thoughtful design and quality within walking distance of several mass transit connections.

This project will be good for Boston generating jobs, housing and significant new revenue for the City. The developers are local with a strong history and commitment to Boston and the Back Bay community.

I strongly urge the Boston Redevelopment Authority to approve this project. Thank you for your consideration.

Sincerely,



Charles M. Talanian

Sales • Leasing • Development • Management

137 NEWBURY STREET BOSTON, MASSACHUSETTS 02116-2885
TEL 617. 536. 4655 FAX 617. 536. 7552

From: Carolyn Carlson [cococar@me.com]
Sent: Saturday, September 14, 2013 8:43 AM
To: Fitzgerald, John BRA
Subject: Trinity Stuart Development

From:

Carolyn Carlson
400 Stuart St.
28B
Boston, MA 02116

Dear Mr. Fitzgerald,

On behalf of all the thousands of people who pass through the Stuart Clarendon corner on their way to and from the Back Bay Station and the residents and travelers who stay in this area, I'd like to object to the enormous bulk of the building Trinity Stuart is proposing.

The neighborhood is concerned about the traffic and parking plan at the hotel. One lane will be dropped and the road generally reconfigured. It seems that this will not improve the situation.

The winds are already too strong on many days and the developers' research results indicate that the new building would push it to dangerous levels. How can a builder who talks about his devotion to Boston and the Back Bay want to build something that is dangerous for pedestrians? And how can the City of Boston be so cavalier about letting these things pass? What about the citizens.

Trinity Stuart has never done studies with the building at a lower height. Obviously, they don't want a lower building because the economics aren't as good.

The building does not follow the current zoning laws. When zoning laws are ignored, peoples' expectations about the trustworthiness of the laws can be severely compromised.

Sincerely,

Carolyn Carlson
400 Stuart St., 38B
Boston, MA 02116

From: court chilton [courtchiltons@yahoo.com]

Sent: Monday, September 16, 2013 12:04 PM

To: Fitzgerald, John BRA

Hi Mr. Fitzgerald:

I'm a member of the University Club and will be moving into the city of Boston within the next 6 months; I'm writing in favor of the proposed mixed use development project at 40 Trinity Place.

I'm in favor because I believe the project will improve the overall experience of this neighborhood between the South End and the Back Bay. The side street around the current facility are blank concrete and a little forbidding. This will bring some light and vitality to the neighborhood and provide good tax revenue for the city.

Thank you for your consideration.

Regards, Court Chilton

Court Chilton
69 Pigeon Hill Rd.
Weston, MA 02493
857-345-2985 (cell)

September 9, 2013

John Fitzgerald, Project Manager
John.Fitzgerald.bra@cityofboston.gov
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Dear Mr. Fitzgerald,

On behalf of CNU New England, Inc., the New England Chapter of the Congress for the New Urbanism (CNUNE), I am pleased to submit the following comments with regard to the Draft Project Impact Report (DPIR) for the 40 Trinity Place project, submitted by Trinity Stuart LLC, currently under review of the Boston Redevelopment Authority. CNUNE's mission is to promote the [Charter of the New Urbanism](#), which outlines a strategy for combating sprawl and creating sustainable places, within New England; to educate the public and the development community regarding the benefits of New Urbanist planning, design and development; to support the implementation of projects consistent with the principles of New Urbanism at the local, regional and state levels; and to encourage transportation, land-use, and policy decisions that enhance the natural and built environment of New England.

For the reasons detailed below, CNUNE supports the 40 Trinity project. The project as described in the DPIR enhances the Back Bay's urban environment as well as the broader vitality, beauty, and affordability of New England's largest city. The inclusion of a broad mix of uses, including affordable housing and a distinctive publicly-accessible skylobby, contributes to the further growth of Boston as a global city that attracts people from all backgrounds to live and thrive.

The 40 Trinity Place project incorporates several considerations that will create positive impacts at the **scale of the region, metropolis, and city**. These features provide new amenities to the Boston area, enhance the City's prestige as a livable and forward-thinking metropolis, and set a strong precedent for future growth:

- **Mixed-use Development:** The proposed project supports a diversity of uses that will engage both visitors and local residents, including residential units, affordable housing, restaurant and lounge spaces, retail space, and a boutique hotel and conference center. This integration of multiple uses in a single development enhances the already-renowned walkability and vitality of the Back Bay--and the City of Boston as a whole--through high density and easy access to local amenities.
- **Affordable Housing:** The 40 Trinity project creates new affordable housing units in excess of those required by the City. Boston is one of the most expensive cities in the nation, and there is a shortage of affordable housing serving low-income workers, particularly in the Back Bay neighborhood. Low and moderate

income Boston-area residents work in the many service-industry positions needed by Back Bay businesses. The addition of affordable housing to the community hence supports the local economy and enhances access by low-income groups to jobs, services, and transportation facilities in the Back Bay.

- **Sky Lobby Amenity:** The proposed “Sky Lobby” on the 18th floor, which affords dramatic views of the City of Boston, will be a novel and iconic amenity for Boston residents and visitors. The adjacent conference center will also provide event space for use by local groups as well as larger functions. Both spaces, visible through the transparent curtain wall facades, will add visual interest to the Back Bay skyline from afar.
- **Residential Density:** The proposed 115 residential units and 227 hotel rooms provide a level of urban density appropriate to the Back Bay project area. Back Bay is a key part of Boston’s urban core where an extremely high level of amenities make dense development possible and desirable. Several high-rise apartment buildings and hotels have already been constructed and have become a valued part of the neighborhood’s urban fabric. These projects activate the street, bring pedestrian activity, and provide evening customers for local businesses.
 - **Transportation Accessibility:** The project is located in close proximity to many high-capacity, high-frequency public transit services, notably at Back Bay station. Combined with on-site secured bicycle parking facilities and the walkable, amenity-rich environment of the Back Bay area, this positioning will encourage sustainable and healthy bicycle, pedestrian, and transit travel, thus also limiting air quality and traffic impacts. The proposed project’s proximity to MassPike also reduces the impact on local roads for long-distance automobile trips.
 - **Undesirable Alternatives:** The Boston area is growing whether the proposed project is implemented or not. And almost no site in Greater Boston or New England can accommodate growth as sustainably as the Back Bay. Impacts on the environment from this project--for instance through automobile emissions or land consumption--pale in comparison to what could be expected from a comparably sized project in suburban towns or even other neighborhoods and cities in the regional core.

The project also incorporates several features at the **scale of the block, building, and street** that demonstrate principles of sound urban design and development programming. Forty Trinity enhances its immediate vicinity and will serve as a solid precedent for future growth in the Back Bay.

- **Street Improvements:** The section of Stuart Street where the proposed project is located is currently lacking in pedestrian activity despite its central location. Part of the reason for this is that many buildings on the street do not interact well with the sidewalk; some feature no doors or transparent windows facing Stuart Street. The existing structure on the project site features a bland and functional facade that creates a barrier between the existing building function and the street. The main entrance to the current conference center is not well defined, and does not face onto Stuart Street.
 - **Activated Streetscape:** In contrast, the proposed project will create three entrances for its mix of uses (residential lobby, hotel lobby, and

restaurant), drawing new pedestrian activity into the immediate area. While one of these entrances will front onto Trinity Place, the facade at this point is curved in the direction of Stuart Street, creating a visual and functional interaction.

- **Facade Improvements:** 40 Trinity will feature a glass facade that opens the interior space to the public realm. A building's first 25 feet are key to its interaction with the street, and we encourage the proponent and its architectural team to further maximize the interactions with the street through techniques such as the use of high-quality, very transparent glass, a canopy crafted to select pedestrians and diners from winter wind, and selective opaque facade portions to create visual variety. This facade and new street activity will improve safety and comfort on Stuart Street and Trinity Place by projecting the interior hotel and restaurant activity onto the pedestrian streetscape.
- **Improved Street Design:** The proposed project will also feature a widened sidewalk and other improvements to Stuart Street that integrate well with the building's active facade and the City's existing plans to improve the street. We support the streetscape changes proposed to accompany 40 Trinity and encourage the City and developers to consider how further permanent or seasonal greenery could further active the street.
- **Low-impact Parking:** Access to the on-site parking garage will be provided on Trinity Place, which sustains considerably less vehicular and pedestrian traffic than Stuart Street, reducing the risk of accidents upon egress from parking facilities. The parking will be arranged with access via attendant-operated vehicle elevators, which allow for greater vehicle density than traditional self-park garages. In addition, the limited provision of on-site parking reduces the hotel footprint, while encouraging hotel guests to walk or use public transit. This lessens traffic and air quality impacts and encourages visitors to enjoy and patronize Back Bay institutions and businesses. In general, visitors will use parking if it is made readily available. In general, we urge the city to continue to help developers minimize the creation of new off-street parking in Boston and to instead contribute to alternative transportation infrastructure, as proposed in this project.
- **Minimized Shadow Impacts:** The project design thoughtfully minimizes the impact of cast shadows on Copley Square, the civic heart of the Back Bay. As a heavily used public space that is highly symbolic of the City of Boston, potential impacts on Copley Square should be given greater consideration compared to impacts affecting nearby private properties.
- **Consistency with Community Visioning:** The project meets the criteria collaboratively set out in the Stuart Street Guidelines. While the Guidelines may not be official zoning, we note that the purpose of zoning is to act as a vehicle for a community's vision for a neighborhood and a city. The extensive community input used to craft the Guidelines create a strong basis for advancing this project.

Additional Considerations

- **Wind Impacts:** Based on Section 4.0 of the DPIR, we note that the wind impacts of 40 Trinity have been minimized so as to not worsen wind effects at a practically significant level. We believe that these apparently minimal wind impacts are insignificant compared to the many already-discussed benefits of advancing the project's development program in this regionally significant location.

CNU New England is pleased to support the 40 Trinity Place project due to its strong urban design and thoughtful development program. This high-density, mixed-use urban development is sensitive to the interests of its surrounding community and the needs of the City of Boston as a whole.

Thank you for your attention.

Russell Preston, President
Congress for the New Urbanism, New England Chapter

Logan Nash, Advocacy Chair
Congress for the New Urbanism, New England Chapter

780 Boylston Street
Boston MA 02199

September 13th, 2013

John Fitzgerald
Boston Redevelopment Authority
One City Hall Square
Boston MA 02201-1007

John,

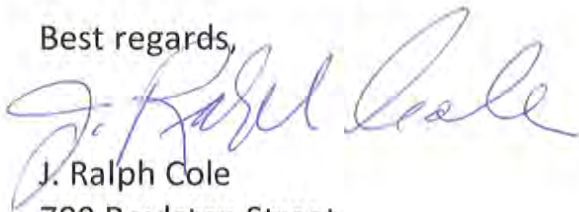
My name is Ralph Cole, and I write as a proponent for the 40 Trinity Place mixed use development. I am a resident and homeowner in the Back Bay for over three decades, and an active participant, both professionally and personally, in the fabric and make-up of our city's texture.

This development will be an elegant and graceful addition to the Back Bay's skyline, and in an area prescribed for height as set forth in the Stuart Street Planning Study. At the street level, the development will be a destination, and will bring life and pedestrian activity to what is presently a drab area through which one simply navigates.

The increased residential housing, additional (needed) hotel rooms, and linkage contributions all add to the development's appeal. The development team, including The Architectural Team, have proposed a quality and thoughtful mixed use development.

I urge support and approval of the proposal.

Best regards,



J. Ralph Cole
780 Boylston Street
Boston MA 02199

From: Coleman, LeeAnn M [coleman.leeann@cleanharbors.com]

Sent: Monday, September 16, 2013 11:32 AM

To: Fitzgerald, John BRA

Subject: 40 Trinity Place Comments

Dear John, it was a pleasure meeting you at the BRA meeting for this project at the Lenox Hotel a couple of weeks ago.

I live in Back Bay and would love to see more development in our neighborhood. After reviewing the project documents and attending the meeting, I am convinced that 40 Trinity Place would be a great addition to Back Bay. It is a beautiful building, will provide another hotel/residence/restaurant option for the city, and will look great in the Boston skyline. I do NOT care about any wind, shadow, noise or traffic issues. Boston is a city and these issues are going to happen in a city. I am delighted to endorse the project in my capacity as an individual resident (not as a member of any neighborhood area groups)

Sincerely, LeeAnn

LeeAnn M. Coleman

321 Marlborough Street

Boston MA

617.997.1596

leeanncoleman@hotmail.com

From: Leah Culver [leah_culver@yahoo.com]
Sent: Monday, September 16, 2013 12:21 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity -project support
John,

I am writing as local resident and Member of the U Club in support of the proposed mixed use development project at [40 Trinity Place](#).

I wanted to express my support for the proposed development and the belief that the project will significantly enhance the area - linking the copley / prudential area with the developments along Stuart street.

I think that the project will be welcomed by the back bay / south end neighborhoods specifically due to the creation of new hotel rooms and new residences (including 17.5% affordable housing). Additionally, the project will significantly improve the street scape.
Thank you for considering my comments regarding the proposed development.

Regards,
Leah Culver
Leah H. Culver
[78 Waltham Street #3](#)
[Boston, MA 02118](#)

Sent from my iPhone

From: Mark D'Alessandro [MDale@MistralBistro.com]

Sent: Friday, September 13, 2013 6:39 PM

To: Fitzgerald, John BRA

Subject: 40 Trinity

Mr. John Fitzgerald

Boston Redevelopment Authority

One City Hall Square

Boston, MA 02201-1007

Dear Mr. Fitzgerald:

My name is Mark D'Alessandro, General Manager of Mistral & Director of Operations for Columbus Hospitality Group. As a local business, I am writing to offer our **support for the proposed 40 Trinity Development**.

We support this project because it will bring much needed development to a portion of Stuart Street that has limited pedestrian traffic and evening activity today. The design is of high caliber and will be a welcome addition to the City's skyline. The hotel jobs and the housing – including 17.5% affordable units – created by this project are good for the City and good for this area in particular. It will be a welcome addition to the neighborhood and, the fact that this project is being proposed by a group with deep roots and a respected track record in the Back Bay adds to our enthusiasm for this project.

I urge the Boston Redevelopment Authority to support the 40 Trinity Development. Thank you for your consideration of my comments.

Sincerely,

Mark D'Alessandro

General Manager, M I S T R A L

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From: Ariane Di Meglio [arianedimeglio@hotmail.com]

Sent: Friday, September 13, 2013 1:33 PM

To: Fitzgerald, John BRA

Subject: 40 Trinity Place

Dear Mr. Fitzgerald,

We are not supportive of the proposed 40 Trinity Place project.

Our main concern is the impact of increased wind in an already extremely windy neighbourhood. This will affect not only

residents but numerous commuters from Back Bay Station struggling with existing wind conditions now. Why would any development projected to increase winds to dangerous levels even be considered?

Why would the developer be allowed to totally disregard zoning, especially in light of the Mayor's recent remarks about developers needing to conform to current zoning?

Please make public safety your first priority in considering this project.

Sincerely,

Gioacchino and Ariane Di Meglio

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald:

The proposed 40 Trinity Place project will negatively impact my quality of living and neighborhood.

I am concerned about the project worsening the already problematic wind issue in the area. It is already dangerous and this new project will make things even worse. I don't know if you are aware that there are women who literally have to hold on to trees so they don't get knocked over....it's a serious problem. Why would we want to exacerbate this issue?

The intersection of Dartmouth and Stuart street is dangerous when turning onto Stuart. I currently find ways to avoid making that turn. Because of the Back Bay train station location, there are droves of commuters crossing to get to the trains. It is very difficult to make the turn and very dangerous for commuters. It is a safety issue. I believe this project will increase traffic congestion and more importantly the probability of accidents.

I also object to the use of the un-adopted Stuart Street Plan as the guideline for this development. The Plan was never adopted by the city and it is not zoning. Zoning is an important principle and homeowners rely on it when they buy property. Zoning helps assure property owners that the characteristics of nearby areas will remain stable. Homeowners use current zoning before they buy homes to set their expectations on what can or will likely happen to their neighborhood. To allow a developer to totally disregard zoning and instead use an un-adopted study is unreasonable and unfair to neighboring property owners. A new hotel, luxury condos and new restaurants would be nice additions to Stuart Street, offering both positive and negative effects. However, no explanation has been provided to explain what unique and special benefits this development would provide to justify such extraordinary relaxation of the zoning bylaws, or why such a development can't be accomplished with a much smaller building closer to what zoning allows.

I ask the BRA board to reject the developer's proposed plan and instead ask the developer to come back with a development that addressed the above mentioned issues. Thank you for your consideration.

Sincerely,
Gina Dodd

,

From: George Donahue [gdonahue@local12boston.org]

Sent: Friday, September 13, 2013 4:30 PM

To: Fitzgerald, John BRA; 'Brian Doherty'; hbrett@local12boston.org

Subject: 40 Trinity DPIR

Good afternoon John. As a fifth generation Boston resident, homeowner and also The Business Agent for Plumbers and Gasfitters Local #12, I endorse this project whole heartedly. Not only will this project provide many Construction Jobs for the Boston Building Trades members, but also provide tax revenue to our great City. Projects like this provide good paying jobs with many benefits besides wages. The Building Pathways program for residents, males, females and people of color, get to join apprenticeship programs and have a career, not just a job. Thirty eight years ago I was given a chance thru the Plumbers and Gasfitters Apprenticeship and was able to provide a home for my wife and two sons, and also have a Pension waiting for me when I am ready to retire. Everyone should have that opportunity. Let's build it!

From: Donna Katzman [teacherdmk@gmail.com]
Sent: Monday, September 09, 2013 11:12 AM
To: Fitzgerald, John BRA
Subject: Concerns with Proposed 40 Trinity Development Project - Donna Katzman Unit 28A - Clarendon

Mr. John Fitzgerald
Senior Project Manager
Boston Redevelopment Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Dear John,

While I would like to see development at 40 Trinity Place, I am deeply concerned about the current proposal given the significant adverse impact to the safety of myself and my friends and neighbors. I walk just about everywhere now that I live in Boston and sometimes I am afraid to go out given the high winds. I HAVE NEEDED ASSISTANCE MANY TIMES WHEN I HAVE BEEN CAUGHT IN THE HIGH WIND AREA. Therefore, I believe that the safety of loyal residents should be a top priority to the BRA and I am hopeful the appropriate diligence will be undertaken as we will have to live with outcome for many, many years.

Further, I am also concerned about the following issues and believe the BRA needs to be thoughtful about each of these as it considers this proposal.

Wind

Both Clarendon and Stuart streets are known to be the windiest streets in Boston. I personally have witnessed accidents and injuries caused by the wind on these streets. I am only 5 ft. tall and given the present wind conditions am unable to leave the building on certain days. Again, I HAVE BEEN CAUGHT IN THE HIGH WIND AND OFTEN NEEDED HELP. Many other Clarendon residents are unable, at times, to walk outside for fear of being blown down or hurt by flying debris. The developer's own wind studies show the proposed building will make the wind worse. More specifically, the wind will be categorized at a "dangerous" level, as defined by the BRA, at the entrance to our building. Additionally, the intersection of Clarendon and Stuart Street is a primary access way to the Back Bay Station where thousands of commuters go to and from the city. If the proposed development is allowed to be built these individuals will now have to walk through dangerous wind conditions every day.

While I don't understand the BRA process fully, I am amazed that this proposal could get this far given the "dangerous" wind conditions that will certainly result from this project. I strongly hope that the safety of tax paying residents of Boston and visitors to city be the top priority. The city should not allow any project to make such a public access way "dangerous" for pedestrians and residents.

Traffic

Stuart Street presently has traffic issues as residents return home from the west and exit the Mass Pike at Copley onto Stuart Street at Dartmouth Street. The developer's plans show a narrowing of the already congested street, adding a bump out which will further congest traffic as cars wait to access either the proposed Hotel, University Club or wait for parking for the proposed condominiums. The developer has not shown the neighborhood a satisfactory plan to deal with the increased traffic that will occur as a result of the proposed development. Further there is additional development proposed in the area (Simon Copley, etc.). The developer should be asked along with the Boston Traffic Division to study additional alternatives for dealing with the traffic from the proposed development along with the other projects that will result.

Shadows

It is my understanding that for over one half the year (spring and fall) the proposed development will eliminate 75% of the daylight I currently enjoy from my home. One of the major reasons I purchased my home was the access to the sun. I also believe the resulting shadows cast on the old Hancock Building will diminish the beauty of this historic building.

Zoning

I strongly object to the use of the un-adopted Stuart Street Study as the guideline for this development. The Plan was never adopted by the city and it is not zoning. While I understand and expect variances to current zoning to take place, the variances should be granted based on a variance to zoning and not based on a non- adopted study. I relied on zoning when I purchased my property and trusted that a variance would be considered fairly and not based on a study that was never adopted. To allow a developer to totally disregard zoning and instead use an un-adopted study is unreasonable and unfair to property owners. The Mayor has been quoted very recently in the media about developers needing to conform to current zoning for other projects. I believe the same standard should be used for this project.

Also, if a variance to current zoning were to be considered, I strongly suggest it be considered with the same parameters that the Clarendon Building received. My understanding is that my current building has an FAR of 10 while the proposed project is 175% greater including the purchased air rights form the University Club. A comparable FAR might alleviate many of the concerns raised.

I implore the BRA board to reject the developer's proposed plan and instead ask the developer to come back with a development that:

1. Doesn't worsen the already dangerous wind conditions in the neighborhood
2. Doesn't take away daylight from our homes
3. A well-studied traffic plan , using current data
4. Conforms to current zoning

Thank you again for your attention to these issues. Please confirm that you received this email.

Sincerely,

Donna Katzman

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

September 17, 2013

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Being sent by Email

John.Fitzgerald.BRA@cityofboston.gov

Re: 40 Trinity Place

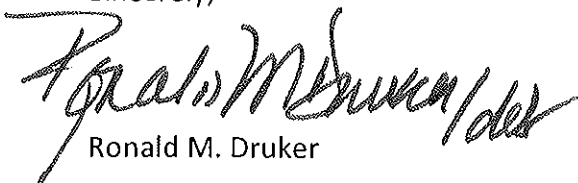
Dear Mr. Fitzgerald:

I am a resident and property owner in the Back Bay and I am writing to offer my support for the proposed 40 Trinity Place project.

40 Trinity Place will bring much needed development to this portion of Stuart Street and will add to the 18 hour a day nature of the Back Bay. The building will be a welcome addition to the City's skyline in conformance with the Stuart Street Guidelines. The fact that this project is being proposed by a group with deep roots and track record in the Back Bay adds to my enthusiasm for this project.

I urge the Boston Redevelopment Authority to approve the 40 Trinity Place project. Thank you for your consideration of my comments.

Sincerely,



Ronald M. Druker



September 16, 2013

John Fitzgerald
Project Manager 40 Trinity Place
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald,

The Ellis South End Neighborhood Association wishes to go on record as opposing the approval of the development plan for the 40 Trinity Place tower at this time. The project is not ready for approval for the following reasons:

Wind

The proposed tower is to be sited one block away from the corner of Stuart and Clarendon Streets. This area is notorious as having several locations where the wind is problematic and indeed dangerous. The wind studies presented by the developer predict that some of the locations studies will get still worse.

Traffic

This is a tall multistory tower on the corner of Trinity Place and Stuart Streets. The developer has presented traffic studies which call for lane narrowing on Stuart Street. It also relies on traffic mitigation which is proposed as part of the proposed construction of The Copley Place expansion and tower. These traffic improvements are to be paid for by Simon Properties and there is no certainty as to if and when that project will go forward.

The IAG requested that Boston Transportation Department (BTD) be available at both IAG meetings and public meetings and they chose not to respond. The City relies on BTD to protect the public on traffic safety in both the planning of development and enforcing the traffic management agreements that are put in place as part of the planning process. Recent past has shown unreliability in both respects.

Construction Impacts

We are concerned that there is the possibility that 40 Trinity Place, The Copley Place Expansion and Tower and a rumored third yet unannounced tower on the site of The John Hancock Garage could possibly be under construction at the same time. We need clarification that the totality of impacts on Wind and Traffic will be properly planned so that residents' connection to the Back Bay and Copley Square area do not get more problematic than it is at present.

We implore the BRA to do the long range Planning required on this and the surrounding areas. There are many who believe that the functions of planning and economic development should not be under one agency. The public deserves that both be executed with careful consideration. We shall have to live with the results of your decision for more than 50 years.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Betsy Hall".

Betsy Hall, Chair, Ellis South End Neighborhood Association

From: Todd Estabrook [TEstabrook@COMMONWEALTH.COM]

Sent: Friday, September 13, 2013 10:06 AM

To: Fitzgerald, John BRA

Subject: Support for 40 Trinity Place Project

Dear Mr. Fitzgerald—

I am a homeowner in Boston's South End neighborhood, and a member of the University Club of Boston. I am writing you in support of the proposed mixed use development project at 40 Trinity Place.

I believe this project will be a valuable addition to the neighborhood, and enhance the residential character of the area. It will bring quality and vitality to an area of Stuart St which has minimal street life today. This project will create 700 construction jobs and over 300 badly-needed permanent jobs after the project is opened.

Importantly, the plan will provide needed hotel rooms and 115 new residences. I believe the project leaders have gone above and beyond to support the mayor's requirement for 15% affordable housing units—with a planned 17.5%, and it adheres to the principals of the Stuart St Guidelines.

In all, I believe the project is good for Boston. It will generate millions in annual funds to the city through property, hotel occupancy, and meals tax revenue. I urge you to join me in support of the 40 Trinity Place development.

Thank you for your consideration.

Todd H Estabrook

Chief Marketing Officer

781.529.9363 | 781.398.9972 fax | testabrook@commonwealth.com

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Join Our Community: 

From: Justin B. Ferira [jbf@baupost.com]
Sent: Friday, September 13, 2013 10:34 AM
To: Fitzgerald, John BRA
Cc: Justin B. Ferira
Subject: 40 Trinity Place Development - letter of support
John –

I am writing **IN SUPPORT** of the proposed development for several reasons stated below.

I am a resident of The Clarendon (400 Stuart Street). While there is a small group of organized individuals who have raised concerns about 40 Trinity for reasons related to views mainly, they represent a small subset of the 250+ residents of the building many of whom either are in support of the project or are indifferent. Perhaps 10-12 have organized to express concerns, and also marginalize and downplay the opinions of those of us who support the project in “representing” the building. But it should be understood that maybe 20/250 at most are vocal in any regard (in support or against), and the large majority 230/250 are either fine or disinterested. Those who have concerns have been guided by an attorney to not say “views” but instead say wind/traffic/safety are the issues, and have been coached that stretching out the process through incremental disingenuous studies/requests (and additional meetings) and causing delays may benefit their cause and hinder the development. I find this unfortunate for many reasons, as a resident whose perspective is being marginalized and a citizen who knows that the 40 Trinity Place development would enhance our city.

- 1) **Enhanced Neighborhood:** The project will enhance Stuart Street and connect Clarendon to Dartmouth.
- 2) **Improved Streetscape:** The sidewalk, restaurants, and vibrant feel will provide an activated pedestrian streetscape.
- 3) **Added Amenity:** The hotel will benefit nearby companies and residents for use of the hotel and restaurants.
- 4) **Increased Tax Base for City:** The operating project will provide additional revenues for the city to provide additional services to local residents.
- 5) **Improved Property Values:** These various benefits will benefit nearby property owners and our investments.
- 6) **Adheres to Stuart Street Plan:** The project adheres to the vision for the street and community in which I live, and the property in which I live (The Clarendon) also took advantage of by seeking a variance itself utilizing the guidelines of the Stuart Street Plan.

Thank you,
Justin Ferira

400 Stuart Street, Unit 15A

From: Justin B. Ferira [jbf@baupost.com]
Sent: Thursday, August 01, 2013 1:57 PM
To: Fitzgerald, John BRA
Cc: Justin B. Ferira
Subject: 40 Trinity Place Development - letter of support
John –

Thank you for moderating the hearing this Tuesday at the Lenox regarding the 40 Trinity development. I am writing **IN SUPPORT** of the proposed development for several reasons stated below. I am a resident of The Clarendon (400 Stuart Street), and while there is a small group of organized individuals who have raised concerns about 40 Trinity for reasons related to views mainly, they represent a small subset of the 250+ residents of the building many of whom either are in support of the project or are indifferent.

- 1) **Enhanced Neighborhood:** The project will enhance Stuart Street and connect Clarendon to Dartmouth.
- 2) **Improved Streetscape:** The sidewalk, restaurants, and vibrant feel will provide an activated pedestrian streetscape.
- 3) **Added Amenity:** The hotel will benefit nearby companies and residents for use of the hotel and restaurants.
- 4) **Increased Tax Base for City:** The operating project will provide additional revenues for the city to provide additional services to local residents.
- 5) **Improved Property Values:** These various benefits will benefit nearby property owners and our investments.
- 6) **Adheres to Stuart Street Plan:** The project adheres to the vision for the street and community in which I live, and the property in which I live (The Clarendon) also took advantage of by seeking a variance itself utilizing the guidelines of the Stuart Street Plan.

Thank you,
Justin Ferira

400 Stuart Street, Unit 15A

From: elsa galdston [simmons.alum@gmail.com]

Sent: Friday, September 13, 2013 7:45 AM

To: Fitzgerald, John BRA

Subject: Trinity Place

Dear John Fitzgerald,

Thank you the manner in which you lead, a most challenging meeting.

Since the goal of the BRA is to assist with the best development for the City of Boston - And -

My understanding is that currently there is either no, or very little, meaningful answer to two of the biggest challenges discussed at the meeting last week.

I propose that the BRA sponsor contest(s) to find the best and most cost effective method(s) to help control both the wind tunnel and shadow effects of the buildings around the problematic Clarendon street area.

There is a wealth of talent in Boston in the fields related to this
ie. engineering, architectural, environmental, computer, and
more.

There may even be applicable research in the Space and Undersea fields that can used!

Let's harness Boston's world acknowledged talent and education resources and find (a) solution(s)!

Sincerely,

Elsa Galdston

Member, South End Seniors

[Simmons.alum@gmail.com](mailto:simmons.alum@gmail.com)

From: yara ghazzawi [yara@ghazzawi.net]
Sent: Monday, September 16, 2013 12:05 PM
To: Fitzgerald, John BRA
Subject: 40 trinity place

Dear John,

I am writing to express my concerns and non-support of the proposed project at 40 Trinity Place. After reading the DPIR, zoning laws for the property, familiarizing myself with Article 80, then attending public meetings, IAG meetings, and also a meeting held by the development team for residents of my building, I cannot in good conscience support the project proposed for this tiny site. Given that the BRA is privy to this same information I am troubled by the fact that it has gotten this far. My concerns are as follows:

Floor to Area Ratio. The current zoning for the property at 40 Trinity Place allows an FAR of 10. The current building proposed by the developers has an FAR of 28.5, nearly three times the size allowed by the Boston zoning laws for that property. Even with the air rights purchased from the abutting University Club, at an FAR of 17.5, the proposed project is overwhelmingly dense for the small lot at 40 Trinity Place. After confirmation from the BRA that the often referred to "Stuart Street Study" was never adopted by the city, I do not understand how the BRA can support the proposed project.

Wind. The proposed Project at 40 Trinity Place will increase the already challenging winds in the vicinity and in at least one case, take them from an 'uncomfortable' level to a 'dangerous' one. As a resident at the Clarendon building for the past three and one half years, I have experienced the wind conditions first-hand throughout the different seasons. I have enjoyed breezy strolls on summer afternoons when no other place in the city (aside perhaps from the harbor) has a breeze, briskly paced walks, and out and out struggles to get where I am going. On more than one occasion, I have held onto groups of strangers in order to move forward. I have had at least two episodes on Stuart St. heading east towards the corner of Clarendon, where, while holding onto my husband, we were blown backwards into the doorway of the University Club. I have witnessed commuters coming around the corner on Clarendon St. near the garage at the Back Bay Station knocked off of their feet. To consider a project which would exacerbate these conditions is unfathomable.

Traffic. The proposed project eliminates one existing lane of thru traffic on Stuart St. adding volume to an already taxed thoroughfare. It would create urgency even greater than what exists there today. At peak traffic times there are also more pedestrians in the area. Boston has enjoyed an influx of young families, many of whom live in the South End, that are raising children here. I have witnessed first hand overly anxious children dart out, as soon as the walk signal changes, and be pulled back by a parent to avoid being hit by drivers who are tired of sitting through light cycles. The Clarendon St. corridor is one of the gateways from the Back Bay to the South End. This plan will surely provoke tempers and endanger the lives of pedestrians. With many unanswered questions about the traffic plan for the area and a notable lack of input from the Boston Traffic Department concerning traffic plans, it is not prudent to go forward with a project that increases traffic in this already congested area.

Shadows. The shadow studies commissioned by the developer in the DPIR fail to include any views from west to east on Stuart St. As a resident of the Clarendon I can attest that my home will be greatly affected by the shadows from the proposed 40 Trinity building. The homeowners at the Clarendon are the closest "residential" neighbors to the proposed project. To not study the shadows that would impact us is an intentional oversight by the development team.

As mentioned above, I have lived in the Clarendon building for three and one half years. During that time I have witnessed development in the area that has had a very positive affect on the neighborhood. The redevelopment of the Publishers Building by Brookline Bank, the new vibrancy of Stanhope Street, the Frieda Garcia Park; all of these projects have made this part of the city a more desirable and safer place to work and live. Certainly, a development that would enliven Stuart St. between Dartmouth and Clarendon Streets would be yet another positive addition to the neighborhood. But, for the reasons stated in this letter, the proposed development for the 40 Trinity Place property is not the right one. It violates zoning laws and endangers the citizens of Boston.

Sincerely,

Yara Ghazzawi

From: Jean Gibran [englishjg@comcast.net]
Sent: Saturday, September 14, 2013 1:14 AM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place
Dear Mr. Fitzgerald,

As a longtime South End resident who must walk on Stuart Street between Dartmouth and Clarendon at least three times a week, I have grave concerns about the proposed plans for 40 Trinity Place. Frequently during the late fall, winter, and early spring, I am buffeted by winds so strong that I can barely remain standing.

But, don't take it from me. On April 30, 1990 *The Boston Globe's* Jerry Ackerman began an article describing the vicious wind-tunnel in this Stuart Street area:

Back Bay habitues know that the one place to avoid on a windy day is the foot of the John Hancock tower, where gusts slapping at the top of Boston's tallest building blast down and fan out, sometimes taking umbrellas and even unwary pedestrians with them.

For those of us who remember the devastation caused by siting the John Hancock Tower in such a fragile part of our city, it is hard to believe that the Boston Redevelopment Authority so easily dismisses the dangerous and treacherous walking conditions if another 400 foot tower is located in this already densely populated area.

Hopefully those in charge of zoning for 40 Trinity Place will listen to concerned pedestrians who have long coped with serious walking conditions on Stuart Street. At the very least the community should have access to new studies analyzing and comparing current and future wind patterns if your department approves the project as it now stands.

This proposal should not be pushed through without serious consideration addressing the well being and safety of Back Bay and South End residents, let along the thousands of tourists who daily traverse the adjacent sidewalks and streets.

Sincerely,

Jean Gibran
160 West Canton Street
Boston, MA 02118

617 267-0118

Dear John,

I am writing this letter in support of Jordan Warshaw's work as a developer for #40 Trinity Place

As a twenty year resident in the South End I am always curious about new mixed-use development projects in our neighborhood. And, like a lot of my neighbors, I have concerns about the impact of wind, traffic flow and building height. After listening to arguments for and against this new development I concluded that there would be unavoidable issues related to wind and traffic. However, on balance, I am in support of the project because it will bring new life to that mid-block intersection on Stuart Street and the building looks like it will compliment the existing structures e.g. Copley Place and One Clarendon.

Historically, it is important to note that Jordan Warshaw and Ron Druker were responsible for bringing Atelier 505 to the South End. At the time, the proposed site for Atelier lacked energy much like the mid-block intersection on Stuart Street. But the majority of South End residents in that area were opposed to Atelier because of the scale of the building, traffic and it wasn't in keeping with the traditional architecture and/or character of the neighborhood. Ten years later, Atelier 505 not only helped transform that part of the South End into one of the most vital neighborhoods in the city, it is the most sought after residence in the South End.

Jennifer Girvin
South End resident

From: Anne Glickman [anneglickman1971@comcast.net]
Sent: Sunday, September 15, 2013 11:40 AM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place

I strongly support mixed-use development near transportation hubs in Boston. However, I do not believe the 40 Trinity Place project should move forward until the following issues are thoroughly addressed by the BRA and intelligent solutions have been found:

traffic flow and parking in an area that is already subject to dense traffic and traffic jams

the impact of building height on wind flow, already a problem on Stuart Street

the impact of building shadows on the area -- loss of sunlight will greatly reduce the desirability of the area as a place to live

We all want Boston to continue to be a liveable and vibrant city, one of the best in the country. Back Bay and the South End are jewels in Boston's crown and the qualities that make them so appealing need to be protected. Development is welcome, but these issues must be addressed if the project is to benefit the South End rather than push people away.

Sincerely,
Anne Glickman
Cabot Estate
Jamaica Plain, MA 02130

From: Neil Glynn [Neil@irishconnection.com]
Sent: Tuesday, September 10, 2013 2:05 PM
To: Fitzgerald, John BRA
Cc: megmc@bostonbackbay.com
Subject: 40 Trinity Place
September 10, 2013

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Dear John,

As a local property owner(35 buildings in the South End and Back Bay) and local restaurant owner(3 in the Back Bay/South End), I am writing to support the proposed mixed use development project at 40 Trinity Place.

This project should bring both vitality to an area of Stuart that has minimal street life today and a more welcoming environment for my 400 plus tenants that live in the area.

I look forward to seeing this project developed.

Thanks,

Neil G. Glynn, Esq.
The Fairfield Group, Inc.
83 Central Street
Boston, MA 02109
617-451-7400 office
617-451-7414 fax

Anthony Gordon
35 Stanhope Street
Boston, MA 02116

John Fitzgerald
Project Manager 40 Trinity Place
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Re: 40 Trinity Place Proposed Development

September 16, 2013

Mr. Fitzgerald,

I am a resident and business owner in The City of Boston at this address. I am writing to express my opposition to the BRA's board of directors' approval of this project for the following reasons:

1. The IAG process was flawed. A change of manager midway through the process led to lost time and resumption in the middle of the summer when many folks were away.
2. The problems around traffic have not yet been successfully addressed. Many of the solutions proposed by the developer rely on improvements to be implemented and paid for by a proposed expansion of Copley Place which has yet to be approved and uncertain as to start date. This is complicated by the BTD's refusal to participate at attend meetings. This is very disconcerting since BTD is the agency responsible for enforcing any traffic management.

Anthony Gordon
35 Stanhope Street
Boston, MA 02116

3. This area is already a dangerous area on windy days. The developers wind studies show that at several points winds go from dangerous to worse. If this is true than that alone is enough to prevent this project from going forward until a solution is found.

The time has come for the BRA to prove that it can be both an effective planning and development agency or be totally reorganized.

We Shall be watching.

Anthony Gordon



*The workout for the rest of us,
heart, mind and spirit*

Qi, The Inner Gym, LLC.
419 Boylston St. 4th Fl
Boston, MA 02116
(857)233-5408
www.qiinnerym.com

September 21, 2013

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Dear Mr. Fitzgerald:

My name is Kate Gray. I am the owner and CEO of a large wellness center at 419 Boylston Street and my staff, practitioners, instructors and clients regularly make use of the Back Bay area and especially Copley Square when they come to town. I am writing this letter in support of the proposed 40 Trinity Development project.

As a member of the Back Bay Association, I was pleased to learn that the Saunders Group has plans to redevelop the underused, unattractive and awkward building area at 40 Trinity, directly behind the Copley Plaza Hotel. In exploring the area as a business owner, I can remember thinking that that specific area is very oddly configured and not in keeping with the beauty and style of Copley Square. The sidewalk is very narrow, the corners abrupt and at times when I have walked there it has felt like a bit of an architectural wasteland to me, especially with the big and downright ugly concrete parking lot that dominates the area and is so out of tune with the surrounding buildings' of architectural styles. There was an overabundance of trash in the street and on the sidewalks and it seemed to me like a forgotten space--it even felt a bit dangerous due to its shadowy nature. As someone who regularly walks along Stuart Street, I remember thinking that I would not feel safe walking that particular block at night, and made a mental note not to visit there again if I could help it, especially in the dark.

So I was delighted to listen to the Saunders Group's presentation on 40 Trinity, and truly amazed by the creativity, design expertise and thoughtfulness around community issues that have gone into the plans for the project so far. I simply could never in my own mind's eye have seen the beauty and usefulness of that seemingly throw-away, dark little corner of Copley that has been so beguilingly re-imagined by the Saunders Group.

At the Back Bay Association meeting, I was interested to listen to the plans for 40 Trinity for a number of reasons. First, I was pleased that the project was being developed by the Saunders Group, who are well known in Boston and our Copley Square neighborhood as business people who genuinely care about the community, who have many vested interests in the area, who

have deep interest in the long-term success of Copley Square, who are forward thinking in terms of giving back to the community, and, finally, are known to be conscious about actively diminishing the carbon footprint they create with their hotels and businesses.

Beyond that, I was delighted to view the beautiful design scheme the architect has developed, one that not only opens up the street area to better use by pedestrians, shoppers and restaurant goers, but also creates a brand new vista of our beloved Boston with an 18th floor skywalk. It seemed to me in the course of the presentation that due diligence was being given to critically important building issues, especially regarding wind, as well as design considerations. I found the designs for the building sleekly modern while at the same time able to blend well into the surrounding architecture of Copley Square. My sense is that the unique skywalk feature will not only please tourists, but will create another fun destination for people in the greater Boston area to explore and share with family, friends and visitors from out of town. As for myself, I can't wait to see Beantown from the Trinity Skywalk!

It hasn't even been built yet, and I am already excited about this project and what it could mean for the commerce and community of Copley Square. I love that the building has a lot of glass that will take advantage of every last bit of sunlight on that dark corner, that it will have a widened pedestrian walking area as well as an inviting ground floor restaurant. It's great that there will be a good mix of hotel use and condos and affordable housing units so that a large number of the people who live there will have lasting interest as residents in the building, its environs and its relationship to Copley Square.

Lastly, in this time of economic resurgence, the fact that this project will create more than a thousand jobs, a good third of them permanent ones, is a plus for the citizenry of Boston and for our economy in general.

I sincerely hope that you and the Boston Redevelopment Authority will choose to support the 40 Trinity Development project.

Thank you for taking the time to read my comments. I wish you all the best in the important work that you do for the city of Boston!

With all best wishes,

Kate Gray, Ed.M.
CEO
Qi The Inner Gym LLC
Wellness for the Rest of Us
Heart, Mind & Spirit
419 Boylston Street
Boston MA 02116
kate@qiinnerym.com

From: Daniel Hare [hare.daniel@gmail.com]

Sent: Friday, September 13, 2013 11:48 AM

To: Fitzgerald, John BRA

Subject: Letter of Support - 40 Trinity Place

John,

As a concerned citizen of the Back Bay, I am writing to support the proposed hotel/condo development at 40 Trinity Place. I feel that this project will increase property values, augment the city's tax base and improve the look and feel of an otherwise dreary block.

Best Regards,

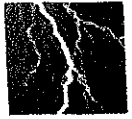
Daniel Hare

9 Commonwealth Avenue, Unit 6A

Back Bay, Boston, MA, 02116

Jane Haymon <janehaymon@aol.com>

September 12, 2013, 1:48 PM



To: monthay@aol.com HAYMON <monthay@aol.com>
Fwd: 40 Trinity Place

Sent from my iPhone

Begin forwarded message:

From: Jane HAYMONzq <janehaymon@aol.com>
Date: September 12, 2013, 1:26:59 PM EDT
To: "john-fitzgerald.bra@cityofboston.gov" <john-fitzgerald.bra@cityofboston.gov>
Cc: "thomas.iannoti@gmail.com" <thomas.iannoti@gmail.com>
Subject: 40 Trinity Place

I live at 400 Stuart St. in the Clarendon(B line). While we are not against development in our neighborhood, we do have some concerns:
Increased wind. On more than one occasion I have had to hold on to a fellow pedestrian to keep my balance. In your presentation the wind at the Clarendon entrance was shown to already be at an unacceptable level and your plans do not show a way to correct this.
Proper permitting it is my understanding that a variance will be needed to permit this building.how do you your plans accomplish this?
Increased traffic on an already busy street.
An unsatisfactory correction to the shadow problem In the neighborhood.

Sincerely,
Jane Haymon

From: hhh [hhershfang@verizon.net]
Sent: Friday, September 13, 2013 11:44 AM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place
Sir,

The already crowded area will be overwhelmed with traffic, parking, wind and shadow conditions that appear to have received woefully inadequate attention to-date. As it stands, the plan seems akin to trying to get a sizable elephant to live comfortably in a small bathroom.

Herbert Hershfang

From: Jane Haymon [janehaymon@aol.com]
Sent: Thursday, September 12, 2013 4:21 PM
To: Fitzgerald, John BRA; john.fitzgerald.bra@cityofboston.org
Subject: Fwd: 40 Trinity Place

Sent from my iPhone

Begin forwarded message:

From: Jane HAYMONzq <janehaymon@aol.com>
Date: September 12, 2013, 1:26:59 PM EDT
To: "john-fitzgerald.bra@cityofboston.gov" <john-fitzgerald.bra@cityofboston.gov>
Cc: "thomas.iannoti@gmail.com" <thomas.iannoti@gmail.com>
Subject: 40 Trinity Place

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Increased wind. On more than one occasion I have had to hold on to a fellow pedestrian to keep my balance. In your presentation the wind at the Clarendon entrance was shown to already be at an unacceptable level and your plans do not show a way to correct this.
Proper permitting it is my understanding that a variance will be needed to permit this building.how do you your plans accomplish this?
Increased traffic on an already busy street.
An unsatisfactory correction to the shadow problem In the neighborhood.

Sincerely,
Jane Haymon

September 18, 2013

Mr. John Fitzgerald, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201
Email: John.Fitzgerald.BRA@cityofboston.gov

Re: 40 Trinity Place Draft Project Impact Report

Dear Mr. Fitzgerald:

We are writing on behalf of the majority of members of the Impact Advisory Group (IAG), appointed by the BRA in connection with the proposed construction of a 400 foot, mixed use building to be located at 40 Trinity Place. Specifically, this letter has been written in response to the Draft Project Impact Report (DPIR) filed by Trinity Stuart LLC with the BRA on July 17, 2013. This letter represents the opinion of the undersigned members of the IAG and is not the consensus of the entire IAG.

HEIGHT AND DENSITY:

The project parameters, as outlined in the DPIR, proposes a development of 380,450 square feet, in a 400 foot tall tower, with a floor-to-area ratio of 17.5 (including the air rights extension over the adjoining University Club property). This proposed height and density are within with the maximum height and density limits of the oft-cited Stuart Street Zoning Study, but deviate from the legal zoning requirements for this location. The IAG has asked for clarification as to whether the Stuart Street zoning study has been adopted by the BRA and the City, or remains just a study. John Fitzgerald, senior project manager for the BRA, has informed us the Study has not been voted on for acceptance by the BRA and is not in force. Therefore, as we understand it, the Project will require a zoning variance.

This being said, the IAG agrees the area can support the height and density proposed provided that the problematic issues created by a project of this height and size can be mitigated. We appreciate the positive impacts the project will have; in particular we look forward to the activity 40 Trinity Place will bring to the street level of this section of Stuart Street, a location seriously in need of enlivening. The proposed 400 foot height may be acceptable in itself, but if this height creates unacceptable problems of added wind, traffic, shadow, etc., then we would recommend that a smaller scaled project would be better suited for the site.

PROGRAM:

We understand the proposed development program to consist of a lobby and restaurant on the street level, a 227 room hotel with sky-lobby, lounge, restaurant/bar and function rooms on the 17th floor, and 117 residential condominiums above, with 100 parking spaces located on the third and fourth floors. We have no objection to this program, and to strengthen the neighborhood, request that the residential component remain as condominiums and not be allowed to convert to rental units.

TRAFFIC:

The IAG continues to have questions about a variety of traffic related issues. There is a consensus that a traffic plan needs to be developed for the entire length of Stuart Street, from the Eastbound exit ramp of the Massachusetts Turnpike to Arlington Street. As part of the development of a tower at Copley Place, there is a plan to reconfigure the intersection at Dartmouth and Stuart Streets. Also, we have heard the Boston Transportation Department is adding a signal at Trinity Place. The IAG was not satisfied by the lack of input from Boston Transportation Department, and need to better understand the impacts all these changes will have on Stuart Street. Such a plan should take into account any and all projects in the surrounding area which have been permitted or approved, and which are likely to have an effect on this corridor.

Also, we request that BTD examine plans for valet parking at 40 Trinity Place (especially if the curb space allotted is long enough to accommodate 8 cars) and the loss of one through traffic lane, to better understand if these changes would lead to degradation of roadway conditions on Stuart at the intersection and right turn onto Clarendon. Lastly, in order to ensure the work done by the IAG is examining recent data, we are interested in working with the most recent traffic data, and request that 2013 data be used. We would like these requests done before the project goes ahead.

STREETScape REQUIREMENTS:

The DPIR does not discuss landscaping adjacent to the proposed project. The current plan calls for the building to be built to the sidewalk on both Trinity Place and Stuart Street. The IAG recommends that the developer provide significant amounts of setbacks to soften the building's presence on the sidewalk and to provide living vegetation (planters, street trees, etc.) to enhance the pedestrian experience.

Two examples in the Stuart Street area that can be referred to as models of what might be included for this project are the following. The first is the block of Dartmouth Street where Turner Fisheries is located. There are well proportioned street trees on this block and the building owner has added large window box containers to the side of

the building which are well planted, significantly improving the pedestrian experience along the street.

The second example is along the Shaw's Supermarket block of Huntington Avenue where there are planting areas all along the side of the supermarket. At places this planting area is as narrow as 24 inches, but the choice of flowers and plants makes for an inviting and pleasant walking experience for the pedestrians in an otherwise charmless stretch of this street.

We recommend that the developer be required to include a streetscape plan as part of this project that includes live plantings and ample street trees.

SHADOWS:

Members of the IAG reviewed the shadow studies in the DPIR, and the video animation that demonstrates how shadow will move through Copley Square. While some members of the community continue to voice concern about shadow, the IAG acknowledges the sensitivity the development team had in working to orient the building in a manner that presents the smallest shadow impact.

Some members of the public are concerned about the new shadow that will be cast upon Copley Square, because of its negative effect on park users and the green space. Residents of The Clarendon are concerned about the shadow impact on their building. A majority of the members of the IAG, however, are satisfied that the shadow impacts are acceptable.

WIND:

Perhaps the subject of most concern to the members of the Trinity IAG is the negative impacts the proposed development will have on wind conditions at the pedestrian level in Copley Square and surrounding neighborhoods. This is a notoriously windy area that cannot be allowed to worsen. Although it is commonly acknowledged that construction of the John Hancock Tower is in large measure responsible for creating the excessive, uncomfortable, and sometimes dangerous conditions that we are all familiar with, it is, nevertheless, the context in which any developer choosing to build in this area must work.

The development team takes the position that the change in wind conditions which will be caused by the construction of the proposed project will be basically neutral—that is, the occasions on which the wind velocity and gust speeds are increased will be offset by a like number of decreases in wind velocity and gust speeds. The undersigned IAG members believe that the developers' own data contradicts this position.

In its Pedestrian Wind Study, found in the appendix section of the DPIR, the developer has measured mean wind speeds at 92 locations during the spring, summer, fall, winter, and annually. It has done exactly the same for gust wind speeds. Comparing only the number of instances where the wind speeds exceed 18 miles per hour, there are 172 measurements of wind and gust speeds which record an increase of velocity, and only 115 measurements of wind and gust speeds which show any decrease. This is clearly not a neutral impact. Also, as shown in Figure 4.1.10 of the DPIR, a total of 15 points have changed categories. Nine categories have gotten worse or show wind speed increases, while six categories have gotten better or show wind speed reduced. This is also clearly not a neutral impact.

Furthermore, the wind tests which have been conducted by Trinity Stuart LLC show that the construction of 40 Trinity Place, as presently designed, will result in dangerous wind speeds at 135 Clarendon Street, the entrance to the Clarendon, a building that is home to 600 people. This condition must be remediated.

The Scoping Determination issued by the BRA for the proposed development at 40 Trinity Place contains several testing requirements that have not been done.

1. It requires, among other things, that the developer must test a model of the proposed project at the as-of right-zoning height (155 feet) for this area. No such study has been provided, and we request that this omission be corrected promptly. We also request that a model with a height of 356 be tested.
2. The scoping determination also requires that any proposed mitigation measures be subjected to wind tunnel testing and the results reported. If this has been done, the IAG has not been provided with the results. Again, we request that this omission be corrected.
3. The developers were asked to test every building entrance along Clarendon, Dartmouth and Stuart Streets, from Exeter to Berkeley Streets. Notably absent from the reported results were the entrances to 400 Stuart Street, Bright Horizons Early Education and Preschool at 370 Stuart Street, and the Back Bay Post Office, to name just a few.

This is essential information which the IAG, and presumably the BRA, must have in order to accurately understand the wind impacts which will exist if this project goes forward; whether any of the mitigation proposals which have been mentioned will produce the desired effect; and whether the project should, in fact, go forward as it is presently designed.

AFFORDABLE HOUSING:

The IAG understands that the developers of 40 Trinity have committed to placing all 17.5% of the affordable units on site. We are pleased with this decision but want to be clear that it is our further understanding that the affordable units will be dispersed within the residential portion of the building rather than isolated in one section, and that the affordable units will be of the same size (3Br, 2Br, and 1Br) as the market rate units. This inclusion will help to preserve the character of our common neighborhood as one that is favorable to residential properties and families as well as commercial spaces. We believe that the developers' stated goal of having 40 Trinity become part of the fabric of the neighborhood will benefit from the successful inclusion of mixed income families in this property.

CONCLUSION :

The IAG members listed below request the following conditions be met by the developer and the City before making a decision about the project as represented in the DPIR. The conditions are that the data the IAG has requested on traffic and parking questions be provided for our review and comment, and the wind study data be completed for our review and comment, with a firm commitment from the developer to support and provide funding for a study of wind issues and solutions for the several blocks adjacent to the proposed project site, prior to an approval of the DPIR by the BRA.

Signing members of the IAG, 40 Trinity Place:

Kevin Hepner, President and CEO, United South End Settlements

Thomas Iannotti, Chair, Board Committee of the Clarendon Condo Trust

Stephen T. Kunian, Marlborough Street, Boston

Jay Livingstone, Representative, 8th Suffolk District

Susan Mills, Chair of Board of Directors, Tent City Corporation

Deirdre Rosenberg, Board Member, Neighborhood Association of the Back Bay

Byron Rushing, Representative, 9th Suffolk District

Jonathan Smith, Ellis South End Neighborhood Association



Thomas M. Menino
Mayor

Article 37 Interagency Green Building Committee

March 29, 2013

Jordan Warshaw
Trinity Stuart LLC
40 Trinity Place
Boston, MA 02116

Re: 40 Trinity Place - Article 37, Boston Zoning Code

Dear Mr. Warshaw:

Thank you for your October 29, 2012 Project Notification Form (PNF) submission, the Boston Interagency Green Building Committee (IGBC) has reviewed your Sustainability Narrative and LEED checklist for compliance with Boston Zoning Article 37 Green Building.

The LEED NC 2009 Checklist is appropriate for your project and shows the intent to earn 53 points, although two Innovation and Design Process Credits and two Regional Priority Credits remain to be defined. Due in part to the normal complexities of construction, the IGBC has found projects tend to earn fewer points at completion than planned and recommends identifying additional credits in order to exceed LEED Silver and earned LEED Gold.

In support of the Mayor Menino's directive to reduce Boston's Green House Gas (GHG) emissions by 25 percent by 2020 and 80 percent by 2050, the IGBC requests that your project team aggressively pursue strategies to reduce project based GHG emissions including the following:

- Energy efficient building assemblies, systems and equipment sufficient to exceed the Massachusetts Stretch Code by at least 5% and preferably 10% or more.
- On-site renewable and / or clean energy systems.
- Reduced parking capacity.

Additionally, the IGBC recommends pursuing approaches to reduce storm water impacts and enhance human health and wellbeing including:

- Water efficient landscaping and stormwater quantity and quality control.
- Actively living opportunities for residents and patrons.

Constructing an exemplary green building will minimize the project's adverse impacts and maximize the project's value to the proponent, residents and patrons, and the City of Boston.

Please follow up with your BRA Project Manager in responding to IGBC comments and revising project design and green building strategies for compliance with Article 37.

Sincerely,

City of Boston Interagency Green Building Committee

Cc:

Heather Campisano, BRA

John Fitzgerald, BRA

From: Kathy Iannotti [kathy.iannotti@gmail.com]
Sent: Thursday, September 12, 2013 4:59 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place Project
John,

As an owner of a high floor corner unit at The Clarendon, I am writing to say I am disappointed and upset at the prospect of the proposed Trinity Place. I object for a number of reasons including the issues of wind, traffic, and shadows. To me not a single proposed feature the building may offer has any value.

We chose our unit due to its location and light. The current amount of daylight and nightlights are among the features we most covet. The large scale proposal will significantly alter the experience we enjoy daily.

The traffic on Stuart St. is already heavy due to the combination of the Pike ramp, rush hours and all the special events in the area. The last thing this area needs is a overly tall traffic-generating multi use building.

The additional wind Trinity will generate guarantees a most serious issue. Inside our unit our windows already bang open and shut on some days. More importantly, it is currently much more than unpleasant to be a pedestrian at the corner of Stuart and Clarendon Streets. One windy day an elderly neighbor of mine could not proceed back down Clarendon St. and I had to grab her by the arm to help her return home safely. It is disturbing and wrong that the developers are adding a "dangerous wind" area for us to contend with. The commuters who pour in and out of the Back Bay Station already struggle daily with the wind. It is unconscionable and unfair for too tall Trinity Place to make this situation worse for the general public. It should not be allowed. The proposal is in sharp contrast to the builder's "strong interest in a vibrant livable environment" . Public safety will be compromised because of the business interest of the partners. We are all aware of Gary Saunders' remark that he would never buy here at The Clarendon because of already uncomfortable wind conditions.

The "budget hotel and conference center" today has a traditional stately appearance with its red brick Back Bay look. In this neighborhood the current building has more appeal and charm than the bulky Trinity Place will have on that same small footprint.

We as residents do not want to trade dangerous winds, less light and more traffic for a sky lobby and luxury hotel rooms, and we have a restaurant and seasonal roof deck already. I strongly disagree that " this development will improve the neighborhood's residential character and property values"

A city setting for a home has some risk but we didn't expect a threat to come from "long-term Bostonians with deep roots in the Back Bay".

Thank you for your consideration,

Please confirm your receipt of this letter.

Sincerely,

Kathy Iannotti

From: Jean Kofol [jean.kofol@gmail.com]
Sent: Friday, September 13, 2013 9:05 AM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place

Dear Mr. Fitzgerald:

I live at 400 Stuart Street and am writing to express my view on the development planned at 40 Trinity Place. I think the building is too massive (although I will not be directly affected by the loss of light) and I think the potential for increasing the wind tunnel affect which already exists in the area would be catastrophic. We already deal with huge problems simply crossing the street due to the almost daily high winds. Perhaps a smaller scale building would be more appropriate for this area.

Thank you for your consideration.

Jean Kofol

JEAN KOFOL
400 Stuart Street (24C)
BOSTON, MA 02116

jean.kofol@gmail.com

From: Peter Laird [pdlsr@me.com]
Sent: Thursday, September 12, 2013 3:10 PM
To: Fitzgerald, John BRA
Subject: Saunders Trinity Place Project

Dear Mr. Fitzgerald:

I am in complete support of the Saunders' Trinity Place project for a number of reasons:

1. I believe it fits within the high rise "spine zone" where the city wants high rise development to be concentrated.
2. The Saunders are local.
3. Architecturally it seems to be a quality project.
4. The University Club will benefit as a neighbor gaining room within the Trinity Place project for much desired expansion of needed facilities.
5. The University Club is a great asset to the city.

I am a retiree who used to live in Bay Village and who worked on Boylston Street for forty years. From my perspective the project will be an asset to the city and to the University Club of which I am a life member and former Board Member. I am a frequent visitor (almost daily) to the Back Bay and wholeheartedly support this project.

Here's hoping the Redevelopment Agency green lights this desirable project.
Thank you for your attention.

Your truly,

Pete Laird Sr.
617-792-7328

Sent from my iPad

From: Dan Landerfin [dan@cqbbsg.com]
Sent: Friday, September 13, 2013 1:34 PM
To: Fitzgerald, John BRA
Cc: Joni Lee Rossi
Subject: 40 Trinity Place
Dear Mr. Fitzgerald:

Joni Lee Rossi and I have lived at the Clarendon for just over 3 years in unit 20D which is the corner unit facing the South End and the YWCA building where 40 Trinity will be constructed. We will lose a small amount of sunlight in the latter part of the day - maybe 3% but not enough that we think that there would be a negative impact. The improvements to the immediate area are enormous and since we own a staffing agency we can tell you that an increase in jobs for the community is badly needed as we all know. Additionally we are thankful that 40 Trinity Place is being built, owned and managed by "Boston people" who have a proven track record of quality, care and commitment in the product that they have and continue to deliver.

In closing you may have heard a "lot of noise" from people at The Clarendon complaining about this project, and representing that everyone in the Clarendon is opposed to the project. We can tell you unequivocally that this is not true - there are many people, probably a majority, who are NOT opposed to this project - they are just less vocal than the opponents. And as we mentioned while a portion of our views will change, we believe that the improvement to our neighborhood will far outweigh the change in our views.

Sincerely,

Dan Landerfin
Joni Lee Rossi
400 Stuart St. 20D
Boston 02116
(o) 617.262.1313

From: Elisabeth Lay [elisabethlay@comcast.net]

Sent: Thursday, September 05, 2013 9:39 AM

To: Fitzgerald, John BRA

Subject: 40 Trinity Place

John Fitzgerald

Tuesday,

September 3, 2013

Boston Redevelopment Authority

One City Hall Square, 9th Floor

Boston, MA 02201

Having attended the meeting on the Article 80 large project entitled "40 Trinity Place" on Tuesday, September 3, 2013, my wife and I come away with deep concern: The Boston Redevelopment Authority should not proceed in the process until the wind problems have been resolved.

The condition of wind is a basic factor affecting the occupants who live in or walk through the vicinity where this building has been proposed. Details of the building and the street canyons of this project have a tremendous effect on the turbulent wind near the surface. The architectural plans must take in consideration all factors to mitigate these environmental problems.

Common sense suggests that this project come to halt until it becomes clear that the developers have attempted to resolve all these environmental issues.

Sincerely yours,

Michael & Elisabeth Lay

239 Marlborough St.

Boston, MA 02116

elisabethlay@comcast.net

September 12, 2013

Mr. John Fitzgerald
Boston Redevelopment Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald:

I live at 400 Stuart Street and in fact was one of the first residents when the building opened . I am now living in my 3d condominium in the Clarendon so I clearly love the neighborhood and building. It is very disturbing for me to hear of the plans to completely change the neighborhood with a 440 foot tower a block away that will destroy the traffic pattern and push the already terrifying wind speed to dangerous levels. Don't get me wrong. I would be very supportive of a 40 Trinity place project that was of an appropriate scale for the space, but the proposed project is completely unacceptable and obviously does not conform to current zoning.

Aside from destroying the views and daylight from many of the residents of the Clarendon, the project as proposed will create dangerous conditions for pedestrians walking in the area. And it should be noted that Clarendon is one of the most heavily travelled streets for all the commuters walking to and from Back Bay station each morning and evening. Combined the wind speeds with the traffic nightmare caused by the reduction in a lane on Stuart street and you have a serious and perpetual problem.

In short, I respectfully urge the BRA board to reject the developers plan at it is currently being presented. It is simply inappropriate for the current space and location.

Thank you for your consideration

Peter Leahy
400 Stuart St. #20B
Boston, MA 02116

From: Jo-Ann Leinwand [jo-annlein@comcast.net]
Sent: Friday, September 13, 2013 8:49 AM
To: Fitzgerald, John BRA
Subject: Trinity Place Tower Proposal

John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Re: 40 Trinity Place Tower Proposal

Dear Mr. Fitzgerald,

I am writing you to express my concern about the new proposed tower to be built on the Hancock Conference Center.

Having lived and worked in Boston for more than 18 years I know the impact of new construction, especially tall buildings that cause excessive wind. This area is already unusually windy and sometimes dangerous to walk around.

My other concern is potential shadows in the Copley Square area. When a tall building is built and the result is casting shadows on the buildings and the surrounding area, especially buildings like the Boston Public Library, Trinity Church and Copley Square, this reduces the ability to attract and the enjoyment of visitors to Boston.

I am not against new construction and know that new buildings can have a positive effect on Boston and the economy. However, once a building has been built you cannot "unchange" the impact on the area and neighborhood. Please take the time to do the appropriate studies to determine how this tower will impact the wind and shadows of the surrounding area.

Thank you.

Sincerely,

Jo-Ann Leinwand

From: Charles Leung [cleung918@yahoo.com]
Sent: Sunday, September 15, 2013 11:44 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place Redevelopment Project
Dear Mr. Fitzgerald,

As a property owners in the Clarendon Condominiums at 400 Stuart Street, Boston, MA, my wife and I are very concerned about the building project at 40 Trinity Place. While we welcome redevelopment projects that add to the vitality of our city, we are opposed to this project as proposed because it will create dangerous wind conditions at our building location.

In particular, we senior citizens often experience wind gusts when opening our car doors as we exit from our vehicles or when crossing the street. Vehicular/pedestrian traffic is especially heavy all day and in early evening hours on Stuart Street. You may understand this would be of particular concern during the winter months. Please help us and all other citizens who live and work in our neighborhood. Please demand modifications to this building project sothat it will not adversely impact the current living environment.

We look forward to your favorable consideration. Thank you very much.

I remain, Sir,

Yours truly,

Charles and Katherine Leung
400 Stuart Street
Unit 28C
Boston, MA 02116
(857) 350-4948



Local 103 OF GREATER BOSTON

International Brotherhood of Electrical Workers

256 FREEPORT STREET • DORCHESTER, MASSACHUSETTS 02122

TELEPHONE: (617) 436-3710 FAX: (617) 436-3299

TOLL FREE: (800) 218-0075

WEBSITE: www.the103advantage.com



September 6, 2013

Mr. John Fitzgerald
Boston Redevelopment Authority
Boston City Hall
Boston, MA 02201-1007

RE: Letter of Support
40 Trinity Place

Dear Mr. Fitzgerald:

As a Business Agent for Local 103 and member for 38 years, I would like to take the opportunity to express Local 103's support for the proposed 40 Trinity Place Project, which is currently under consideration.

This project would be an asset to our downtown community in many ways, including revenue, taxes and the creation of construction jobs, as well as permanent jobs. As we are still experiencing a record amount of unemployment at Local 103, this development would be a tremendous opportunity for our members to get back to work. We are experiencing near 20 percent unemployment at this time in the construction market and we need this project more than ever.

The Saunders Group has been an asset to the hard working men and women of Local 103 and many other Boston Building Trade Councils. The Saunders Group has enabled many Local 103 members to earn a decent living with good wages and benefits. Collectively, Local 103, BRA, Saunders Group and the Boston Building Trades have all stood by our commitment, supporting the community standards in our neighborhoods and this project would continue that support.

The proposed project of a 33-story building would include 227 hotel rooms and 115 apartments, including onsite parking. I understand that the project would include a range of studios to three-bedroom units. I also am very pleased to say that this project would be a LEED Gold Project and would qualify as transit-oriented development thus consistent with smart growth. I have attended meetings regarding this project and feel most of the concerns have been met by the developer.

In closing, I would like to thank you for taking the effort and endless time you may have spent helping this project get off the ground. Once again, Local 103 is 100 percent in favor of this project and respectfully requests that the Board support this project.

Sincerely,

Donald F. Sheehan
Business Agent

cc: Saunders Group



The Lyric Stage Company of Boston 140 Clarendon Street, Boston, MA 02116
lyricstage.com Administration & Box Office: 617.585.5678 / Fax: 617.585.5689

September 3, 2013

John Fitzgerald
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Dear Mr. Fitzgerald:

The Lyric Stage Company of Boston, which is located at 140 Clarendon Street, wholeheartedly supports Trinity Stuart LLC's proposal to redevelop the site at 40 Trinity Place, in the Back Bay. As an abutter to the property, and a small business entity, the Lyric Stage recognizes that the project will provide new tax revenue, construction and permanent jobs, while bringing about a transformation of the streetscape along Stuart Street.

The Lyric Stage Company produces and presents in our 240-seat theatre located on the 2nd floor of the historic Boston YWCA building which is situated at the corner of Clarendon and Stuart Streets. In 2004-05, this building underwent a major renovation, at the completion of which the Lyric and Clarendon LLC negotiated a new 10 year lease with two five-year rental extensions.

The Lyric Stage Company of Boston, founded in 1974, produces quality theatrical productions of varying genres and styles which entertain, challenge and provoke, while reaching a wide variety of audiences through reasonable ticket prices and outreach programs. Celebrating its 40th anniversary season, the Company is committed to the support and nurturing of the talents of Boston-area theatre artists through employment, training and professional development opportunities.

The Lyric Stage Company continues to meet with Trinity Stuart LLC principal Jordan Warshaw with whom we have had positive discussions about impact on vehicle and foot traffic, and parking for our patrons during the construction period. We believe, along with the developers, that the addition of this project to our neighborhood will have the benefit of supporting a more vibrant area for theatre-goers and others, who visit, live and work in the area.

Sincerely,

Spiro Veloudos
Producing Artistic Director

Sara S. Glidden
Managing Director

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald:

I am not supportive of the proposed 40 Trinity Place project due to its projected impact on my home and neighborhood.

Wind

Clarendon and Stuart streets are well known as the windiest neighborhood in Boston. There have been accidents and injuries caused by the wind on these streets. Some Clarendon residents are unable, at times, to walk outside for fear of being blown down or hurt by flying debris. Therefore, I cannot support any development which will, in fact, make the wind more intense. The developer's own wind studies show the proposed building will make the wind worse. More specifically, the wind will be categorized at a dangerous level, as defined by the BRA, at the entrance to our building. Shouldn't the safety of tax paying residents of Boston and visitors to city be the top priority for the city? Additionally, Clarendon Street is a primary access way to the Back Bay Station where more than 1000 trips a day are made by commuters to and from the city. If the proposed development is allowed to be built those commuters will now have to walk through dangerous wind conditions every day. The city should not allow any project to make such a public access way "dangerous" for pedestrians and residents.

Shadows

During the spring and fall months the proposed development will take nearly 75% of the daylight I enjoy from my home. Part of the reason I selected my home was its sunny location. We all know that there are streets in Boston where one side of the street is referred to as the sunny side. People pay more to live on the sunny side of Marlborough St or Commonwealth Ave. Why should this development, which doesn't come close to complying with the current zoning bylaws, be allowed to take my "sunny" location and turn it into a shady location?

Traffic

The developer has not shown the neighborhood a satisfactory plan to mitigate the increased traffic that will occur as a result of the proposed development. The City is now experiencing at the Waterfront neighborhood what can happen when too much development happens too quickly and not enough time is taken to study the expected and unexpected impacts. The developer should be asked along with the Boston Traffic Division to study additional alternatives for dealing with the traffic from the proposed development along with the Simon Copley Tower and the Boston Properties proposed garage project next door. Why are we rushing through the approval and public process when we will have to live with outcome for many, many years?

Zoning

Finally I strongly object to the use of the un-adopted Stuart Street Plan as the guideline for this development. The Plan was never adopted by the city and it is not zoning. Zoning is an important principle and homeowners rely on it when they buy property. Zoning helps assure property owners that the characteristics of nearby areas will remain stable. Homeowners use current zoning before they buy homes to set their expectations on what can or will likely happen to their neighborhood. To allow a developer to totally disregard zoning and instead use an un-adopted study is unreasonable and unfair to neighboring property owners. A new hotel, luxury condos and new restaurants would be nice additions to Stuart Street, offering both positive and negative effects. However, no explanation has been provided to explain what unique and special benefits this development would provide to justify such extraordinary relaxation of the zoning bylaws, or why such a development can't be accomplished with a much smaller building closer to what zoning allows.

I strongly encourage the BRA board to reject the developer's proposed plan and instead ask the developer to come back with a development that:

1. Doesn't worsen the already unacceptable wind conditions in the neighborhood
2. Doesn't take away daylight from our homes
3. Includes a well-studied traffic plan, using current data and coordinated with other developments
4. Conforms to current zoning

Thank you,

Indira

Indira Maini

From: kjmcarlisle@aol.com

Sent: Sunday, September 15, 2013 6:16 PM

To: Fitzgerald, John BRA

Subject: Trinity Place

Mr. Fitzgerald,

I am writing to express my deep concerns about the proposed Trinity Place development. I live at 400 Stuart Street, and I am very worried about the increased winds and traffic that this development as planned will cause. At 109 lbs., I am constantly worried about the potential for, if not a dangerous trip out my door, at least an uncomfortable one. Any increased wind caused by building development would truly affect how I live and use my neighborhood. Increased traffic without appropriate redesign would make an already crowded and slow trip in and out of the area almost unbearable. Losing a lane on Stuart Street is not a solution.

Thank you for your consideration. Please respond once you have received this communication.

Sincerely,
Kathy Marchese

Apt. 21B

September 10, 2013

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald,

We are residents of The Clarendon at 400 Stuart Street in Boston. I am sure, by now, you have heard and read all of the arguments against the currently proposed development at 40 Trinity Place. Specifically, the issues about the dangerous wind conditions, the narrowing of Stuart Street resulting in untenable traffic congestion and the significant shadow effect, not only on our building, but also on the surrounding buildings, should 40 Trinity Place be built. While these dramatic issues are all relevant, critically important and will adversely affect our quality of life at The Clarendon, we will not belabor these points further as we believe convincing arguments have already been made that demonstrate those facts.

We would like to stress that we are not against development in our neighborhood. However, **we strongly object to development that contravenes all established rules.** The Clarendon was developed within the zoning bylaws of the City of Boston and we purchased a condominium there with the assumption that any surrounding development would be required to follow the same rules.

We strongly object to a building being conceived that does not meet the current zoning laws. As real estate developers ourselves, we certainly understand that variances to current zoning can and do occur however, **these variances should be based on the intention and restrictions of the existing zoning regulations.** The proposed 40 Trinity Place development appears to be based on an **UN-APPROVED Stuart Street Study** that grossly ignores and flouts established zoning

agreements that were designed to prevent exactly the kind of runaway development that is being proposed. If approved in its current form, 40 Trinity Place will **profoundly deteriorate the quality of life in Back Bay.**

We have NO issue with rational and zoning-friendly development in our neighborhood. However, we adamantly object to an oversized development on a small footprint that contravenes and disrespects approved zoning principles with which all other developments to date have had to comply. We urge you, in the strongest possible manner, to require the proposed development of 40 Trinity Place to adhere to current zoning restrictions or, at the very least, to be granted only **reasonable variances** to these well-established zoning bylaws.

Thank you,

Laura and David Martin



September 13, 2013

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Dear Mr. Fitzgerald:

My name is Paul J. Sacco. I am the President and CEO of the Massachusetts Lodging Association writing to offer my support for the proposed 40 Trinity Development.

I support this project because it will bring much needed development to a portion of Stuart Street that has limited pedestrian traffic and evening activity today. The design is of high caliber and will be a welcome addition to the City's skyline. The hotel jobs and the housing – including 17.5% affordable units – created by this project are good for the City and good for this area in particular. Additionally, the fact that this project is being proposed by a group with deep roots and a respected track record in the Back Bay adds to my enthusiasm for this project.

I urge the Boston Redevelopment Authority to support the 40 Trinity Development. Thank you for your consideration of my comments.

Sincerely,

Paul J. Sacco
President and CEO
Massachusetts Lodging Association

From: kmcgrath@baystatefinancial.com
Sent: Friday, September 13, 2013 11:16 AM
To: Fitzgerald, John BRA
Subject: 40 Trinity Project

Dear John,

I am writing to you to support the proposed mixed use development project at 40 Trinity Place in Boston's Back Bay. I have been a resident of the area and also have worked nearby at the John Hancock Tower for several years.

Among many things, this development would be extremely beneficial in bringing new vitality to the Stuart street area not to mention provide much needed additional housing in this ever growing city of ours. I also believe it will be a great way to stimulate local businesses and provide new employment opportunities both during its development and ongoing management. It would be a great addition to the neighborhood!

Thank you in advance for your consideration of my support. Please do not hesitate to contact me with any questions you may have.

Best Regards,

Kevin

Kevin C. McGrath
Baystate Financial, LLC
200 Clarendon Street, Floor 19
Boston, MA 02116
617-585-4514 (office)
617-549-2815 (cell)

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=====

From: John [john.m.mclaren@gmail.com]
Sent: Thursday, September 12, 2013 4:22 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place

Mr Fitzgerald,

I am writing you in support of 40 Trinity Place.

The project as presented by the Saunders will be a great addition to the City. The Saunders have always been very good to the City and their commitment to this project is another example of this commitment. Please do approve this project and make this another great building in Back Bay.

Thank you for your support of this project.

Regards,
John McLaren
30 Union Park
Boston MA 02118

,

Sent from my iPhone

From: Trum Van Middlesworth [trum@complianceacs.com]

Sent: Thursday, September 12, 2013 2:46 PM

To: Fitzgerald, John BRA

Subject: 40 Trinity Place Project

John Fitzgerald

Boston Redevelopment Authority

One City Hall Square

Boston, MA 02201-1007

Dear Mr. Fitzgerald:

I'm am writing to express my support of the development project proposed for 40 Trinity Place. My name is Trum Van Middlesworth and I am a Boston resident, a local business leader and an active member of the University Club of Boston. I make use of the Club and surrounding restaurants and businesses about 4 to 5 times per week. I believe this project would add to the vibrancy and function of this area which currently lacks the community activity that your organization supports.

I believe the new ground floor restaurant and the retail facilities will be a major draw to the area and add a new source of jobs and taxes greatly needed in the city. The mixed use approach of combining hotel, retail and residential use seems to be the optimal use of the air rights which have here to fore not generated any revenue to the city or much function to the local community. Not only is this a good use of the available space but it adds improvements to the road and pedestrian infrastructure as well.

In closing let me commend your organization for the good work you do in monitoring and adding value to this type of project. As stated before I am wholeheartedly in favor of this project and would be happy to appear at a hearing if that were an important step towards moving this project forward.

Sincerely

Trum Van Middlesworth

J. Trum Van Middlesworth

Chief Executive Officer

Automated Compliance Solutions

P: (781) 270 6800

C: (617) 680 6064

trum@complianceacs.com

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From: Sharmil Modi [sharmilmodi@gmail.com]
Sent: Friday, September 13, 2013 6:14 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place Development - letter of support

John –

I am writing **IN SUPPORT** of the proposed development for several reasons stated below:

Enhanced Neighborhood: The project will enhance Stuart Street and connect Clarendon to Dartmouth.

2) **Improved Streetscape:** The sidewalk, restaurants, and vibrant feel will provide an activated pedestrian streetscape.

3) **Added Amenity:** The hotel will benefit nearby companies and residents for use of the hotel and restaurants.

4) **Increased Tax Base for City:** The operating project will provide additional revenues for the city to provide additional services to local residents.

5) **Improved Property Values:** These various benefits will benefit nearby property owners and our investments.

6) **Adheres to Stuart Street Plan:** The project adheres to the vision for the street and community in which I live.

Thank you,

Sharmil Modi

110 Stuart Street, #PH2

Back Bay

Sharmil Modi
sharmilmodi@gmail.com
617-676-8969

Neighborhood
Association of the
Back Bay



August, 19, 2013

John.Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007
John.Fitzgerald.BRA@cityofboston.gov

Project: 40 Trinity Place DPIR

Dear John Fitzgerald,

The area around the John Hancock Tower is "one of the City's windiest", since the construction of the building that is responsible for the negative environmental impact from wind. The 40 Trinity project, another proposed tower building, prepared the required wind study report as part of the DPIR phase of the Article 80 process. This report indicates that the site of the entries into the two Clarendon residential buildings would be a new "Dangerous" wind location. This condition is to be prevalent throughout the year, except in the summer when it will be "Uncomfortable for Walking". It is important to overlay the wind data on the ground plane use. Any location in an area where people are likely to congregate, like the entrance to an apartment building, that is "Dangerous" should be unacceptable. The data indicates that the wind speed increases only slightly with the build condition from the conditions today that are "Uncomfortable". Therefore, the location is at the tipping point where any increase in wind speed makes a bad situation worse and in this case "Dangerous".

"Dangerous" is a designation established by the BRA's own guidelines and the location was determined by the proponent test. It is prudent to realize the significance of this report. It would not benefit the area to be subjected to increased winds. In our recent experience wind studies seem underplay post-construction results, especially in this horribly windy area, already well known for its treacherous wind conditions. The BRA must not approve any building that even by its own wind studies will create a new "Dangerous" condition.

We urge the BRA to alert the proponent to revise the project to eliminate this dangerous location and any other locations of increased level of winds and to scrutinize the material presented in the DPIR for additional unsatisfactory conditions during the comment phase of the project.

We expect to submit additional comments as we continue to review the submission.

Thank you,

Howard Kassler, Chair

Officers:

Howard Kassler

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Vice Chair

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Jo-Ann Leinwand

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Margaret Pokorny

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Emily Gallup Fayen

Office Administrator

Neighborhood
Association of the
Back Bay



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Peggy Pappas
Margaret Pokorny
Susan Prindle
Ellen Rooney
Deirdre Rosenberg
Jacqueline Royce
Milton Schwartzberg
Peter Sherin
Sherley Smith
Barry Solar
Maria Sosa
Anne Swanson
Jack Wallace
Steve Wintermeier
Marvin Wool
Jacquelin Yessian
Janet Younker

Emily Gallup Fayen
Office Administrator

September 16, 2013

John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201
Email: John.Fitzgerald.BRA@cityofboston.gov

Re: 40 Trinity Place Draft Project Impact Report

Dear Mr. Fitzgerald,

We are writing on behalf of the Neighborhood Association of the Back Bay (NABB) in connection with the 40 Trinity Place Draft Project impact Report filed by Trinity Stuart LLC with the Boston Redevelopment Authority. The Neighborhood Association of the Back Bay (NABB) is a volunteer organization whose mission is to halt deterioration of the neighborhood, maintain its architectural beauty, and further its historic residential character.

A NABB committee has reviewed the proposal for 40 Trinity Place for a new tower to be built on the Hancock Conference Center building (now Boston Common Hotel) and over part of the University Club. At this time, we continue to be strongly opposed to the project as presented. Our concerns regarding the negative impact at ground level from wind as presented-in this submission were documented in a previous letter dated August 19, 2013 and at the recent public meeting on September 3rd. Although we appreciate the effort by the Saunders Team to locate new uses on this section of Stuart Street, especially ground level uses to activate the sidewalks, we feel that these efforts will not be successful unless a solution is found to the dangerous wind conditions in the area.

We can only support a project that will not 1) increase any ground level location to "Dangerous" or "Uncomfortable for Walking" wind speeds (terms defined in the BRA standards), and 2) has no shadow impact on our public parks, especially Copley Square, Commonwealth Avenue Mall, Garcia Park, and landmark buildings, especially the Boston Public Library, Boston Public Library Courtyard, Old South and Trinity Churches. Although the developer reported that he has gone to great lengths to reduce shadow and wind impact, he has not studied the effects of reducing the overall height of the building. We ask that both an as of right building, as was requested by the BRA, and one built to 356' (including mechanicals) be tested for wind and shadow impacts.

Environmental Impacts

As density is increased, the importance of open space increases. Boston is and should remain a livable walking city. Copley Square has a place among the most visited and photographed public squares in the world because of its unique charm and its historical significance. It is the City's prime gathering place for special events. Sunlight is key to the vitality that permeates this area. However, the excessive wind we all experience in the square makes it less than desirable at many times of this year.

Wind:

It is commonly acknowledged that the John Hancock Tower is responsible for a majority of the excessive and uncomfortable wind impacts on pedestrians in Copley Square and surrounding areas throughout the year. As local business owners, Trinity Stuart LLC purchased the Hancock Conference Center with full knowledge of the wind conditions.

It is no surprise that wind tunnel tests for a new tower of approximately 430 feet tall, including mechanicals, is projected to degrade the already poor conditions for pedestrians in Copley Square and surrounding areas throughout the year. This is preventable and is not acceptable.

Wind studies have not been done at the current zoning height (155 feet) and at 356 feet. Moreover all of the data points requested by the BRA in the scoping letter have not been studied. We are particularly concerned with the north side of Boylston at the Dartmouth and Clarendon intersections and on the southwest corner of Clarendon and Boylston. These studies are essential to understand the full import of the impact. It should be noted that the Landmarks Commission asked for a study of the wind effects on historic resources in the area near the Clarendon, which was not provided. This study should also be included in the next submission.

During the review of the Clarendon project (circa 2004) we realized that the wind would likely worsen, despite protests from the proponent to the contrary. In fact the post Office swinging doors were dysfunctional in the wind and subsequently were replaced to mitigate windy conditions. At the time we discussed installing wind monitors to assist in anticipated future development in this part of the Back Bay. However, we have not yet seen any real-time data on current wind conditions that would be useful for designing for the future.

At this point, we ask that the BRA insure that no new construction worsen the wind conditions in its wind path. The BRA should not allow a single project to be approved that studies indicate increase any point to "Uncomfortable for Walking" or "Dangerous". As a practical matter, with wind tunnel testing and mathematical models, unacceptable wind conditions can be predicted and prevented in a much less costly and effective manner than is possible after construction. This would be a benefit to everyone. Anemometers, devices used for measuring wind speed should be installed as soon as possible to correlate test results from wind tunnels and mathematical modeling. Anemometers may actually be installed in the area for weather data collection. Actual data will also benefit everyone.

Sunlight:

The shadow criteria suggested by the BRA for the Stuart Street Study would allow any new building to cast shadow on the square for two hours every day from 8 am to 2:30 pm. between March 21 and

October 21. Thus three or four projects, strategically placed, could eliminate the sun from the square entirely. There is no limitation on new shadow in the winter months, when sunlight is even more important. We believe that the use of this criterion will have severe negative impacts on Copley Square, endangering the health of its green spaces and severely curtailing the public's use and enjoyment of the park.

The problem is not unique to Boston. The City Environmental Quality Review (CEQR) Technical Manual of 2012, in which the City of New York outlines its environmental review procedures, underscores the importance of sunlight to people, plants, and historic buildings.

Shadows on Copley Square:

The developer has admittedly gone to great lengths to reduce the shadow and wind impacts of his building. However, since no options other than the 430' and the as of right options were studied, there is no way to evaluate the impact of a more modestly scaled structure.

The developer completed the BRA's required standard shadow study focusing on the solstices (June 21 and December 21 and the equinoxes (March 21 and September 21). The results of this study were as follows:

new shadow will be cast onto the area on the east side of the Boston Public Library during one time period (September 21 at 9:00 a.m.), onto Copley Square, Commonwealth Avenue Mall and Dartmouth Mall during one time period (December 21 at 9:00 a.m.), and onto Frieda Garcia Park during one time period (June 21 at 6:00 p.m.). (p 4-17)

The fallacy of this approach is that it seems that the shadows occur only on the dates studied, whereas in fact they grow and recede incrementally over several weeks or even months. Thus the impacts are seriously understated: A shadow noted on December 21 could begin to be seen as early as September 22 and may last until March 20, without being detected by this type of study.

To address this issue, a second study was also prepared focusing more carefully on Copley Square and other important greenspaces and historic resources between March 21 and October 21, when the square is most in use and plants require the most sun. This study, not surprisingly, showed more shadow than the first. The DPIR states that on 23 days during this period, shadow will be cast on Copley Square for between 30 and 90 minutes. This means that on about 10 percent of the 241 days studied, there will be a shadow impact on the square from 40 Trinity Place. These shadows occur mainly in the month of October, although September and March are also impacted. It should be noted that these shadows would occur during the growing season, increasing the stress on the public greenspace.

In the winter months not included in this study (between October 21 and March 21), when sunshine is most valuable to the public, the analysis is less enlightening. The only data we have is from the first study: It is clear that on the morning of December 21, as stated above, new shadow from the Project will be cast across Copley Square, across a portion of Boylston and Dartmouth streets, and will eliminate the last bit of sunshine on the Commonwealth Avenue Mall. But how many days this shadow occurs is not specified.

Shadows on Historic Resources:

Copley Square was created as, and remains, the cultural and religious heart of the Back Bay. It is perhaps the only area in the country that is fronted by three National Historic Landmarks. The Boston Public Library, Old South Church and Trinity Church are all National Historic Landmarks, the highest designation that an historic resource can obtain. Any adverse affect to the buildings, including shadow, should be taken very seriously.

We understand that the effects of the project on Trinity Church are outside the scope of this study. Trinity is already in significant shadow, and has lost much of its architectural power as a result. However, the potential impacts on the Boston Public Library and the new Old South Church are concerning.

The Boston Public Library:

The McKim building is a national architectural resource, as well as a cultural asset. It is physical testimony of the early support in Boston for public education. It is one of the foremost architectural treasures in the Back Bay, recognized internationally as the preeminent example of classical design in America; it should be protected. The Trinity Place DPIR states that there will be significant new shadow on the Blagden and Dartmouth Street facades of the McKim Building of the Boston Public Library on March 21 and September 21. It conveys the impression that these are the only two hours of shadow annually. The DPIR neglects to point out that shadow appears progressively over weeks, reaching a maximum on those dates and then progressively declines over weeks. The full period of shadow on the main entry façade of the McKim building will be several weeks in duration. If Trinity Place were built within the legal zoning height, there would be no new shadow.

Old South Church:

Old South Church's elaborate, highly carved ornamentation depends on direct sunlight for its visual character. Moreover, its stained glass windows are significant architectural elements. The church's design depends on the play of light and shadow, which will be obscured in the early morning during the winter months by the proposed project. The as of right building would shadow the upper floors, but would not touch the Dartmouth Street façade with its stained glass window.

Traffic:

In our first comment letter we requested a comprehensive traffic study for the area, including vehicular and pedestrian movements and their interactions, which are particularly important during peak hours, when automobile and transit commuting is heavy.

The DPIR includes illustration of street upgrades presented by Howard Stein-Hudson, traffic engineers for a section of Stuart Street closest to the project site. The Copley Place project in the next block also proposes street upgrades on Huntington Avenue, also designed by Howard Stein-Hudson.

Because we have experienced the deficiencies of plans implemented on a piece-meal basis (such as the Boylston Street sidewalk plan), we would like to have a better understanding of the proposed changes for Stuart Street-Huntington Avenue for the entire length between Arlington Street and Massachusetts Avenue. Several important questions remain to be answered: What new developments on the BRA's horizon are included in the planning? Is potential development over the garage factored in? If not, what

additional changes might be required? How are the engineers planning to improve flow along the Stuart Street corridor for vehicles and safety for pedestrians? Will more traffic end up on Boylston Street? Who is doing the work and what is the schedule? How can we make sure all of the improvements will be made all along Stuart Street? Who has responsibility for oversight for the system? These questions should be addressed in the FPIR.

Impacts on access routes to the area should be discussed, particularly those routes that pass through residential areas such as Dartmouth, Clarendon, and Berkeley Streets. Special attention should be given to parking and circulation in and near the project during Farmer's Market Days. Peak hour impacts on the Green and Orange Line should be quantified, and their capacity to absorb these impacts assessed. As with all of the impact studies, we request a traffic study that analyzes the situation with and without the improvements anticipated if the Simons project is built.

We are concerned that the Green and Orange Lines appear to be close to or even over capacity at peak times now. Each project for the past ten years or so has reported no or minimal impact to the capacity, although we experience overcrowding. We would appreciate evaluation regarding public transportation from the BTD and the MBTA regarding current information for each line as well as the added projected impact related to the proposed project.

Groundwater:

We note with concern the omission from the DPIR of the Boston Groundwater Trust's (BgwT) comment letter to the PNF and the subsequent response of the proponent to BgwT. For those who are concerned with groundwater, that correspondence is critical to the common understanding and potential resolution of those issues.

We understand that the proponent will comply with requirements under Article 32. We offer specific areas for focus so that designers and the certifying professional engineer will address those concerns directly in doing their work. Items such as the waterproofing of the basement including utility connections, the design of the recharging system, and the potential impact from foundation drilling are critical components.

We believe that the construction phase should be bound by protocols, such as water level monitoring, stop work at a specified low water level, notice to authorities and abutters, and recharge during construction in the event of lowered water levels. Experience shows that construction can cause more dramatic water level reductions and for longer periods than anticipated.

Urban Design & Uses

Massing: The importance of limiting the height of buildings within proximity to the original Hancock building cannot be overlooked. The maximum height of the Clarendon project is below the shoulder of the Hancock building. The height limit is intended to reinforce and preserve the iconic skyline defined by the original Hancock building and should be no taller, including mechanicals, than the shoulder of original Hancock Building, or 356 feet. NABB has consistently argued against the concept of the "High Spine", which would create a wall of high-rise buildings walling off the South End from the Back Bay. Although it may seem attractive as viewed from surrounding expressways, it is extremely detrimental to the surrounding neighborhoods. Again, wind mitigation is paramount because dangerous

street level conditions would preclude pedestrian activity in the area. The height and shape of an adjacent building can bear a direct relationship on the wind turbulence and speed at street level.

Affordable Housing and Linkage: We support the proposal for affordable housing by Trinity Stuart LLC in response to a question posed in the September public meeting to provide all Affordable Housing on-site with the mix of units proportional to market rate units and distributed throughout the building. The DPIR stated that the project would include affordable housing on-site equal to 17.5% of market rate units.

The DPIR projects the contribution to the City of Boston linkage funds in the amount of approximately \$750,000 in Housing Linkage funds. We request the BRA to assure these funds are expended on additional affordable housing within the South End or Back Bay and for the housing to be completed at time the project is occupied.

Conclusion

The Back Bay is not valued because of the towers around it, but rather it is the other way around. The most dense, walkable, livable, vibrant, mixed-use, urbane and valuable areas of Boston are the small-scale, tightly packed ones, the historic neighborhoods. In Back Bay, the vibrant urban density is here, in the low-scale historic district; this is from whence the character and life of the Back Bay spring. This is what draws people - visitors, residents, shoppers, tourists, and businesses - from all over the world to Boston, not the towers. Putting it into the perpetual shadow of a "high spine" of towers will only degrade this vital area. Any high-rise development must be carefully designed to be respectful of its neighbors and its physical environment.

Sincerely,



Howard M. Kassler, Chair
Neighborhood Association of the Back Bay

Cc: Mayor Thomas M. Menino
BRA Director Peter Meade
Jay Livingstone, State Representative
Byron Rushing, State Representative
Sonia Chang-Diaz, State Senator
Will Brownsberger, State Senator
District 8 City Councilor Michael Ross
City Councilor at Large, Felix Arroyo
City Councilor at Large, John R Connolly
City Councilor at Large, Stephen Murphy
City Councilor at Large, Ayanna Pressley
Shaina Aubourg, Mayor's Office
Nancy Girard, Boston Environment Department

Michael G Newman

Susan L Newman

400 Stuart St #19B

Boston, MA 02116

September 9, 2013

To: John Fitzgerald, Senior Project Manager, BRA

Re: Trinity Stuart plans

We live at 400 Stuart Street in unit 19B so our view will not be affected by Trinity Stuart's plans to erect a 440 foot tower running lot line to lot line on their very small property. I regret the anticipated loss of daylight for many residents of the Clarendon and the precedent toward the darkened streets of the Back Bay that this tower will create. I am also very worried about the traffic impacts described in the DPIR on an already congested area, but what worries me most are the grave safety issues concerning wind indicated in the developers' own impact studies.

Like everyone who lives and works in the neighborhood of Stuart and Clarendon Streets, my family and I struggle with the extraordinary winds that often make our daily walks dangerous. This is an even more difficult situation during inclement weather.

There obviously needs to be a balance between development and determent and we ask that you work to demand a new plan that will sensibly mitigate all of the current homeowners legitimate concerns.

Sincerely,

Michael G Newman

From: Linda Nixon [linda_nixon@hotmail.com]
Sent: Monday, September 16, 2013 2:02 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity place

Please stop this project..

Sent from my iPad

From: kristine ochu [kristineochu@yahoo.com]
Sent: Thursday, September 12, 2013 11:07 AM
To: Fitzgerald, John BRA
Cc: Kristine Ochu
Subject: 40 Trinity Place Development
September 12, 2013

Dear Mr. John Fitzgerald and the Redevelopment Agency,

I am a resident of the Clarendon on 400 Stuart Street. My husband and I have lived in the Back Bay for over 10 years. My husband was born and raised in Massachusetts and has deep roots here. We moved into the Clarendon over three years ago and was excited by the thought that went into the building without being intrusive to the neighborhood.

The proposal to build a building the scope of what is being proposed at 40 Trinity Place is deeply concerning. Of course there is the wind tunnel effect. I love to walk around the city but know exactly where the wind tunnels are because they have often been so strong, especially in the winter that it is very easy to lose your balance and fall. I am in my fifties, healthy but still have this fear! Already the wind effect outside of our building along with the John Hancock building is a problem. This is a busy sidewalk and car area in the city. You have the train station on Dartmouth and Copley Square and the merging of I90 onto Stuart Street by the Marriott. Most of the time the car traffic and pedestrian traffic is chaotic and heavy.

I am not against progress or development but I do think this project would overdevelop the area and lose it's charm. If they could significantly scope down the size, meaning width and height and have it fit the skyline and enhance it, I would not be against that. But the plans now will also block over two-thirds of our view and all we will see is this building and no longer the wonderful skyline view we have.

I hope a positive mutual solution can be found. I am currently against the project as it stands.

Sincerely,
Kristine Ochu Rush
Unit 18F
400 Stuart Street
Boston, MA 02116

From: kate.p.oneil@comcast.net
Sent: Monday, September 16, 2013 5:08 PM
To: Fitzgerald, John BRA
Cc: Ford O'Neil
Subject: 40 Trinity Place
Dear Mr. Fitzgerald,

My husband, Ford, and I are highly opposed to the proposed 40 Trinity Place project due to its anticipated impact on my home at The Clarendon (400 Stuart Street) and neighborhood. As you probably are aware, we live in a virtual "wind tunnel." The developer's own studies show that this project will exacerbate the wind conditions, which are already not only a terrible nuisance, but truly dangerous. In fact, had we realized how bad the wind conditions are in the area surrounding the intersection of Clarendon and Stuart streets, we probably would not have purchased our property. Please do not allow any development that could make this situation worse!

Our other major concern is traffic. The developer has not proposed a satisfactory plan to mitigate the increased traffic that will occur as a result of 40 Trinity Place. This project, coupled with the Simon Copley Tower and the Boston Properties proposed parking garage, will greatly exacerbate what is already a bad traffic issue on Stuart Street. There are many days/hours when the traffic is backed up for the entire block in front of our building at the traffic light, and then at each subsequent light.

Finally, this development does not come close to complying with the zoning laws. It would cast a shadow over most of the residences in The Clarendon, not to mention other surrounding streets and buildings. The loss of sunlight combined with increased wind and traffic should be reason enough to demand a reconfiguration of this project. Are not zoning laws meant to preserve the beauty of our historical city and quality of life?

Thank you for your consideration.

Most Sincerely,

Kathryn P. O'Neil
400 Stuart Street
20A
Boston MA 02116

From: Lisa Pedicini [lisapedicini@gmail.com]
Sent: Tuesday, September 17, 2013 5:06 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity Proposal
To: John FitzGerald, Senior Project Manager, BRA

Dear Mr. FitzGerald,

I live at 400 Stuart Street in the A line, so my view will not be affected by Trinity Stuart's plans to erect a 440 foot tower running lot line to lot line on their very small property. I regret my anticipated loss of daylight along Stuart Street and the precedent toward the dark canyonization of the Back Bay that this tower will set. I am also very worried about the traffic impacts described in the DPIR on an already congested area, but what worries me most are the grave safety issues concerning wind indicated in the developers' own impact studies which, even missing multiple data points requested by your office, show the creation of a new "dangerous and unacceptable" location very close to us.

Like everyone who lives and works in the neighborhood of Stuart and Clarendon Streets, my family and I struggle with the extraordinary winds that often make our daily walks dangerous.

Residents and commuters and visitors walking along Clarendon Street from and to and from the combined Back Bay Amtrak and MBTA Station and through the surrounding areas already hunker down as they move closer to the intersection of Stuart and Clarendon Streets to avoid losing hats, scarfs, umbrellas and more importantly, their balance.

On a quiet weekend afternoon recently, I noticed some postal workers looking up at the Hancock Tower near the intersection of Stuart and Clarendon Streets. My passing question to them about how the existing wind in the area affects them was met with stories about needing to grab onto their loaded carts to keep from being blown over and sometimes finding that high winds could actually wrest their mail carts from their grasps and blow the carts down the street. As the mail workers continued on their respective paths, one gentleman turned back toward me to ask "and you know that the windows are still falling out, too, don't you?" I do. I have seen sections of sidewalk blocked off and have been told by workers there that indeed, another window has fallen out.

These are the conditions with which people who live, work and visit our neighborhood currently contend. These current conditions are termed "uncomfortable for walking" by the Boston Redevelopment Association. My daughter weighs 112 pounds. Even weighed down with a 15 pound back pack she has been blown off her feet near Stuart and Clarendon Streets in the style of Mary Poppins -- but without the hidden safety harness. In this time of climate change we are all aware of the crazy storms with their accompanying winds. Last year this neighborhood experienced some of its highest winds ever. Large windows at the corner of Stuart and Clarendon Streets were shattered.

We heard at the first public BRA meeting about baby carriages being overturned, elderly residents and visitors requiring the assistance of others to even consider trying to cross the intersection or walk their dogs. We heard at that same meeting that when Gary Saunders, one of the three developers of 40 Trinity Place, first met with representatives from 400 Stuart Street, he said that he had rented in the building but would never buy because of the already uncomfortable winds. Mr. Saunders with his brother Jeff and partner Jordan Warshaw want us to understand that they love the Back Bay and are honorable people. They have spent much time at public meetings and in the press describing their ties to the Back Bay. We want them to understand that honorable people who love the Back Bay don't put their neighbors -- and the hundreds of thousands of Bostonians and national and international visitors who come to Copley Square, the Hancock Tower, the wonderful restaurants on Stanhope Street like Flour, Red Lantern, the Brahmin, Zocalo, nearby Mistral and Post 390 -- along with all the commuters who come to and from the Back Bay train station daily into danger to maximize their own profits. There is no honor in that.

We have asked the 40 Trinity development group what would happen to the new dangerous wind conditions described in their own impact data if they were to make the project smaller. They demur that doing so would not help, but their answer defies reason. If the winds get worse than they now are with the addition of a new larger building why wouldn't they be less negatively impacted if the new building were closer to what current zoning allows? "Please" we

asked “Just put those calculations into the wind tunnel studies you have already set up. Show us what happens.” But the developers refuse to consider anything smaller. If the City wants to enliven the block, they should first please ensure that it is safe. Enlivening can't go hand in hand with imperiling.

The Boston Business Journal reported on August 13, 2013 that Mayor Thomas M. Menino recently offered his support to the Fenway neighborhood's opposition to a proposed 18-story apartment building on Boylston Street. “The building height will be determined by the neighborhood working with the Boston Redevelopment Authority,” Menino said following a celebration of improvements to the Blackstone Square fountain in the South End on Monday night. “It's not my fault they paid a lot of money for the site, they knew the zoning rules when they bought it and they have to work within those rules.”

Inexplicably, a different mindset is being employed by the City for review of 40 Trinity Place. The business interests of Trinity Stuart, LLC are not more important than the needs of neighborhood taxpayers. And the touted neighborhood benefits don't come close to offsetting the adverse impacts that would result from this massive tower, particularly if public safety is being compromised.

Sincerely,
Lisa C Pedicini

From: Pinder-Amaker, Stephanie L. [spinderamaker@mclean.harvard.edu]

Sent: Monday, September 16, 2013 12:29 PM

To: Fitzgerald, John BRA

Cc: Pinder-Amaker, Stephanie L.

Subject: 40 Trinity Place Proposed Development

Mr. John Fitzgerald

Boston Redevelopment Agency

One City Hall Square, 9th floor

Boston, MA 02201

Dear Mr. Fitzgerald:

We are writing to express our significant concerns regarding the current proposal for 40 Trinity Place. Although we would like to see development in this location, we cannot support this project and the negative impact that it will have on (1) an existing problematic and dangerous wind situation, (2) an existing congested and dangerous traffic pattern, and (3) elimination of 75% of daylight we currently have from our home.

We are *most* concerned, however, about the interactive effect of the impact on wind and traffic. We commute to work and travel past 40 Trinity during the evening rush hour every day. In a word, it is mayhem. The proposal to narrow this already congested street is unacceptable. It is extremely difficult to navigate vehicles around pedestrians who are rushing to and from work while battling the existing winds. You'd have to experience it to appreciate just how treacherous it can be.

We have attended the public meetings regarding the proposed development and these issues have not been addressed. As residents and taxpayers, we strongly urge the BRA to reject the proposed plan. We would welcome the opportunity to review a new plan that doesn't worsen the already dangerous winds and traffic pattern in the neighborhood that we love.

Finally, please confirm receipt of this letter.

Sincerely,

Stephanie and Tommy Amaker

400 Stuart Street
Boston, MA 02116

The information in this e-mail is intended only for the person to whom it is addressed. If you believe this e-mail was sent to you in error and the e-mail contains patient information, please contact the Partners Compliance HelpLine at <http://www.partners.org/complianceline> . If the e-mail was sent to you in error but does not contain patient information, please contact the sender and properly dispose of the e-mail.

From: Poirier, Scott [spoirier@newstarfin.com]

Sent: Monday, September 16, 2013 4:52 PM

To: Fitzgerald, John BRA

Subject: 40 Trinity Place

As I a local resident and business leader, I am writing to support the proposed mixed use development project at 40 Trinity Place.

I believe this development will:

- Bring vitality to an area of Stuart Street that has minimal street life today
- Represent a valuable addition to the neighborhood and enhance the residential character of the area through a quality/thoughtful design
- Create good jobs -- 338 permanent jobs and 700 construction jobs.
- Create needed housing -- 115 new residences with 17.5% affordable units on site -- above the 15% called for the Mayor's Executive Order.
- Utilize Smart-Growth/Transit Oriented Development -- Green building, LEED Gold -- Environmentally sound development within walking distance of several mass transit connections
- Provide pedestrian friendly improvements to the streetscape.
- Adhere to the principles of the Stuart St. Guidelines (height, affordable housing).
- Benefit Boston – by creating jobs and significant new revenue:
 - Housing Linkage contributions: \$750,000
 - Jobs Linkage contributions: \$150,000
 - Hotel & Restaurant Property taxes: \$1,050,000
 - Residential Property taxes: \$1,200,000
 - Hotel occupancy tax revenue: \$1,080,000
 - Meals tax revenue: \$130,000

I would be happy to discuss this matter at your convenience.

Regards,
Scott Poirier

R. Scott Poirier
Managing Director
NewStar Financial, Inc.
500 Boylston Street
Boston, MA 02116
617-848-2525

From: Jeffrey Previte [jprevite@ebiconsulting.com]
Sent: Sunday, September 15, 2013 2:04 AM
To: Fitzgerald, John BRA
Subject: Trinity place

John.

I apologize for not sending a traditional letter to you as I had hoped.

I am writing you as a resident of Stuart Street regarding the Trinity Place project which is being considered at the Conference Center.

I am in favor of developing the site however I have 2 significant concerns, namely the wind and traffic.

I have seen a report which shows that the wind could increase in the area on street level. This is a problem that must be understood. As a resident in the area, I have seen people get blown down and injured, blown into the street into oncoming traffic, signs blown off a building or off a pole and shot towards bystanders, people hanging onto trees and street poles so as to not be blown away, car doors ripped open resulting in bent hinges and unable to close, people unable to walk/move, and others scrambling for what they thought was their lives!

Additionally, the traffic coming off the Mass Pike, or from the west is becoming a problem and could be worsened which is a concern as pedestrians are endangered and entering and exiting off the pike get worse.

Please feel free to contact me if you have any questions of me or if there is anything I can do to help.

Thank you for the consideration.

Jeffrey Previte
400 Stuart St
617-308-4484

**Susan D. Prindle
140 Marlborough Street
Boston, MA 02116**

John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: 40 Trinity Place Draft Project Impact Report

September 8, 2012

Dear Mr. Fitzgerald

I have lived in the Back Bay for the past 40 years. I have seen our city change and thrive, and I hope it continues to do so. But I believe strongly that growth and change should not come at the expense of the city's historic parks.

Those who clamor for high-rise development claim that it is the only way to improve a city. I am very familiar with these arguments. In the 1970s the common wisdom was that the Back Bay should be leveled so that high rises could be built along the Charles River. Again in the 1980s, the Park Plaza development adjacent to the Public Garden was touted as the answer to the City's fiscal problems. Fortunately, because of strong neighborhood opposition, neither of these plans became a reality.

Now we are hearing the same arguments made about Copley Square – that the only way to create value and increase density is to go ever higher into the public sky. While towers may reap the most profits for their investors, they also create excessive wind and shadow, degrading the public realm and penalizing residents and visitors alike.

There must be a better balance between encouraging development and enhancing the quality of life for residents, visitors and workers in Boston. The City has begun to realize this, emphasizing a greener Boston with increased tree planting and new bike paths over the old model of concrete and automobiles. The future of a sustainable, livable, truly world-class city is in these initiatives, not in the outdated development concepts of the 60s.

VALUE OF PARKS

Keeping History Alive

Our parks have been described as the storehouse of our past and of our future. Surely no park represents this better than Copley Square, which since the inception of the Back Bay has been the cultural and religious heart of the area. According to Wikipedia,

A remarkable number of important Boston educational and cultural institutions were originally located adjacent to (or very near) Copley Square, reflecting 19th-

century Boston's aspirations for it as a center of culture and progress. These included the Museum of Fine Arts, the Massachusetts Institute of Technology, Harvard Medical School, the New England Museum of Natural History (today's Museum of Science), Trinity Church, the New Old South Church, the Boston Public Library, the American Academy of Arts and Sciences, the Massachusetts Normal Art School (today's Massachusetts College of Art), the Horace Mann School for the Deaf, Boston University, Emerson College and Northeastern University.

Despite the high ideals that created Copley Square, however, the issue of height limitation has been ongoing. In February of 1898 J. H. Beston made a lengthy and impassioned plea to the Joint Committee on Cities of the Massachusetts Legislature in to preserve lower heights around Copley Square. His arguments ring as true today as they did 115 years ago:

The Commonwealth gave to educational and other public purposes 363,300 square feet of land upon the Back Bay. Within this district it gave to the Public Library, the Horace Mann School, the Massachusetts Institute of Technology, the Society of Natural History, and the Copley Square 192,745 square feet, which would be worth at the average value of land throughout the district about \$2,000,000.¹

...all this property is put to religious, educational and charitable uses. In other words, put to uses of which all the public have benefit. *Practically this property which has been given by the taxpayers of the City and the Commonwealth and by benevolent and charitable persons belongs to all the people.*

The millions of dollars which have been thus spent by the City, the Commonwealth, and by benevolent persons to erect beautiful buildings in this district for the benefit of the public, have resulted in an enormous increase in the value of the property held by private owners within the district.

It does not seem altogether grateful; indeed, it may be said that it hardly seems decent, that the private owners on that Square should now seek to destroy the beauty which as such an enormous expense has created a part of the value of their lands. (Emphasis added.)²

Encouraging Tourism

Because of the philanthropy of our predecessors, this square and its buildings are among the most popular tourist attractions in our city. They represent the spiritual and historical core of the Back Bay and of the city has a whole, and for this reason alone they deserve to be protected. But there Square offers other benefits, as well.

Enhancing property values

It is well known that urban parks have economic value. Proximity and park views add to

¹ *In 1898 the public buildings and spaces around square were valued at \$6,700,000. Allowing for inflation, the value today would be at least \$160 million.

² Argument of J. H. Beston, Jr. for Legislation to Limit the Height of Buildings on and near Copley Square in the City Of Boston before the Joint Committee on Cities of the Massachusetts Legislature, February 17, 1898. Published by Alfred Mudge & Son, Printers, 1898.

the residential value of a home. Eminent US researcher Dr. John Crompton has concluded that neighboring an urban park can add 20% to house values, creating a genuine financial offset to the cost of not developing park space as residential space.³

Medical Benefits

People want to live and work near attractive, healthy parks. Whether on a lunch break on a bench or a walk with your dog, parks offer an invaluable respite from the stresses of city life. Parks are pleasant and accessible settings for combatting the effects of our increasingly sedentary lifestyles. We know this intuitively, but it has also been corroborated:

A 1998 study for the US National Recreation and Park Association found that people who used local parks for recreation reported fewer visits to the doctor than did non-park users. Active park users were found to be healthier than non-park users by a number of measures including blood pressure, body mass index and levels of depression.⁴

Ecological Benefits

A 2008 report entitled *The Value of Parks*, prepared for the National Park and Wildlife Service of Australia and New Zealand, cites the importance of urban parks to the ecology of cities:

The green spaces in urban areas break up reflected heat from hard surfaces to bring a cooling effect. Through the shade they provide, trees can buffer buildings from excessive heat and reduce energy consumption and the costs of air conditioning. The evaporation from a large tree is estimated to produce the cooling effect of 10 room-sized air conditioners.

..urban parks with shade trees provide greater cooling services (by up to 5 degrees centigrade) than those areas without shade trees.⁵

Our parks are fragile, and need our constant care. Shadowed and windswept parks are less attractive to visitors, and can become a detriment rather than an asset. If an inappropriate building is built, creating wind and shadow that degrades the surrounding areas, it is impossible to fix. No amount of mitigation payments will make up for it. Once sunlight is blocked, it cannot be replaced. Once a wind tunnel is created, it cannot be unbuilt. Already the trees and grass in Copley Square are stressed. With less sun and increased wind, will they be able to survive, much less thrive? What will the Square be without them? I can vividly remember the empty concrete canyon that was Copley Square in the 70s and 80s. I hope never to see its like again.

³ Crompton, J. 2006. The impact of open spaces on property taxes. *Australasian Parks and Leisure*, 9(1). 44
Adelaide City Council. 2007. Sustainability fast fact sheet.

⁴ Godbey, G, Roy, M, Payne, LL & Orsega-Smith, E. 1998. Final report on the health and park use study. The National Recreation and Park Association, USA

⁵ www.brisbane.qld.gov.au

As density increases, and we all agree that it must, it becomes even more important that our parks remain attractive, sun-filled and vibrant. As the desire to build ever taller towers increases, it is critical to ensure that they do not overshadow the important landmarks and public areas that make Boston such a desirable place to live, and work, and visit. Our parks are an important part of the legacy that previous generations left us. It is up to us to cherish and protect them.

Sincerely,

Susan D. Prindle

Cc: Mayor Thomas M. Menino,
BRA Director Peter Meade,
State Representative Jay Livingstone,
State Representative Byron Rushing,
State Representative Sonia Chang-Diaz,
State Senator Will Brownsberger,
District 8 City Councilor Michael Ross,
City Councilor at Large Felix Arroyo,
City Councilor at Large John R Connolly,
City Councilor at Large Stephen Murphy,
City Councilor at Large Ayanna Pressley,
Shaina Aubourg, Mayor's Office of Neighborhood Services,
Jonathan Smith, chair Trinity IAG
The Neighborhood Association of the Back Bay,
The Ellis South End Neighborhood Association,
Bay Village Neighborhood Association,
The Friends of the Public Garden,
The Friends of Copley Square,
The Back Bay Garden Club

From: Lisa Quackenbush [lisaQ@cuepr.com]

Sent: Friday, September 13, 2013 2:30 PM

To: Fitzgerald, John BRA

Subject: 40 Trinity Place development project

Dear Mr. Fitzgerald,

I write today to share my support for the proposed mixed use development at 40 Trinity Place. I live at 1 Huntington Avenue (the Trinity Place condominiums), run my own business, and am a member of The University Club on Stuart Street.

I have moved to the heart of the Back Bay from the suburbs because I absolutely love the vitality and energy of this part of the city. I am delighted to hear that 200+ new hotel rooms, 100+ new residential units (which are badly needed, in my view) and additional parking in my neighborhood will all be a part of this proposed development.

I am particularly excited about the proposed sky lobby and bar, which, as I understand it, is a first of its kind for Boston. I look forward to entertaining my clients there someday very soon.

As someone who walks along Stuart Street almost every day, I find it to be an oddly uninspiring area of the Back Bay. It is often quite dead, with minimal street life and less-than-optimal pedestrian pathways.

But if I were to sum up why I am in favor of this project, my reasons would be:

1. New jobs, good jobs
2. The opportunity to bring Stuart Street up to par with other prominent Back Bay streets and neighborhoods
3. New housing opportunities, including affordable housing
4. That the proposed development will be LEED Gold (many of my clients are architects, and I know that sustainability is very, very important)
5. And that it will contribute almost \$1.4 million in new tax revenues, which the city badly needs

I encourage you to approve this important development, not just for those of us who live/work/play in the Back Bay, but also for those who likewise wish to live in this wonderful area but simply do not have the financial wherewithal to do so. It will be a big shot in the arm for those in the hospitality/service industry and in the A/E/C industry who have undoubtedly been struggling in the face of our lagging economy.

Thank you for your time.

Best,

Lisa Quackenbush

Lisa Quackenbush

President, cuePR

(O) 617.670.1966

(C) 781.801.0347

LisaQ@cuePR.com

www.cuepr.com

creativity. understanding. enthusiasm. **PR**, only better

From: Martyn Roetter [mroetter@gmail.com]
Sent: Tuesday, September 10, 2013 9:36 AM
To: Fitzgerald, John BRA
Cc: dtcnabb@nabbonline.com
Subject: 40 Trinity Place Project
Dear Mr. Fitzgerald,

I attended the public meeting on the 40 Trinity Place Project held on September 3rd. This was the first time I had heard multiple opinions and concerns about this major development in the Back Bay. My comments below are focused on the issue of wind.

The discussions and questions about the impact of this development on wind in the streets around Copley Square, which can already be very unpleasant at certain times because of the configuration of buildings in the area, revealed that there are: (a) Times when wind conditions are expected to become dangerous; (b) Disagreements about whether the addition of 40 Trinity Place will exacerbate the wind situation or leave it more or less as it is today (in some places and at some times better and in others worse), and (c) No measurements that have been made to determine if previous wind-tunnel based predictions of wind conditions have been accurate.

Under these circumstances it seems to me that at least two steps should be taken:

1. An investigation of wind mitigation measures that could be undertaken (this topic was raised but not elaborated on at the meeting);
2. A program of wind measurements designed to determine the validity of previous predictions of wind speeds, and then if necessary improve the models on the basis of empirical data.

These steps should involve the participation not only of 40 Trinity Place but also of all the buildings that create and influence wind conditions in and around Copley Square.

The impression I received at the September 3rd. meeting is that until now questions of wind (and other issues) have so far only been dealt with on a piecemeal or project-by-project basis. Yet these are long-term and neighborhood issues that should be tackled within the framework of a coordinated plan and base of knowledge that are lacking. If not now, then when?

Thank you for your attention.

Sincerely,

--

Martyn Roetter, D.Phil Physics (Oxon)

144 Beacon Street
Boston, MA 02116-1449
USA
tel: [+1 617 820-5205](tel:+16178205205)
fax: [+1 617 820-5223](tel:+16178205223)
cell: [+1 617 216 1988](tel:+16172161988)
Skype ID: martynroetter

From: Christine Rohrbeck [cmrohrbeck@yahoo.com]
Sent: Friday, September 13, 2013 12:45 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place Development - letter of support

Hi John,

I am a resident and owner in the South End, and I work for a company located within a short distance from the project.

I am writing IN SUPPORT of the 40 Trinity Place development.

I believe the project, which adheres to the Stuart Street plan, will greatly enhance the neighborhood.

Thank you,
Christine Rohrbeck

30 Union Park Street
Unit 403
Boston, MA

From: Linda Rydin [llrydin@gmail.com]
Sent: Monday, September 16, 2013 5:58 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place Proposal
Dear Mr. Fitzgerald:

My husband and I are owners of a condominium in the Clarendon Building at 400 Stuart Street and are taxpayers in the city of Boston. We am opposed to the project at 40 Trinity Place. We ask the BRA board to reject the developer's proposed plan. We would like the developer to submit a plan which doesn't worsen the dangerous wind conditions in our neighborhood; doesn't take away daylight from our homes; and conforms to current zoning policies.

Thank you for taking our request into consideration.

--

Linda Rydin
Sent with [Sparrow](#)

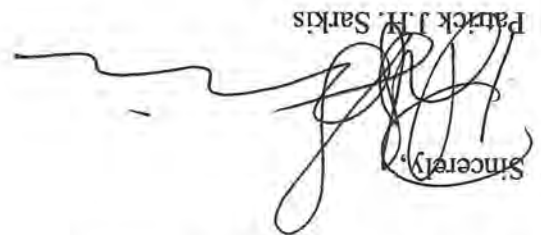
Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Dear Mr. Fitzgerald:

My name is Patrick Sarkis. I am a commercial real estate owner in the Back Bay and I am writing to offer my **support for the proposed 40 Trinity Development.**

I support this project because it will bring much needed development to a portion of Stuart Street that has limited pedestrian traffic and evening activity today. The design is of high caliber and will be a welcome addition to the City's skyline. The hotel jobs and the housing – including 17.5% affordable units – created by this project are good for the City and good for this area in particular. Additionally, the fact that this project is being proposed by a group with deep roots and a respected track record in the Back Bay adds to my enthusiasm for this project.

I urge the Boston Redevelopment Authority to support the 40 Trinity Development. Thank you for your consideration of my comments.

Sincerely,

Patrick J.H. Sarkis

From: Gary Schwandt [GSchwandt@gpinvestors.com]
Sent: Friday, September 13, 2013 11:35 AM
To: Fitzgerald, John BRA
Subject: 40 Trinity Project: hotel, residences, and restaurant at street level
John

I am writing in support of the proposed development.

I have lived in Back Bay for over 20 years, most of them a member of the adjacent University Club. The Stuart/Trinity corner has long been dark and dingy and will benefit from a mixed use 24 hour building. Back Bay is the best neighborhood, probably anywhere in the USA. Developments like this enhance it further.

Professionally, I also support the development. As principal at Great Point Investors LLC, I manage funds for the New England Carpenters. We have invested in local work and have a strong interest in them receiving work.

My professional and personal roles are also overlapping as I'm a member of the real estate committee at the University Club. As a result, I've seen much of the good and thoughtful planning that this development has received. It's a transit oriented, LEED Gold building with a really striking exterior complementing the Hancock, and to some extent, hiding the ugly garage!

I urge you and your colleagues to give speedy approval.

Gary Schwandt
322 Beacon Street, Boston

Gary Schwandt | Principal
Great Point Investors LLC
Two Center Plaza, Suite 410 | Boston, MA 02108
T: (617) 526-8813 | C: (617) 733-9574
gschwandt@gpinvestors.com

September 12, 2013

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Dear Mr. Fitzgerald:

My name is Nina Senatore and as a resident of the Back Bay I am writing in support of the proposed 40 Trinity Development Project.

My support for this project stems from my strong belief in the local development group behind this initiative. This group has long-standing roots in the Boston community and has demonstrated their commitment to positive growth in the Back Bay. The innovative quality design of both the residential and hotel units will be a welcome addition to the Stuart Street area. The mindfulness of the proposed Green building, Leed Gold environmentally sound project, along with providing much needed jobs and additional hotel space will only add to Boston's growing reputation as a world class city.

I respectfully urge the Boston Redevelopment Authority to support the 40 Trinity Development Project. I appreciate the Board's consideration of Back Bay resident input.

Sincerely,

Nina Senatore
390 Commonwealth Avenue
Boston, Massachusetts

From: Edward Serues [escre@verizon.net]
Sent: Friday, September 13, 2013 11:09 AM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place proposed development
Mr. Fitzgerald,

Though a Cambridge resident (and businessman-lawyer and real estate consultant), I am often in the vicinity of 40 Trinity Place for recreation and social activity, and have taken a more than casual interest in this proposal. To borrow from the thought process of Henry Cobb (today's Globe) I believe that this initiative will continue to "bring this very important part of the city to life." On a large scale, the opportunity to expand the quantity and quality of residential stock, job creation, leading edge environmental enhancements and greater access to hotel rooms is exciting and very much in demand.

When I first began coming to the Clarendon, Stuart, Dartmouth area, it seemed a long way from Copley Square and had a distinct moribund feeling. In no small part due to the new restaurant/residential complex which also includes the post office, the area has increased substantially in character, vitality and exuberance. The fruits of these attributes are readily palpable in the often overflow week-end crowd at Flour—the area of which was effectively a 'dead zone' during most days when the Hard Rock occupied the space and which I would then characterize as an architectural turkey.

The design of the structure is complementary to the general area and also has sufficient distinction to draw a wide variety of users. The developers are local (probably could not be moreso) and have a well proven track record of financial capability, commitment to the city, and excellent service to the public.

I am very appreciative of the opportunity to forward my comments and I am equally appreciative of the rigorous and comprehensive nature of the evaluation and approval process.

Sincerely,

Edward C. Serues
1430 Massachusetts Avenue
Cambridge, Ma 02138
617 576 3200

From: somshah [shahs22@comcast.net]
Sent: Friday, September 13, 2013 8:46 AM
To: Fitzgerald, John BRA
Cc: shahs22@comcast.net
Subject: FW: opposing proposed 40 Trinity Place Development

Mr. John Fitzgerald,
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston,ma,02201

Dear Mr. Fitzerald,

We oppose the proposed 40 Trinity Place Development on account of the following reasons.

We purchased unit 17E, the sunny corner unit, in The Clarendon for the southern and western views of the lovely city of Boston. The proposed development will turn our sunny side to the shady side. That is bad enough, but the most critical and dangerous issue is of the **wind** situation which the developer's own study admitted is going to get 'dangerous'. I am a 5 foot 1 inch tall female, as it is on windy days I have found walking out of the building hazardous. Beside myself, hundreds if not thousands of tax paying office workers huddle and fight against the wind to go from Back Bay and Copley stations to their offices, We brace ourselves and bend down, at times even walk backwards in order to be able to simply move. The increased wind is going to put all of us in dangerous situation. You are going to be responsible for the accidents and lack of safety.

Any Boston resident who wants to add even a small deck on their own house even on the alley side has to go through city's rigorous questioning and they are at the mercy of the authorities. The deck does not pose any threat or hardship to any one else, yet it is a monumental task to get a permit. However, in the case of 40 Trinity Place there is a push to give them a permit even when the existing **zoning** does not allow such a tall building on such a small footprint!!! An unadopted Stuart Street plan ought not to be a guideline- It wasn't adopted- It is not the zoning law. The Boston residents made investment in their residences understanding the existing zoning. Zoning cannot be altered for the benefit of some- this is a democracy and we all live with the rules and regulations as they exist for everyone- No Exceptions-

Of course traffic will get worse - but our biggest concern is the dangerous increase in the wind situation. It can be easily solved by a **smaller building** - the size of the building ought to be what the current zoning regulation permits according to its footprint. Your decision affects taxpaying Bostonians' safety, comfort, investments and more importantly it will show if this city treats everyone equally or not. There ought not to be a hurry to judgement due to the upcoming elections. Even if the people in charge of the permit may not be working in a few years, however their conscience will not let them rest when they find out about accidents or loss of life occurred due to their hasty and unlawful decisions. Thanks for your time and please be fair.

Som and Rashmi Shah
The Clarendon, 17E.

Mr. John Fitzgerald

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

From: Eugene and Inna Shablygin

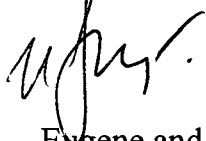
Dear Mr. Fitzgerald:

We live at 400 Stuart Street in Boston in Unit 30 B. We are not supportive of the proposed 40 Trinity Place project due to its negative impact on our neighborhood.

Our greatest concern is a safety issue related in the first place to strong winds, which due to the new development will become even stronger and thus more dangerous for the residents and pedestrians. We have no doubts whatsoever that safety should be considered the greatest priority and the main decision making factor in this case.

We would like to join those 400 Stuart Street residents who encourage the BRA board to reject the developer's proposed plan and instead ask the developer to come back with the development, which will not make the existing wind conditions in the neighborhood even worse and more dangerous.

Best regards,



Eugene and Inna Shablygin

From: Siagel, Errin [Errin.Siagel@CITIZENSBANK.com]

Sent: Friday, September 13, 2013 9:46 AM

To: Fitzgerald, John BRA

Cc: Errins@aol.com

Mr. John Fitzgerald

Boston Redevelopment Authority

One City Hall Square

Boston, MA

Dear John,

My name is Errin Siagel and I am writing to express my strong support for the proposed project known as 40 Trinity Development. I am long time Member of the University Club, Past President, current Board member and a resident of the Back Bay. I am intimately familiar with this section of Boston as I have lived in the city most of my adult life (about 30 years) and spend much time the Trinity Stuart neighborhood since the 1970's. I would also share that my family owned a retail business in the late 1980's and early 90's in the very location of the newly proposed site. That business closed because there was not enough vitality in the area, similar to other businesses that have come and gone.

I am excited about the proposed project for several reasons. From my view, this section of Boston is under served and underutilized becomes a relative ghost town after business hours during the week and on the weekends. These dynamics help create an inviting environment for crime and suspicious activity in the neighborhood as it is dark and inactive. I will spare you some of the specific incidents I have witnessed in this specific neighborhood over the years but I am guessing the public record would document same.

On a more positive note, this project will bring vitality, new jobs, and provide incremental tax revenue to the city of Boston. I am also excited that the Saunders family is involved in the project because they are well known in the city of Boston and have a very favorable reputation. Importantly, I have heard that the project will include some units for affordable housing will be a big improvement aesthetically to the area.

In summary, I am strongly supportive of the proposed project and hope the city will approve.

Errin Siagel

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From: Siegel, Benjamin S [bsiegel@bu.edu]
Sent: Monday, September 16, 2013 11:06 AM
To: Fitzgerald, John BRA
Subject: Re: 40 Trinity Place
Dear Mr Fitzgerald

I am a long term resident of Boston and the South End. I believe that more information on concerns about the 40 Trinity Place project be developed and presented to the community at large before any final decisions are made on approval of the project.

Here are the concerns.

1. Traffic congestion: Since there are many parking spaces on the project site ,, and assuming that most residents will have cars, and since there will be two car lifts that will take residents to parking places with obvious delays (leading to a potentially long line of cars on the strew blocking traffic), and since the street leading from the Mass Pike to Stuart Street narrows from 4 to two lanes and since there is considerable traffic especially during the rush hour times, one can imagine a huge pile up or traffic and increasing the likelihood of very frustrated drivers, most of whom wish to exit the Mass pike and expect few or minimal bottlenecks.

2. Wind: I often run and ride my bicycle in this area going to the Charles River and face wind currents frequently. I worry that this project will increase the wind forces already there

I would hope that these concerns can be addressed at a public meeting or at least sending an e-mail to all involved stating that these issues have been researched and do not cause increased harm to the general public.

Thank you

Ben

Ben Siegel
148 West Canton St.
Boston, MA 02118
617-266-3231

From: Jane Siegel [jbsiegel@bu.edu]
Sent: Sunday, September 15, 2013 10:35 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place
Dear Mr. Fitzgerald,

As a resident of the South End, I wish to register my opposition to the development plan for 40 Trinity Place. The project will greatly increase vehicular traffic on Stuart and Dartmouth streets. Traffic feeds from the Mass Pike onto these streets. These streets and nearby intersections are already over capacity in morning and evening rush hours. The added vehicular traffic generated by the project will create additional backup which will impede traffic and most likely be dangerous. It is proposed that traffic on Stuart Street neck down to two lanes plus a bike lane from the current four lanes. 100 private parking spaces proposed within the tower are accessed by two car lifts accessed on Trinity Place. There is a strong likelihood that residents waiting to park will back up Trinity Place and onto Stuart Street, further constricting traffic flow on Stuart Street. There are additional concerns about double parking, particularly at night, as people are dropped off or picked up at the hotel or conference center. The Boston Traffic Department needs to adequately address these concerns.

I have major concerns about the wind problems, both at street level and at higher elevations, that this project will create. Wind problems on Stuart Street are already serious, unpleasant, and dangerous. I believe the proposed project will make walking impossible for many people and probably quite dangerous for cyclists. There are also some concerns how the shadows will affect Copley Square and the Back Bay.

Concerns about traffic, wind, and shadow have not been sufficiently addressed by the city or the developers. I urge that this project not go forward until the above adverse effects are fully addressed by both the city and the developer.

Sincerely, Jane Siegel

Jane Siegel
148 West Canton St.
Boston MA 02118
617-266-3231
jbsiegel@bu.edu

From: Carly Siperstein [carlysiperstein@gmail.com]
Sent: Monday, September 16, 2013 9:20 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place Concerns

As a resident of [400 Stuart Street](#), I write in opposition to the 40 Trinity Place proposal as presented thus far.

The site currently has an 'As of Right Zoning Height' limit of 155'. In exchange for the potential right to build to a height variance of 400' the developers have agreed to satisfy various concerns of neighborhood and business organizations regarding safety and other quality of life issues.

The major safety concern that has been repeatedly raised by nearly all organizations in the Impact Advisory Group as well as in Public Meetings has been of changes in wind conditions which would be caused by the proposed 400' building in an area already notorious for severe street level winds.

Acknowledging, and sharing this concern, the developers have examined and simulated no less than eight scenarios involving the building's positioning and external changes all at the 400' height. They've compared these with those of a 'no build' situation.

However they have denied multiple requests, from multiple parties, from the earliest days to produce a 9th scenario (just one more) at the currently zoned 155' feet.

I'm disappointed that they throughout the 10.5 month process have not yet produced this single additional exercise which would have taken a single week.

Sincerely,
Carly
Siperstein

September 11, 2013

The Clarendon Unit #26D
400 Stuart Street
Boston, MA 02116

Mr. John Fitzgerald
Boston Redevelopment Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald:

I am in favor of the 40 Trinity Place development even though I am a resident of The Clarendon (26D).

I understand completely how important new development is to the city, in fact, as a Clarendon resident, I am a direct beneficiary of it. However, I am sure the city and developers can reach mutually beneficial compromises on key neighborhood concerns which would make all interested parties winners!

Wind

The wind issue is very acute on Stuart Street due to the sleek footprint of the Hancock Tower. In fact, my family has experienced this regularly. My wife and daughter, who are 56 years old/ 5' 3"/120 lbs. and 25 years old/5' 3"/110 lbs., have been pushed around by the wind. One time, they were actually blown off the sidewalk and into the street. I am 5' 7"/175 lbs. and have had to put my head down to cut the wind in order to make forward motion towards Copley Place. The wind is indeed a serious problem currently, and without modifications, 40 Trinity Place will worsen the situation.

Traffic

As you know, the Stuart Street and Clarendon area is quite congested. The closeness of the Mass Pike exits to and from the area, Copley Place, train station, and MBTA, all add to the congestion. Surely, if the Mass Pike, MBTA, train station, and Copley Place were not all converging into the Stuart St./Clarendon St. area, there would be no traffic issue. But they do and there is a traffic concern. This needs to be thought through in an appropriate manner.

Shadows

As you can imagine, living across the street from the Hancock Tower has severely diminished our views and sunlight. But we knew that going in. However, we would be severely damaged by another structure which would further block out the sun and views. I simply ask that the developer compromise and build a structure with a smaller footprint, less height, and fewer shadows.

Zoning

I strongly request that the developers stick to the zoning laws which are on the books now. I also request that the variances conform to those that were given to the Clarendon. In other words, a FAR of 10, similar to the Clarendon would be fair.

In conclusion, as a neighbor of this proposed development who is willing to see it go forward, I simply ask for fairness and consideration. The wind, traffic, shadows, and zoning are not trifling issues. They all affect the quality of life of all citizens and taxpayers living and working in the area. Compromises by the developers and the City in these crucial areas can certainly create a win-win scenario for all concerned.

Thank you for your consideration.

Sincerely

A handwritten signature in black ink, appearing to read 'GS', written over a white background.

Gary Siperstein

From: Gretchen Speck [speckg@verizon.net]
Sent: Monday, September 16, 2013 4:32 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place project comments

September 16, 2013

John Fitzgerald
Project Manager 40 Trinity Place
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston MA 02201

Dear Mr. Fitzgerald:

My husband and I are writing this letter pertaining to the 40 Trinity Place project to request that the BRA continue to work on the wind and traffic issues before giving its approval for development.

We are concerned about the additional wind that might result in the Clarendon/Stuart area from 40 Trinity Place when it is built. We wonder if the people responsible for making decisions concerning wind have actually walked in that area on a windy day? Have they stood at the intersection, as we have, wondering if they should hang onto a street sign for the sake of safety while waiting for the light to change? Decreasing the wind in one place should not be an excuse to allow another location to experience an increase in wind. Please investigate further what can and must be done to make the wind problem no worse than it currently is.

The traffic on Stuart is our other concern. We were not notified of a public meeting with the Boston Transportation Department, as requested by the IAG on August 19th, so they could explain how the additional traffic from the approved Copley Place expansion and tower as well as the projected 40 Trinity Place hotel and residence will be handled. We assume that it did not occur. Currently there are traffic back ups and there will be more with the above two mentioned projects due to cars trying to turn onto Trinity Place to enter the Garage at 100 Clarendon, drop offs and pick ups at the proposed hotel, the University Club, and John Hancock by cabs and private vehicles, pedestrian traffic crossing Stuart Street and/or Trinity Place, and the normal back up of vehicles trying to turn onto Clarendon. Also, does the BTM have a reasonable alternative location for the providers to park on Tuesdays and Fridays from May through November for the Copley Square Farmers' Market? Considering the above issues Stuart Street certainly does not need, nor should it have, an identified bike lane to encourage more bike traffic on the street. Our understanding is that bikes can travel on all roads unless otherwise specified. Finally, how will the construction traffic be handled if the expansion at Copley Place is happening at the same time? Certainly, the BRA must work with the BTM and be assured that the traffic can and will be well controlled before approving this project. The public should also have a chance to see the most recent traffic plans and give their input before BRA approval is given.

In summary, we do not feel that the 40 Trinity Place project is ready for BRA approval considering the above-mentioned issues.

Sincerely yours,

Craig and Gretchen Speck
149 West Canton Street
Boston MA 02118

From: Paula Stookey [paulastookey@gmail.com]

Sent: Friday, September 13, 2013 3:49 PM

To: Fitzgerald, John BRA

Subject: 40 Trinity Place

Dear Mr. Fitzgerald,

As a private citizen of our great city I am writing to you to share my thoughts on the proposed building at 40 Trinity Place.

In short, I welcome the life, vibrancy, light and commerce this mixed use building will add to this quiet corner of Back Bay.

I am a resident of Mt. Vernon Street, have worked at 197 Clarendon Street for 8 years, am a member of, and the current president of, the abutting University Club and thus am in the vicinity on a daily basis.

The potential advantages to the University Club aside, I believe 40 Trinity Place will be a new "destination" bringing growth to this part of Back Bay, contributing to the need for housing and hotels rooms, contributing to the success of surrounding businesses and fostering future commerce.

Recent growth at the corner of Clarendon and Stuart Street has made a big difference in the vibrancy of that corner. There are thriving businesses on Clarendon Street and along Stanhope Street.

They are all testimony to the benefits of the residential building at the corner of Clarendon and Stuart Streets. I believe 40 Trinity Place will contribute that and more from it's corner up to Dartmouth Street.

It will be very exciting to have this corner become part of the vitality of Copley Square and Stuart Street.

Thank you in advance for your attention this email. I am available for questions if you have any.

Best regards,

Paula Stookey

Kindly use my new email address:

paulastookey@gmail.com

C: 617-283-9497

September 14, 2013

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald:

I am not supportive of the proposed 40 Trinity Place project due to its projected impact on my home and neighborhood.

Wind

Clarendon and Stuart streets are well known as the windiest neighborhood in Boston. There have been accidents and injuries caused by the wind on these streets. Some Clarendon residents are unable, at times, to walk outside for fear of being blown down or hurt by flying debris. Therefore, I cannot support any development which will, in fact, make the wind more intense. The developer's own wind studies show the proposed building will make the wind worse. More specifically, the wind will be categorized at a dangerous level, as defined by the BRA, at the entrance to our building.

We have pointed out the data to the developer and the BRA. Whether you look at the 15 wind points that change from no build to as proposed or you look at the 360 wind points measured during each season of the year, the clear majority of the points show the wind speed gets worse if the as proposed building gets built. John, let the data do the talking not the misleading generalizations that have been made.

Final point on wind, which we have also pointed out, the developer did not study all the points required by the BRA scoping determination. The developer should be required to follow the BRA scoping determination.

Shouldn't the safety of tax paying residents and visitors to Boston be a top priority for the city? Additionally, Clarendon Street is a primary access way to the Back Bay Station where more than 1000 trips a day are made by commuters to and from Boston. If the proposed development is allowed to be built, those commuters will now have to walk through dangerous wind conditions every day. The city should not allow any project to make such a public access way "dangerous" for pedestrians and residents.

Shadows

During the spring and fall months the proposed development will take nearly 75% of the daylight I enjoy from my home. Part of the reason I selected my home was its sunny location. We all know that there are streets in Boston where one side of the street is referred to as the sunny side. People pay more to live on the sunny side of Marlborough St or Commonwealth Ave. Why should this

development, which doesn't come close to complying with the current zoning bylaws, be allowed to take my "sunny" location and turn it into a shady location?

Traffic

The developer has not shown the neighborhood a satisfactory plan to mitigate the increased traffic that will occur as a result of the proposed development. The proposal to reduce the capacity of the street to address the increased demand caused by the development doesn't make sense. If reducing lane capacity helps improve traffic, why do we add lanes and widen streets to address traffic issues?

The City is now experiencing at the waterfront neighborhood what can happen when too much development happens too quickly and not enough time is taken to study the expected and unexpected impacts. The developer and the Boston Traffic Division should be asked to come back with additional alternatives for dealing with the traffic from the proposed development, the Simon Copley Tower and the Boston Properties proposed garage project. Why are we rushing through the approval and public process when we will have to live with outcome for many, many years?

Zoning

I strongly object to the use of the un-adopted Stuart Street Plan as the guideline for this development. The Plan was never adopted by the city and it is not zoning. Zoning is an important principle and homeowners rely on it when they buy property. Zoning helps assure property owners that the characteristics of nearby areas will remain stable. Homeowners use current zoning before they buy homes to set their expectations on what can or will likely happen to their neighborhood. To allow a developer to totally disregard zoning and instead use an un-adopted study is unreasonable and unfair to neighboring property owners. A new hotel, luxury condos and new restaurants would be nice additions to Stuart Street, offering both positive and negative effects. However, no explanation has been provided to explain what unique and special benefits this development would provide to justify such extraordinary relaxation of the zoning bylaws, or why such a development can't be accomplished with a much smaller building closer to what zoning allows.

FPIR

I request that the BRA ask the developer to come back with an FPIR. I ask because there are many unanswered questions from the public meetings, for example I have asked for clarifications on the source data for the traffic study. I have asked the BRA for a response on why the developer didn't study all the wind points. In addition to many unanswered questions, there has been missing or inaccurate information. For example, the late arrival of an accurate wind appendix puts an unreasonable burden on residents to study the new data with virtually no time left in the comment period. I might add the BRA's own web site still reflects the old inaccurate wind data. Finally, on the traffic issues – many unanswered questions and no one from the Boston Traffic Department has made any attempt to respond.

I strongly encourage the BRA board to reject the developer's proposed plan and ask the developer to come back with an FPIR and a development proposal that:

1. Doesn't worsen the already unacceptable wind conditions in the neighborhood
2. Doesn't take away daylight from our homes
3. Includes a well-studied traffic plan, using current data and coordinated with other developments
4. Conforms to current zoning

Thank you,

Tom

September 9, 2013

VIA EMAIL TO: John.Fitzgerald.BRA@cityofboston.gov

Mr. John Fitzgerald
Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

RE: 40 Trinity Place Project

Dear Mr. Fitzgerald:

I am both the President and CEO of Boston magazine and a citizen of Boston living in the South End. In both my role as a businessperson and a city resident, I strongly support the proposed project at 40 Trinity Place.

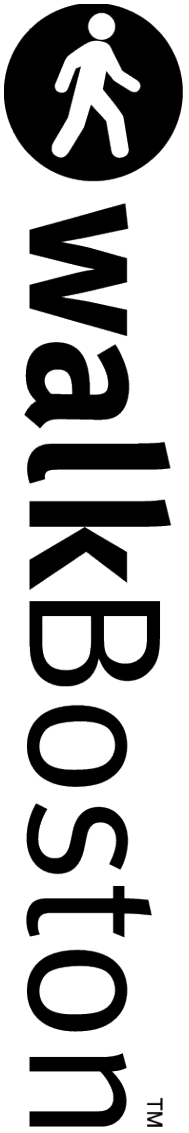
I went to a presentation on August 14th by the proposed developers and I was thoroughly impressed with the efforts they have put into the planning of this project and their responsiveness to the needs of the surrounding community. As a business person, I appreciate the additional housing, restaurant facilities and additional hotel rooms that will be brought into the market. In addition, as a resident, I always look forward to improving the city environment and adding energy to the community. I further feel confident in supporting any project that individuals with strong local ties are participating as they have a vested interest in the community that they live and work.

Please feel free to contact me directly with any additional questions. Again, for the benefit of Boston, I strongly support this project and look forward to the improvements that it will bring to the neighborhood cityscape and the business community.

Sincerely,



Rick Waechter
President and CEO



John Fitzgerald
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: 40 Trinity Place

Dear Mr. Fitzgerald:
WalkBoston supports the street and sidewalk changes proposed in the PNF for the 40 Trinity Place project.

We are pleased with the widening of the sidewalk on the south side of Stuart Street by seven feet and with the neck-downs and large plaza on the southwest corner made possible by narrowing the vehicle right-of-way in the block between Trinity Place and Clarendon Street. The estimated traffic increase is minor, and two travel lanes plus the right turn lane should serve the traffic as well as they do currently.

We urge the BRA and BTM to similarly narrow Stuart Street in the block between Dartmouth Street and Trinity Place and add the space into the sidewalk. That block was widened by about 14 feet in the 1960s-1970s era when the garage was built and roads were being widened to accommodate highway plans that are no longer relevant. The existing roadway is far too wide for the traffic demand, and dangerous and unpleasant for the heavy pedestrian traffic.

Finally, we request that you consider not adding the proposed traffic signal at the Trinity/Stuart intersection. Currently, there are well-striped crosswalks for this crossing, vehicles are good about stopping for pedestrians, and the proposed lane changes should enhance this behavior. Adding signals will be costly, clutter the sidewalks, and unnecessarily inhibit both pedestrian and vehicle traffic.

The Trinity Place and Copley Place projects have the combined potential to humanize the streetscape and intersections in this busy pedestrian area and we are pleased that the City is taking advantage of this opportunity.

WalkBoston appreciates your consideration of our recommendations.

Sincerely,

Ann Hershfang
WalkBoston Board Member

MAKING MASSACHUSETTS MORE WALKABLE

From: Michael Weingarten [mikew@signallake.com]
Sent: Wednesday, September 11, 2013 8:57 AM
To: Fitzgerald, John BRA
Cc: Info
Subject: 40 Trinity Place

Dear Mr. Fitzgerald,

I wish to go on record supporting NABB's concerns on the 40 Trinity Project regarding wind, shadow and traffic impact. As someone who lives at 120 Beacon in Back Bay and frequently walks around Copley Square, I am concerned that nothing be done that aggravates what already is a wind tunnel on many fall and winter days. Given that you have already approved the Copley Place building, there needs to be careful consideration of the incremental effect of the new project.

Michael Weingarten
120 Beacon Street
Boston, MA 02116

From: Beth Weisblatt [brweisblatt@gmail.com]
Sent: Monday, August 19, 2013 5:22 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place

Dear Mr. Fitzgerald:

My name is Richard Weisblatt. My wife and I have resided at 400 Stuart Street for 3 years. We are therefore quite close in proximity to the new development about which I am writing. We have a number of concerns that we would want to see addressed.

*** WIND. As I'm sure you are aware, the wind in our area is already quite strong. I am over 60 and I can tell you that any increase in wind velocity represents a safety issue. So when I came to understand that the developer's own study showed the wind at our building increasing from 'uncomfortable' to 'dangerous', I became quite alarmed. The lack of setback for the new building as well as its total volume are the most salient contributing factors to this increase in wind and therefore both should be changed.

***TRAFFIC. The notion that taking a lane out of Stuart Street for valet service will improve traffic congestion is on the face of it quite absurd. As it stands now, traffic backs up regularly from Berkeley to Dartmouth. People at least can now use the right lane of Stuart to turn onto Clarendon. Taking that away will make things worse not better. And of course, the considerable increase in traffic due to the density of the development will have a major and negative impact on congestion.

***TRINITY PLACE. Like many nearby residents, I use 100 Clarendon for my primary parking space. I most often use the Trinity Place ramp to enter the garage at the end of day. That way, I don't have to deal with the backup from Clarendon and Stuart. Any restriction on this access would be highly problematic and only lead to worse congestion.

***ZONING. We understand that long term plans to develop Boston along the 'spine' of Stuart and St. James have been in place for some time. However, it was never assumed that 'anything goes' in such development. We are concerned that zoning restrictions and limitations on purchased air rights are being set aside for this project. The Clarendon where we live is two to three times less dense than that proposed for 40 Trinity on three times the size of the Trinity parcel. This density was determined after a lengthy public process. The fast track that 40 Trinity Place is on compromises the public process and the improvements in design that can follow.

Thank you for giving us this opportunity for comment.

Richard and Beth Weisblatt
400 Stuart Street
Boston

From: Herbert Weiss [hweiss@burnslev.com]
Sent: Friday, September 13, 2013 11:09 AM
To: Fitzgerald, John BRA
Subject: Proposed mixed-use development project at 40 Trinity Place, Boston
Mr. John Fitzgerald
Boston Redevelopment
Authority
September 13, 2013

Mr. Fitzgerald...

I'm excited and delighted to be writing to you in support of this project. I am a long time Boston resident, a practicing attorney in the City, an active member of the Ward 5 Democratic Committee. I am also a long time critic of much proposed development that I believe has not best served the City's needs, and a happy Bostonian when I see one like the 40 Trinity Place project that does. For the record, other than my belief that this project is good for the City, I have no economic or other interest in its success. I am not a developer in Boston. The last time I worked with the BRA was many years ago when I was counsel to the Boston Center for the Arts and we successfully worked together to develop two properties for residences for low and moderate income artists.

My approval and support is based on a number of factors- that it is not by outside promoters or developers who do not understand the history and dynamics of the City, but by a local group that has supported the City in a variety of ways. Over the years they have quietly given much to improve the City's and the Back Bay's business and economic climate and as well have been generous contributors and participants to our charitable activities. They are "locals" in the best sense of the word. Their participation gives assurance of high quality, that it will be the best in design, construction, operation, an environmentally "green" building.

The project deals with traditional areas of concern in a positive and effective way. It complies with the traditional Stuart Street Guidelines for height and affordable housing. It is located where the City itself recognizes the need for housing and development. It represents intelligent growth with minimal impact. Of course there are many other positive benefits- housing, hotel rooms, jobs, neighborhood enhancement, taxes, I could go on and on.

At a time when Boston is undergoing much change in many ways, this project shines as a guide in the best way, and deserves our strongest support. It certainly has mine, I hope the BRA will see it as I do. Thank you.

Sincerely, Herbert M. Weiss, Esq.

Herbert M. Weiss, Esq.
Burns & Levinson LLP
125 Summer Street | Boston MA 02110
617.345.3399 (d) | 617.345.3000 | 617.345.3299 (f)
www.burnslev.com
hweiss@burnslev.com

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**Only print this e-mail if necessary.*

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From: Ellen Wilson [dellenwilson@gmail.com]
Sent: Sunday, September 15, 2013 11:10 AM
To: Fitzgerald, John BRA
Cc: thomasiannotti@gmail.com
Subject: Trinity Place

Dear Mr. Fitzgerald;

I am sure you are receiving many letters and emails from the residents of The Clarendon building so I appreciate you taking the time to read my note. I have recently moved into the Clarendon after renting an apartment at One Back Bay for the past few years. I decided to buy because of the neighborhood. Being a resident of Boston for many years and having lived in both Beacon Hill and Back Bay, I decided that this area was really the most ideal for my daughter and I. The whole matter of 40 Trinity Place is an important one to my family.

Much has been made of the increased wind conditions and this is my primary concern. My elderly parents have a very difficult time when they visit and I fear this will cause additional problems with increased wind tunnel effects. It is at times problematic for me outside when the winds are high and I know my daughter has had the same concerns. I have lived in New York City and the phrase "urban canyon" is appropriate for many areas of that city. I hate to see the same fate occur in Boston.

Traffic is an additional concern. My 18 year old daughter was in a car accident in June on Stuart Street. Too many lanes squeezing down to one lane due to rush hour and construction. This will only become more extreme as volume increases with the new building as well as the proposed diminishment of the width of Stuart. This, in my mind, creates unacceptable risk for both drivers and pedestrians. The combination of increased wind effects and increased pedestrian and vehicle traffic is a combination that I ask you to please consider.

I love living in the city and truly believe that development is good and essential for continuing to create the vibrancy and excitement that we all value in living in an urban environment. A healthy economic base is good for all of us and I applaud the current administration for being so thoughtful in managing our growth in such a planful way. With this in mind, I would ask you to consider my concerns as you work to resolve the 40 Trinity Place discussions.

Sincerely,

D. Ellen Wilson
400 Stuart St., 25D
Boston, MA

From: Michael Winston [michael.winston@me.com]
Sent: Monday, September 16, 2013 7:09 AM
To: Fitzgerald, John BRA
Subject: 40 Trinity - Michael Winston Comment Letter
Good Morning John,

I'll keep my comments short and sweet.

I'm excited about development on the property, but not at the scale proposed. I expect the wind issue to be worse in the winter as projected by the developer's wind survey. The new shadows cast on my unit will be unreasonable.

I hope they will consider a shorter structure.

Best regards,
Michael

--

Michael Winston
400 Stuart Street Unit 17G (West facing above YWCA)
714-553-6216
michaelswinston.com

August 26, 2013

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Dear Mr. Fitzgerald:

Our names are Rob and Amy (Mendel) Winston. We are residents of the South End (96 Chandler St. #1) and we are writing to offer our strong **support for the proposed 40 Trinity Development**.

As a young family who would like to stay in the city as long as possible to raise our children, there is a surprising lack of residential options in the area and an additional 100+ units would be a welcome addition. Further residential options with an elevator (e.g., stroller friendly) and attached or in-building parking are very difficult to find! We support this project because it will bring much needed development to a portion of Stuart Street that has limited pedestrian traffic and evening activity today. The design is of high caliber and will be a welcome addition to the City's skyline. The hotel jobs and the housing – including 17.5% affordable units – created by this project are good for the City and good for this area in particular. Additionally, the fact that this project is being proposed by a group with deep roots, a respected track record and a commitment to environmentally friendly and sustainable development in the Back Bay adds to my enthusiasm for this project.

We urge the Boston Redevelopment Authority to support the 40 Trinity Development. Thank you for your consideration of our comments.

Sincerely,

Rob & Amy Winston

96 Chandler St #1
Boston, MA 02116
617-367-6336
amy.mendel@gmail.com

MARVIN S. WOOL, M.D.

***780 Boylston St. – Suite 20-I
Boston, Massachusetts 02199***

***Phone/FAX: 617-266-2275
e-mail: mwool@massmed.org***

VIA: e-mail

Sept. 15, 2013

Dear Mr. FitzGerald and Mr. Meade,

As a resident of the Back Bay, I write in opposition to the 40 Trinity Place proposal as presented thus far.

The site currently has an ‘As of Right Zoning Height’ limit of 155’. In exchange for the potential right to build to a height variance of 400’ the developers have agreed to satisfy various concerns of neighborhood and business organizations regarding safety and other quality of life issues.

The major safety concern that has been repeatedly raised by nearly all organizations in the Impact Advisory Group as well as in Public Meetings has been of changes in wind conditions which would be caused by the proposed 400’ building in an area already notorious for severe street level winds.

Acknowledging, and sharing this concern, the developers have examined and simulated no less than eight scenarios involving the building’s positioning and external changes all at the 400’ height. They’ve compared these with those of a ‘no build’ situation.

However they have denied multiple requests, from multiple parties, from the earliest days to produce a 9th scenario (just one more) at the currently zoned 155’ feet.

I’m disappointed that they throughout the 10.5 month process have not yet produced this single additional exercise which would have taken a single week.

I'm particularly saddened to be forced to oppose the current overall proposal since the developers, in regard to affordable housing, have not only fulfilled the commitment of placing all 17.5% (17 units) on site but have agreed for the mix of those units to match that of the market based units. And for those units to be distributed through the building to make them indistinguishable from the market units.

Yours truly,

Marvin S. Wool

CC: Representatives Byron Rushing and Jay Livingstone

From: pjw1920@aol.com

Sent: Friday, July 19, 2013 12:32 PM

To: Fitzgerald, John BRA

Subject: 40 Trinity

I am in complete agreement with this construction project. It will only add to the neighborhood and the tax base; however, I hope the Back Bay Hysterical Society doesn't try to nix it. They forget that Back Bay officially ends on their side of Boylston St.

Philip Wright
15 Appleton St.

From: Nicole Elise Youngwirth [nicole.youngwirth@gmail.com]

Sent: Monday, September 16, 2013 1:46 PM

To: Fitzgerald, John BRA

Subject: 40 Trinity Place

Dear Mr. Fitzgerald,

I am opposed to the proposed tower to be built at 40 Trinity Place.

Specifically I am concerned that the loss of one lane of traffic on Stuart St. will permanently worsen the traffic in this area. The approved Simon tower by itself will make congestion worse and this further loss of a travel lane cannot improve the situation.

I often walk in this area and the wind aggravated by existing buildings is significant. This 400+ foot tower with its sheer vertical rise will increase the number of "uncomfortable" and "dangerous" conditions in the vicinity. This should not be acceptable in a city where there is so much pedestrian traffic including tourists.

Please require the developers to significantly scale down their tower.

Thank you for your consideration.

Nicole Youngwirth
400 Stuart Street
Boston, MA. 02116

September 11, 2013

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald:

I am not supportive of the proposed 40 Trinity Place project due to its projected negative impact on the Back Bay neighborhood. It feels like there is a rush to get the project approved at the expense of carefully reviewing the impact on residents and businesses in the Stuart Street and Clarendon Street areas. The most obvious issue is that both the BRA and the developer are using the *un-adopted* Stuart Street Plan as the underlying guideline for approving this development, a plan that was ***never adopted by the city.***

Homeowners rely on zoning ordinance when buying homes. Public officials who ignore zoning are tricking tax paying Boston residents. Allowing a developer to totally disregard zoning and use an ***un-adopted*** study is unfair. I'm no lawyer, but in light of other factors, doesn't that create a liability for the city?

A few other powerful and obvious issues are wind and safety, traffic, and shadow impact.

Wind and safety: During the last hurricane in 2012 I witnessed full grown men hanging *horizontally* from the street sign at the corner of Stuart Street and Clarendon Street. They were literally waving in the wind! Anyone who has walked down Clarendon Street during a storm knows danger. A loose street sign becomes a flying sword. Accidents and injuries caused by wind on these streets is public record. ***I don't support any development which makes me or the public unsafe.*** The developer's own wind studies document the proposed building will make the wind worse than it is now and even acknowledge the wind will be categorized at "dangerous level". Busy Back Bay Station accommodates 1000 commuter trips daily and will become even busier when the new connector to the waterfront area is established. Commuters will have to walk through ***dangerous wind*** conditions every day. The city should not allow any project which makes such a public access "dangerous" for pedestrians and residents. ***The rush to approval seems to be taking precedent over safety issues.***

Traffic: The proposed development will increase traffic. As someone who returns to Boston from the west on the Mass Pike every day, I expect the closing of one lane on Stuart Street will permanently add time to my daily commute to the extent that I would need to consider moving out of Boston. Other proposed developments such as the Simon Copley Tower and the Boston Properties garage project will further exaggerate the negative situation for commuters. Boston Traffic Division has not been involved in identifying a traffic solution. Automatically putting the approval of the project on the Oct. BRA calendar (even with the comment that it can always take it off the agenda) is yet another example of rushing the approval process and smacks of a biased decision making process. ***The rush to approval seems to be taking precedent over traffic issues.***

Shadows: During half the year the proposed development will take nearly 75% of the daylight from my home – a key reason for selecting the Back Bay as well as the specific unit within my building

only 2.5 years ago. Review of zoning was a key factor affecting my decision. ***The rush to approval seems to take precedence over the tacit agreement established by zoning ordinance.***

Why should this development, which *does not comply with the current zoning bylaws* be allowed to

- Put me in danger every time I step outside my door?
- Increase my commute time daily?
- Force me out of existing sunlight to live under their shadow?
- ***And why must the approval process be so rushed?***

Please reject the developer's proposed plan. This is a decision that affects the residents of Boston and the Back Bay specifically indefinitely. Citizens expect the BRA to consider what is in the *best, long term interest of the city – not the expedient political thing to do.* At the very minimum, ask the developer to come back with a plan that:

1. ***Doesn't worsen*** wind conditions to ***dangerous*** levels.
2. ***Involves*** Boston's own Traffic Division in an ***unbiased, well-studied traffic solution.***
3. ***Minimizes*** shadow impact on tax paying citizens who trusted the zoning ordinance.
4. ***Conforms*** to existing zoning as opposed to making an exception for a developer.

Thank you for considering tax paying citizen input over politics in decision making.

Sincerely,

Joni Youngwirth
400 Stuart St. 22D
Boston, MA 02116

From: Stephen Youngwirth [steveyoungwirth@gmail.com]
Sent: Monday, September 16, 2013 12:09 PM
To: Fitzgerald, John BRA
Subject: 40 Trinity Place

John Fitzgerald
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Dear Mr. Fitzgerald,

I am strongly opposed to the planned development as described in DPIR for 40 Trinity Place.

I have attended both public meetings and have noted significant opposition from community members. In fact the only positive things said were from "friends of the developers" based on how "nice" these people are and from trade unions- who never met a project they did not like. I suspect few, if any, of these proponents live in this neighborhood.

WIND

The consultants did model studies. These studies are not real world. They do not include common weather characteristics such as gusting and variable wind direction common on a windy day. Anyone who walks on Clarendon and Stuart knows how severe the winds can be. I drive down Clarendon every day and see the trees swaying and the pedestrians leaning over frequently. When stopped at the traffic light at Clarendon and Stuart I feel my car buffeted. When I leave my home to walk I usually think the weather is pretty bad until I get a couple blocks away and suddenly the wind disappears.

With the proposed train line from Back Bay Station to the Seaport many more pedestrians will be subject to the winds. The consultants study report "dangerous" winds and they are being paid to present this in the best light. Suggestions that modifications at street level can alleviate the wind are theory and make no sense- unless they enclose the sidewalks in tunnels!

The wall like structure and 440 feet height are a familiar problem- we know what the wall like Hancock tower did to wind in this area. Require the developers to study wind effect of a significantly shorter building.

TRAFFIC

Everyone, with common sense, knows one less lane of traffic on Stuart St. will aggravate existing traffic. Only a consultant could suggest that less is better- they are paid to come up with these results. Significant volumes of traffic come off the Mass Pike and Huntington Ave. onto Stuart. Narrowing Stuart cannot possibly lead to anything short of more congestion. I already see gridlock in the intersection at Clarendon and Stuart often occurring. This occurs because drivers on Stuart who are already in a prolonged jam will attempt to get through the intersection and are caught thereby blocking Clarendon traffic for a light cycle or two.

The proposed valet parking cannot possibly handle the volume of traffic to a building this size. Just one car or taxi stopping in an active traffic lane will only allow one lane to get through. I see this every day on Stuart in front of the Lowe's hotel- a much smaller building. At Post 390 restaurant, in our building, their valet spaces overflow- and it is just a restaurant- no hotel or residences. Once you allow the loss of a lane it can never be recreated.

SHADOW

I live 200 feet east of the proposed tower. I know where the sun is in the afternoon. A significant shadow will be cast over these homes. Interestingly shadow studies were done on Copley Square, the Library and some other buildings.

Those shadows will be barely noticed as someone walks past these landmarks- no one lives there, they just transit the area.

What should really count is the effect of shadow on people who live behind this 440 foot wall. It seems as if tax paying residents don't count. No one is impacted worse than us regarding shadows.

Why does the BRA not require a shadow study on our building? We're not in an office building where everyone goes home at the end of the day. We're not an inanimate public square or public building. Require the developers to do a shadow study at 400 Stuart St. where hundreds of people live.

FAR and AIR RIGHTS

This 440 foot tower would never be allowed on the lot the developers will own. They are using the Stuart Street Plan which was never adopted. They should build on existing zoning laws. What purpose does existing law serve if it is ignored? They use the "gimmick" of air rights- trying to build too tall a building on too few square feet. They will still be at an FAR of 17.5 even with air rights. They want to build whatever they want to and have never offered any alternatives. Require them to come up with an alternative. Of course they will claim it is not economically feasible- but they offer no data. If they cannot develop within the zoning law someone else will be able to.

If allowed to build as they propose who will be responsible when someone is injured by the wind, or jammed in traffic that never existed before or cast in shadow in the afternoon? Who responds to the residents living in the area? The answer- No one will be responsible- the developers get their building and make lots of money, the consultants move on to their next project and no one will ever question their optimistic results, and those currently in Boston City government will all move on after the election, and the next Boston administration will blame the prior administration. We have all seen this before.

Please take serious consideration of the many local residents concerns and require the developer to present alternatives to lessen the impact on the people who live in this area.

Thank you.

Sincerely,

Stephen A. Youngwirth
400 Stuart Street, 22D
Boston, MA 02116

Please confirm receipt of the email to steveyoungwirth@gmail.com

**Boston Water and
Sewer Commission**



980 Harrison Avenue
Boston, MA 02119-2540
617-989-7000

September 13, 2013

John FitzGerald
Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Re: 40 Trinity Place, Back Bay
Draft Project Impact Report

Dear Mr. FitzGerald:

The Boston Water and Sewer Commission (Commission) has reviewed the Draft Project Impact Report (DPIR) for the 40 Trinity Place project located in the Back Bay neighborhood of Boston. The Commission previously commented on the Project Notification Form for the project on December 13, 2012. This letter provides the Commission's comments on the DPIR.

The project site, a 13,361 square feet (sf) parcel at the southeast corner of Stuart Street and Trinity Place, in the Back Bay neighborhood of Boston, comprises land at 40 Trinity Place. The site currently houses the Boston Common Hotel and Conference Center and air rights over a portion of the adjacent University Club parcel at 426 Stuart Street. The University Club has agreed to convey the air rights to the proponent, Trinity Stuart LLC.

The development includes the demolition of the existing Boston Common Hotel and Conference Center, formerly known as the John Hancock Hotel and Conference Center and the construction of an approximately 33-story mixed use building including hotel, residential and restaurant uses, and potential future expansion of the University Club, with above-grade parking. The project will contain approximately 380,450 sf of gross floor area, with approximately 115 residential units, a 227-room hotel and three restaurants. A shared health/fitness facility will be provided for residents and hotel guests. Residential parking for approximately 100 vehicles will be provided above grade on levels 4 and 5 and will be accessed by vehicle elevators.

The Commission owns and maintains the following water mains adjacent to the project site: a 12-inch high service water main in Trinity Place and a 12-inch high service main in Stuart Street. The DPIR states that the proposed 40 Trinity Place project water demand will require 64,163 gallons per day (gpd).



For sanitary sewer service, the proposed 40 Trinity Place site is served by the following sanitary sewer lines adjacent to the project site: an 18-inch by 33-inch sanitary sewer in Trinity Place and an 18-inch by 36-inch sanitary sewer in Stuart Street. The proposed 40 Trinity Place project will generate approximately 58,330 gpd of wastewater, an increase of 49,001 gpd over the existing conditions.

For storm drainage, the site is served by the following storm drain lines in the vicinity of the project site: an 18-inch by 18-inch storm drain in Trinity Place and an 18-inch storm drain in Stuart Street.

The Commission encourages Trinity Stuart LLC to utilize Low Impact Development wherever possible including the installation of green roofs.

The Commission restates the following comments for the record:

General

1. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued.
2. Trinity Stuart LLC must submit a General Service Application and a site plan to the Commission for review and approval. Any new or relocated water mains, sewers and storm drains must be designed and constructed at Trinity Stuart LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, Trinity Stuart LLC, must submit a site plan to the Commission's Engineering Customer Service Department for review and approval when the design of any new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. The site plan should include the locations of any new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.
3. The Department of Environmental Protection, in cooperation with the Massachusetts Water Resources Authority and its member communities, are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow (I/I)) in the system. In this regard, DEP has been routinely requiring proponents proposing to add significant new



wastewater flow to assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, DEP is typically using a minimum 4:1 ratio for I/I removal to new wastewater flow added. The Commission supports the DEP/MWRA policy, and will require the proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and should be based on the estimated sewage generation provided on the project site plan.

4. For any proposed masonry repair and cleaning, Trinity Stuart LLC will be required to obtain from the Boston Air Pollution Control Commission, a permit for Abrasive Blasting or Chemical Cleaning. In accordance with this permit, Trinity Stuart LLC will be required to provide a detailed description as to how chemical mist and run-off will be contained and either treated before discharge to the sewer or drainage system or collected and disposed of lawfully off site. A copy of the description and any related site plans must be provided to the Commission's Engineering Customer Service Department for review before masonry repair and cleaning commences. Trinity Stuart LLC is advised that the Commission may impose additional conditions and requirements before permitting the discharge of the treated wash water to enter the sewer or drainage system.
5. Trinity Stuart LLC should be aware that the US Environmental Protection Agency issued a Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If the project involves any subsurface work and groundwater contaminated with petroleum products, for example, is encountered, Trinity Stuart LLC will be required to apply for a RGP to cover these discharges.
6. The project sites are located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.
7. It is the proponent's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, the proponent must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.



Water

1. The proponent should provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. The proponent should also provide the methodology used to estimate water demand for the proposed project.
2. In addition to the water conservation measures required by the Massachusetts Plumbing Code, Trinity Stuart LLC should also consider implementing other water saving measures, such as installing low flow toilets and flow-restricting faucets. The Commission suggests that any public restrooms also be equipped with sensor-operated faucets and toilets.
3. If a hydrant is to be used during construction, Trinity Stuart LLC will be required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. Trinity Stuart LLC should contact the Commission's Operations Division for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission provides a Meter Transmitter Unit (MTU) and connects the device to the meter. For information regarding the installation of MTUs, Trinity Stuart LLC should contact the Commission's Meter installation Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application the proponent will be required to submit a Stormwater Pollution Prevention Plan. The Stormwater Pollution Prevention Plan must be submitted and approved prior to any Site Plan Approval. The plan must:
 - Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.



- Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.
2. The Commission encourages the proponent to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
 3. Developers of projects involving disturbances of land of one acre or more are required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. Trinity Stuart LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is requested that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.
 4. Trinity Stuart LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
 5. The Commission requests that Trinity Stuart LLC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin that is created or modified as part of this project. The proponent should contact the Commission's Operations Division for information regarding the purchase of the castings.
 6. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer use Regulations. Trinity Stuart LLC is advised to consult with the Commission's Operations Department with regards to grease traps.
 7. The enclosed floors of the parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.



8. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
9. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided.
10. If Trinity Stuart LLC seeks to discharge dewatering drainage to the Commission's sewer system, they will be required to obtain a Drainage Discharge Permit from the Commission's Engineering Customer Service Department prior to discharge.

Thank you for the opportunity to comment on the 40 Trinity Place project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/ah

- c: J. Warshaw, Trinity Stuart LLC
C. Schlessinger, Epsilon
K. Pedersen, BRA
M. Zlody, BED
P. Larocque, BWSC

August 27, 2013

John FitzGerald, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Reference: 40 Trinity Place, Draft Project Impact Report

Dear Mr. FitzGerald:

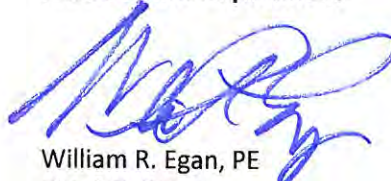
Thank you for the opportunity to comment on the 40 Trinity Place, Draft Project Impact Report Dated July 17, 2013. We look forward to working with the developer to ensure a successful completion of this much needed project.

The Public Works Department has reviewed the document and has the following comments:

1. The Public Works Department requests that the Project Proponent follow our Standard Policy and Procedures for the Construction of Article 80 Projects in the City of Boston. Attached is a copy.
2. During construction the project proponent shall ensure that there is an ADA compliant pedestrian management plan created to ensure safe passage of pedestrians around the project site during construction.
3. When the developer is reconstructing City owned sidewalks at the project location, we requests that a strip of pavers with porous joints be constructed along the curb line to collect rain water with the purpose of reducing stormwater runoff from entering the harbor.
4. All specific repairs shall be reviewed and approved by the Public Works Public Improvement Commission.
5. It is anticipated that the developer will service and maintain specialty sidewalk hardscape and landscape treatments that are beyond the standard features that the City normally operates and maintains.

The PWD looks forward to working with the proponents of this project and the BRA to ensure successful review and approval. If you have any comments please do not hesitate to contact the Engineering Section of Public Works Department at 617-635-4968.

Very Truly Yours,
Public Works Department



William R. Egan, PE
Chief Civil Engineer

attachments

cc: Para Jayasinghe, PE, City Engineer



PUBLIC WORKS DEPARTMENT / Boston City Hall / City Hall Square 02201
Joanne P. Massaro, Commissioner of Public Works
617-635-4900 Fax 617-635-7499



City of Boston Public Works Department

Standard Policy and Procedures for the Construction of Article 80 (Large Project and Small Project Reviews) Projects in the City of Boston

October 2011

The following policies and procedures shall act as a guide for proponents of private development projects (Article 80) in the City of Boston.

Sidewalk Construction

- Americans with Disabilities Act (ADA) compliance; all new construction in the city is required to meet the latest standards of the (ADA). The primary standards/specifications that the City of Boston designs to with respect to the public realm are CMR 521 and the proposed Accessibility guidelines for Pedestrian Facilities in the Public Right of Way, July 26, 2011. Other comments or questions regarding ADA accessibility issues can be addressed to the City's Commissioner for Persons with Disabilities (617)-635-3682.
- Pavers; In general, the city constructs sidewalks with concrete and does not use any pavers or bricks on local or collector roads outside of historic districts. If a developer is proposing to construct a new sidewalk in front of their development with pavers then the material itself shall be approved by the City of Boston Persons with Disabilities and the City's Public Improvement Commission. When proposing a public way that is not constructed with concrete, both the City's Disability Commission and the Public Works Department shall approve that alternative.
- Bricks; Brick pavers may only be used in the City's historic districts when the sidewalk, prior to construction of a particular development, has a brick sidewalk. The only type of brick that the City accepts are wire cut brick pavers (Endicott, Medium Ironspot, No. 46 or Pine Hall, Traditional Edge Paver, Pathway Full Range South Carolina or an approved equal). The use of brick where
- Concrete Sidewalks; The city uses a standard 4,000 psi mix for concrete sidewalks. Sidewalks are to be raked finished with 3/8 inch toweled joints. New sidewalks are to be 6 inches thick and are to be placed on a bed of 6 inches of compacted gravel.
- Pedestrian Ramps; Construction of Pedestrian Ramps shall be based on CMR 521. If a new ramp is constructed to replace an existing ramp, then the receiving ramp across the street shall be reconstructed if it does not meet the latest CMR 521 guidelines.
- Curb cuts; New curb cuts shall be approved by the City's Public Improvement Commission.

**Standard Policy and Procedures for Article 80 Projects in the City of Boston
October 2011**

- Trees: All trees species shall be approved by the Parks Department. Tree pits shall be designed to allow for maximum water filtration and route saturation. If the tree roots do not get sufficient water then the roots rise to the ground surface and push up/warp the sidewalk.
- Bike racks and street furniture: All bike racks, benches or other street furniture shall be approved by the City's Public Improvement Commission. Street furniture shall be placed along the curb line. For sidewalks with width's that are greater than 10 feet street furniture shall be placed along the back of sidewalk. When determining the location of street furniture, keep in mind that a consistent/straight 4 foot path of travel shall be maintained along the entire length of the sidewalk.

Roadway and Street Maintenance

- Maintenance and care of roadway during construction: For development projects under construction, the developer shall ensure that the roadway adjacent to the construction site is maintained in such a manor that the roadway surface shall be drivable. Any potholes and ruts that are the result of construction vehicles shall be patched as soon as practicable.
- Street sweeping: During construction, particularly during the excavation and foundation installation stages, trucks leaving the site shall be hosed down to prevent dirt and construction remnants from being tracked onto the street. The developer shall ensure that material, dropped or tracked onto the street shall be swept off of the street with a street sweeper.
- Final condition: Upon completion of the project the developer shall ensure that the sidewalks and road adjacent to the construction project a restored to the same or better condition as the city's road and sidewalk assets were prior to construction.
- Utility work: Trench excavation in the street or sidewalk shall be fully supported and designed in accordance with AASHTO Guidelines. Backfilling of all trenches shall be done in accordance with the "Rules and Specifications for Excavation Activity in the City of Boston. Public Works has a 100% haul away policy for all excavated materials. All backfill shall be clean, well graded fill compacted to ASTM T-120.
- Construction – No construction work such as pre assembly of building elements shall be done outside the fenced in limits of the project site without prior approval of the Public Works Department or the Boston Transportation Department.

Dewatering during construction

- For any project that requires dewatering during construction, the developer shall prepare a dewatering plan which shall be reviewed by the Boston Groundwater Trust (bgwt.org). The plan shall show the methodology for

dewatering, steps taken to limit drawdown of the water table outside of the construction area and the groundwater methodology.

Effects of Support of Excavation during Construction on City Streets

- When support of excavation is required to allow for the construction of a foundation it shall be designed for minimal deflection or disruption to the soil it is laterally supporting. If cracks or settlement of the adjacent roadway occurs during construction the project proponent will be responsible for reconstructing the roadway to its original condition. If it is determined by the City Engineer that extensive settlement and cracking of the roadway has occurred the proponent may be required to fully reconstruct the roadway and sub-base and compact the underlying soil.

Crane Use on City Streets

- Portable cranes brought to the site that are placed in the street for the purpose of lifting into place building materials or other construction components shall have a predetermined maximum lifting capacity based on the type of crane, its maximum reach and the size of the project area. The developer shall ensure that at all times there is sufficient factor of safety during raising or lowering material or equipment to eliminate the possibility of overturning or other failure of the crane apparatus'. The developer shall also determine the bearing capacity of the soil under the crane and that a cribbing system shall be installed when necessary to prevent settlement of the soil or potential crushing of underground utilities.

Demolition/Hazardous Materials Removal

- All hazardous materials being removed from the site shall be properly disposed of. Collection of hazardous materials shall meet all city, state and federal guidelines.

Drainage

- Water generated from construction activities shall be filtered through sedimentation basins prior to draining to the city's drainage system. The developer will be responsible for retaining an EPA NPDES Construction General Permit. <http://cfpub.epa.gov/npdes/stormwater/cgp.cfm>

Street lighting

- For projects where the developer will be installing street lighting on City sidewalks; the City of Boston street light standards, drawings and

**Standard Policy and Procedures for Article 80 Projects in the City of Boston
October 2011**

specifications are available from the street light section located on Frontage Road in South Boston. All street lighting plans, weather standard or non-standard equipment, shall be reviewed and approved prior to construction by the City's street lighting group.

Utilities

- Excavation in the public way for replacement or connection to utilities shall be approved by both the Public Works Department and the Boston Transportation Department. The Public Works Department issues a permit to perform excavation and utility work. The Transportation Department approves the hours that the work can be performed and the traffic management plan. Excavation and backfilling shall be in accordance with the City's Rule and Specifications for Excavation Activity within the City of Boston guide dated 2-10-2009.

Reference Documents

- Pavement Guide for the Reconstruction and Overlay of City of Boston Streets. October 2011
- Sidewalk Guide for the Reconstruction of Sidewalks in the City of Boston, October 2011
- Excavation and backfilling shall be in accordance with the City's Rule and Specifications for Excavation Activity within the City of Boston guide, 2-10-2009.
- City of Boston Public Works Department Sidewalk Construction and Rehabilitation Policy for Non-Arterial (local and collector) Streets, September 2011
- City of Boston Street Lighting Specifications



Deval L. Patrick, Governor
Richard A. Davey, Secretary & CEO



Via Electronic Mail

September 16, 2013

Mr. John M. Fitzgerald
Senior Project Manager
Boston Redevelopment Authority
Boston City Hall, 9th floor
One City Hall Square
Boston, MA 02201

re: 40 Trinity Place DPIR

Dear Mr. Fitzgerald:

With this letter, the Massachusetts Department of Transportation ("MassDOT") is submitting its comments on the Draft Project Impact Report ("DPIR") for 40 Trinity Place (the "Project").

Please note that we have had only a short time in which to review the project. We appreciate the willingness of the Project development team and the Boston Redevelopment Authority to meet with MassDOT staff last week to discuss the proposed development.

As we described at that meeting, MassDOT is concerned about potential impacts to the Clarendon Street on-ramp to the Massachusetts Turnpike that will result from the shared local service access and parking at the ramp entrance. We would note that the ramp is an entrance to an interstate

Ten Park Plaza, Suite 4160, Boston, MA 02116

Tel: 857-368-4636, TTY: 857-368-0655

www.mass.gov/massdot

John M. Fitzgerald
Boston Redevelopment Authority
September 16, 2013
page two

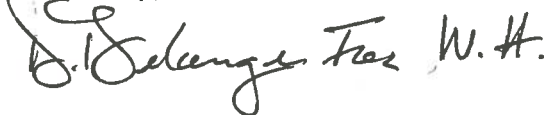
highway and that changes affecting it therefore may be subject to a higher level of review.

MassDOT has every expectation that the issue can be successfully addressed by the Project developer. MassDOT recognizes the importance of proceeding with the Project and wants to accommodate the BRA's review and approval schedule. We are available to work with you, the Project developer, and all abutters to develop a satisfactory design for the local access road and ramp entrance.

John M. Fitzgerald
Boston Redevelopment Authority
September 16, 2013
page two

We appreciate the opportunity to comment on this project and look forward to working with you and all involved. Please coordinate further meetings with David Belanger, District 6 Operations, at 617-377-7164 or David.Belanger@dot.state.ma.us.

Sincerely,

A handwritten signature in black ink that reads "W. Heller" with a stylized flourish at the end.

Walter Heller
District 6 Highway Director

cc via electronic mail:

Francis DePaola, Highway Division Administrator, MassDOT
Jeffrey A Simon, Assistant Secretary, MassDOT
Peter Cavicchi, District 6 Design, MassDOT
David Belanger, District 6 Operations, MassDOT
Raj Kulen, District 6 Traffic, MassDOT
John Romano, Municipal Affairs Liaison, MassDOT
William Tuttle, Office of Real Estate and Asset Development, MassDOT
Jordan Warshaw, HRV Development
Christian Regnier, Goulston & Storrs
Guy Busa, Howard Stein Hudson
David Stewart, Boston Properties



September 11, 2013

Mr. John FitzGerald
Boston Redevelopment Authority
One City Hall Square
Boston MA 02201

RE: 40 Trinity Place Project Notification Form

Boston Landmarks Commission

**City of Boston
The Environment
Department**

Boston City Hall/ Room 805
Boston, Massachusetts 02201
617/635-3850

www.cityofboston.gov/landmarks

Lynn Smiledge, Chair
John Freeman, Vice Chair
John Amodeo
David Berarducci
Susan Goganian
Thomas Herman
Kirsten Hoffman
Thomas Hotaling
Adam Hundley
Diana Parcon
Susan D. Pranger
Yanni Tsipis
Charles Vasiliades
Richard Yeager
Ellen J. Lipsey, Exec. Director

Dear Mr. FitzGerald:

The Boston Landmarks Commission (BLC) appreciates the opportunity to comment on the PNF for 40 Trinity Place.

Section 3.4 Historic and Archaeological Resources should reflect that the Stuart Street Historic Area is eligible for listing in the National Register. It is not listed because of owner objection not because the area is not worthy.

The staff of the BLC looks forward to design review for this project.

Sincerely,

Elizabeth A. Stifel, AIA, LEED AP BD+C
Staff Architect

cc: Brona Simon, Massachusetts Historical Commission

Boston Groundwater Trust

229 Berkeley St. Fourth Floor, Boston, MA 02116
617.859.8439 voice – 617.288.8750 fax
www.bostongroundwater.org

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Brian Swett
Keith Williams

Executive Director

Elliott Laffer

August 8, 2013

Mr. John FitzGerald, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Subject: 40 Trinity Place

Dear Mr. FitzGerald:

Thank you for the opportunity to comment on the Draft Project Impact Report for 40 Trinity Place. The Boston Groundwater Trust was established to monitor groundwater levels in sections of the City where the integrity of building foundations is threatened by low groundwater levels and to make recommendations for solving the problem. Therefore, my comments are restricted to groundwater related issues.

As noted at the scoping session the Trust's comment letter written in response to the Project Notification Form for this project was not included in the DPIR document for this project. After the proponent and the Authority were made aware of this omission and the Trust's comments the proponent prepared a response letter to the Trust.

As stated in the DPIR, the project is located in the Groundwater Conservation Overlay District established under Article 32 of the Zoning Code. The proponent committed in the DPIR to meet the recharge requirements in the GCOD. In the follow-up letter sent to the Trust the proponent states that the infiltration system will be located near the loading area in the back of the site. The letter also states that the final design and stormwater calculations will be submitted to the Boston Water & Sewer Commission for their review and approval with a copy being provided to the Trust.

As stated in the PNF and in the response to comments section of the DPIR the existing building includes a basement level and a partial sub-basement level. At the scoping session and in the subsequent letter sent to the Trust the proponent stated that the existing sub-basement level will be filled as part of the project. The proponent also stated that the remainder of the building is above elevation 8 BCB and the site groundwater levels. The proponent stated that construction below El. 8 will include the use of discrete pile foundations. The proponent also stated that any penetrations through the basement slab will be fully waterproofed as needed to mitigate potential water seepage into the basement or impacts to area groundwater levels. Article 32 requires that the project provide a certification, stamped by a professional engineer registered in Massachusetts, showing how it will not cause a reduction in groundwater levels on site or on adjoining lots. Since the pile foundations will penetrate through the basement slab this certification needs to describe how

the piles will not allow groundwater to enter the building or lower groundwater levels. In addition, the certification should address how any existing utility connections, whether currently functioning or abandoned, will be sealed to assure that there will be no leakage of groundwater into the filled-in subbasement space.

As noted at the scoping session the Trust has two existing groundwater observation wells located in the southern sidewalk of Stuart Street that runs from Trinity Place to Clarendon Street. The DPIR states that this southern portion of Stuart Street sidewalk will be rebuilt and widened to enhance the pedestrian realm. The two wells are located next to the curb line and special care must be taken when the sidewalk is rebuilt and widened to avoid disturbing these wells. The proponent acknowledged that the wells will be properly identified beforehand and cared for during construction of the new sidewalk.

I look forward to working with the proponent and the Authority to assure that the project can have only positive impacts on area groundwater levels.

Very truly yours,



Elliott Laffer
Executive Director

Cc: Kathleen Pedersen, BRA
Maura Zlody, BED

Boston

John FitzGerald
Sr. Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

July 30, 2013

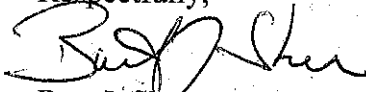
Dear Mr. FitzGerald:

Regarding the Project Notification Form for the 40 Trinity Place project submitted to the BRA on July 17, 2013 the Boston Fire Department requires the following issues addressed by a qualified individual.

1. Emergency vehicle site access to the new buildings as well as existing buildings that might be affected.
2. Impact on availability and accessibility of hydrant locations for new buildings as well as for any existing buildings that might be impacted.
3. Impact on availability and accessibility to siamese connection locations for new buildings as well as for any existing buildings that might be impacted.
4. Impact that a transformer vault fire or explosion will have on the fire safety of the building. Particularly as it relates to the location of the vault.
5. Need for Boston Fire Department permit requirements as outlined in the Boston Fire Prevention Code, the Massachusetts Fire Prevention Regulations (527 CMR), and the Massachusetts Fire Prevention Laws (MGL CH148).
6. For projects involving air-supported structures, it is critical that the impact of the design has on fire safety relative to the interaction of the area underneath the structure to the structure as well as to the interaction of the structure to the area underneath the structure.

These items should be analyzed for all phases of the construction as well as the final design stage. This project will need permits from the Boston Fire Department as well as the Inspectional Services Department.

Respectfully,



Bart J. Shea
Fire Marshal

Cc: Paul Donga, FPE, Plans Unit, BFD



Thomas M. Menino, Mayor / FIRE DEPARTMENT / 115 Southamptton Street / Boston, MA 02118