



March 14, 2014

Mr. Brian Golden, Acting Director
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Boston Public Market, Blackstone Street, Boston

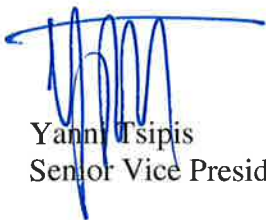
Dear Director Golden:

We are pleased to transmit herewith for your consideration the enclosed Application for Small Project Review, which we are submitting on behalf of the Boston Public Market Association pursuant to Article 80E of the Boston Zoning Code. This submission is being made in connection with the proposed construction of a new year-round public market in the ground floor of the Parcel 7 Garage, located at 136 Blackstone Street in Boston.

The proposed Boston Public Market project will bring fresh, locally-produced, healthy foods into the downtown core and will quickly become a major civic amenity for Boston. The project will serve all Bostonians and will help to promote urban public health, environmentally sustainable lifestyles, and the bounty of our local farms, dairies, and fisheries.

We are grateful for your consideration of this extraordinary project and look forward to your review of the above-referenced matter.

Very truly yours,



Yanni Tsipis
Senior Vice President

CC Liz Morningstar, CEO, Boston Public Market Association
Heather Campisano, Chief of Staff/Deputy Director for Development Review
Casey Hines, Project Manager



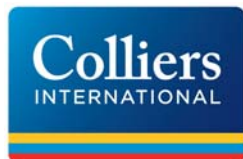
BOSTON PUBLIC MARKET



Application for Article 80 Small Project Review
Boston Redevelopment Authority
March 14, 2014

Submitted By:
Colliers International
Boston, MA

On Behalf of:
Boston Public Market Association
Boston, MA



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I - PROJECT SUMMARY



1.0 – PROJECT SUMMARY

The Boston Public Market (the “Proposed Project”) is a permanent year-round market located on the ground floor of the Massachusetts Department of Transportation’s (“MassDOT”) Parcel 7 facility at 136 Blackstone Street, Boston, Massachusetts. The Proposed Project will be the first year-round market located in the city’s new Market District, providing fresh, healthy, local food, and public education about nutrition, cooking and food sources to a broad community.

1.1 – Project Program

The Proposed Project program is summarized in the following table:

<i>Project Use:</i>	Permanent Year-Round Public Market
<i>Project Gross Floor Area:</i>	29,460± GSF, ground floor of existing building to be rehabilitated
<i>Above-Grade Stories:</i>	Five (5) floors: Eastern portion of Floors 2-3 is the new Registry of Motor Vehicles, Western portion of Floors 2-4 is a 310-car public parking garage
<i>Below-Grade Stories:</i>	Partial Basement
<i>Project Height:</i>	Ground Floor of existing five-level structure
<i>Parking Spaces:</i>	None

1.2 – Project Team

The Project team is summarized in the following table:

<i>Project Name:</i>	Boston Public Market
<i>Location:</i>	136 Blackstone Street, Boston, MA
<i>Owner/Proponent:</i>	Boston Public Market Association PO Box 52385 Boston, MA 02205 (617) 669-5592 Liz Morningstar
<i>Owner’s Project Manager:</i>	Colliers International 160 Federal Street Boston, MA 02110 (617) 330-8000 Yanni Tsipis Amy Prange
<i>Architects:</i>	Architerra, Inc. 68 Long Wharf Boston, MA 02110 (617) 778-2470 Ellen Watts Michael Grant
<i>Legal Counsel:</i>	Robert Tuchmann robert.tuchmann@gmail.com 617 943-2800



<i>MEP Engineer:</i>	Vanderweil Engineers 274 Summer Street Boston, MA 02210 (617) 423-7423 Alfonso Hernandez Seth Johnson
<i>Structural Engineer:</i>	McNamara/Salvia, Inc. 160 Federal Street Boston, MA 02110 (617) 737-0040 Adam McCarthy Meredith Mitchell
<i>Civil Engineer:</i>	Nitsch Engineering, Inc. 2 Centre Plaza Boston, MA 02108 (617) 338-0063 John Schmid
<i>Transportation Consultant:</i>	Howard/Stein-Hudson Associates, Inc. 38 Chauncy Street Boston, MA 02111 (617) 482-7080 Guy Busa

1.3 Public Benefits

The Proposed Project will result in a number of significant public benefits, including the following:

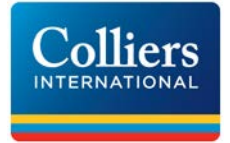
- Transform an existing, vacant ground floor into a vibrant public market that will promote healthy, local food and provide educational outreach;
- Approximately 100 construction jobs over the course of the Project’s construction;
- Approximately 13 new permanent jobs (market manager, facilities manager, etc.); and
- A point of sale for approximately 40-50 year-round vendors and up to 20 seasonal vendors of produce, meat, cheese, fish and seafood producers and specialty products.

1.4 Legal Status

The Proponent is not aware of any legal judgments in effect or legal actions pending that are adverse to the Proposed Project.

The Proponent does not have a history of tax arrears on any property owned within the City of Boston.

The Proponent is leasing the market space from the building owner, MassDOT.



II - PROJECT DESCRIPTION



2.0 – PROJECT DESCRIPTION

The proposed Boston Public Market project (the “Proposed Project”) is an environmentally sustainable year-round public market that will be located in an existing vacant ground floor. The Project will provide Massachusetts farmers, fish and seafood producers, and producers of agricultural and specialty products with a year-round venue for direct sales, and will help to create jobs both at the Public Market and for producers. The Project will provide consumers with an opportunity to both learn about and purchase healthy, sustainable food.

2.1 – Project Site

The Proposed Project is located on the ground floor of the MassDOT Parcel 7 facility at 136 Blackstone Street, Boston, MA. The retail portion of the ground floor of the MassDOT Parcel 7 facility has never been occupied. The Project will occupy and improve approximately 29,460 ± GSF of the ground floor and a portion of the garage penthouse mechanical space and basement. The Project Proponent is leasing the space from MassDOT.

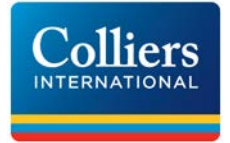
The MassDOT Parcel 7 Building is located on the block bounded by John F. Fitzgerald Surface Road, and Hanover, Congress, New Sudbury Streets. This existing building is situated along the Rose Kennedy Greenway between the North End neighborhood to the east, City Hall Plaza and the John F. Kennedy Federal Building to the west, the Government Center Garage to the north, and the historic Blackstone Block immediately to the south. The project is located at the nexus of Boston’s transportation system, with the Haymarket T station within the existing building, several parking garages nearby, one of which provides reduced rates for shoppers, and easy access from the highway system and city arterials. Importantly for the market, the location is walkable from neighborhoods and offices in the immediate vicinity.

2.2 – Proposed Development

The Proposed Project contains approximately 29,460± square feet of gross floor area on the ground floor, basement and 5th floor of an occupied building. The Project’s program comprises a Market Hall with 92 stall rental modules which can be aggregated flexibly as needed, and which will serve approximately 46± vendors who will lease the space from Boston Public Market Association. Three “Anchor Tenants” add to the program, they include:

1. Demonstration Kitchen at the northwest corner;
2. Bakery at the northeast area of the market, opening to the Plaza; and
3. Seafood Raw Bar or Restaurant at the southeast corner, opening to the Plaza.

The Project will also feature temporary seasonal stalls on the plaza along Surface Road adjacent to the Greenway. The temporary seasonal vendors will utilize folding tables and tents, similar to the operations of a temporary outdoor farmer’s market.



2.3 - Design Concept

The Proposed Project will have several entrances with the main entrance located at the corner of Congress Street and Hanover Street. Additional entrances will be located on Congress Street near the MBTA entrance, Surface Road along the Greenway, on Hanover Street to service customers coming from the parking garage in the building, and at the corner of Congress Street and New Sudbury Street.

The exterior signage for the Proposed Project will include wall-mounted signs and lighting consistent with branding. Lighting the towers of the existing building with seasonably changing colored LED lights is a key branding strategy. Interior canopy signage will direct customers to market specialties.

The 46± permanent stalls are made up of 92 typical 10' wide by 10'-6" wide modules that can be flexibly leased according to the Project's needs. Each vendor will comply with Tenant Design Guidelines to create a consistent look and feel throughout the market but maintain individuality. The Leasing Plan shows 92 modules and 46 utility pylons that can be flexibly leased at least 46 fully plumbed stalls. The Project will upgrade and relocate portions of the existing base building's mechanical, electrical, plumbing and fire protection systems and provide the flexible infrastructure required for an evolving market.

2.4 – Parking

The MassDOT Parcel 7 facility houses an existing parking garage with 310 publicly accessible spaces that is not associated with the Proposed Project. Most of the Project's customers are expected to use public transportation or walk to the market due to the urban location.

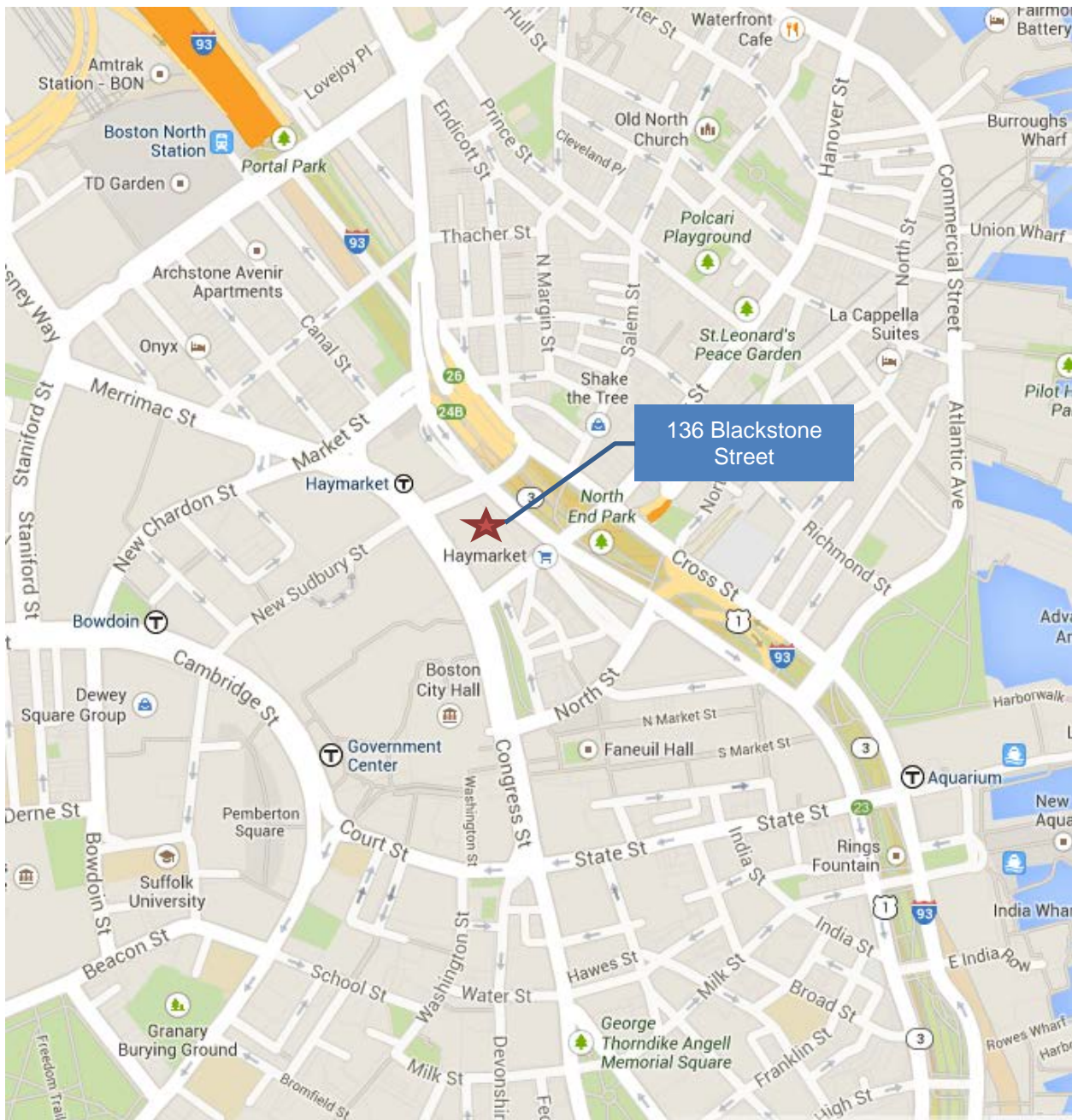


Figure 2-1: Project Locus Map

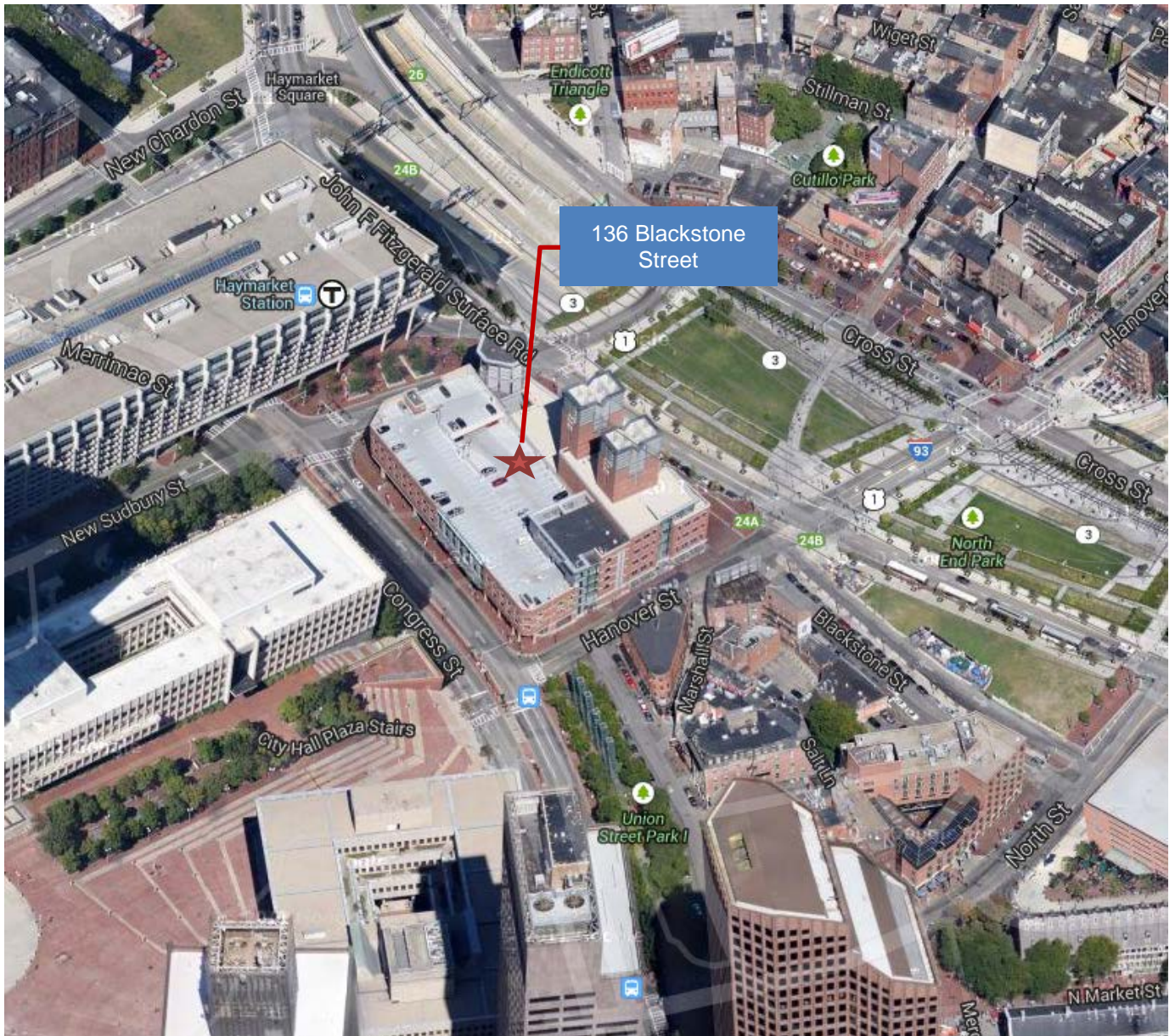
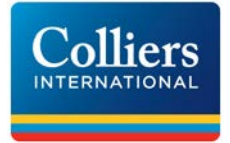
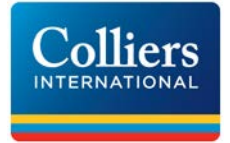


Figure 2-2: Aerial View of Project Context



III - ZONING INFORMATION



3.0 – ZONING INFORMATION

3.1 - Underlying Zoning

The Project Site is located at 136 Blackstone Street in the Government Center/Markets District and consists of approximately 92,778± square feet of land area. The Project Site is located in a Central Artery Special District and falls within the Restricted Parking Overlay Districts. The use, dimensional, design, and other attributes of the Project Site's zoning context are described in and subject to the provisions of Article 49 of the Boston Zoning Code (the "Code"), the Central Artery Special District Article.

3.2 – Voluntary Compliance with Article 37 (Green Building)

The Proposed Project is subject to Small Project Review under Article 80E of the Code due to its location within the Central Artery Special District. The Project size (floor area is less than 50,000 square feet) thus does not trigger the provisions of Code Article 37 (Green Buildings). Nonetheless, the Proponent is committed to promoting environmental sustainability in the built environment and believes that this approach will benefit both the Project and the City of Boston as a whole.

3.3 – Conditional Use Permits

The Project Proponent will be seeking zoning relief to obtain Conditional Use Permits for takeout and for the Demonstration Kitchen.



IV - URBAN DESIGN

4.0 – URBAN DESIGN

4.1– *Physical Context*

The physical character of the local urban context includes the historic 3-6 story brick buildings of the Blackstone Block and the North End, as well as the more recent, larger-scale modernist City Hall Plaza buildings, and the Government Center Garage structure to the north. Historic rooftop, storefront, and painted storefront signage remains at retail establishments such as the Union Oyster House in the Blackstone Block. Market canopies of corrugated metal at the brick facades along Blackstone Street at the Haymarket also contribute to the market character long associated with this area.

Urban open space and a vibrant human-scale pedestrian realm are also a part of the site context. The 52 foot wide (average width) brick terrace immediately to the east of the building, and the Greenway linear park beyond bring plantings and a plaza scale to the immediate vicinity of the market. Blackstone Block to the south is comprised of pedestrian friendly and pedestrian scaled streetfronts, and the Freedom Trail passes the block along the south sidewalk of Hanover Street before crossing the Greenway to the North End. Union Street and its adjacent tree-lined park and Holocaust Memorial, and City Hall Plaza across Congress Street to the west, contribute further urban open space to the context.

The Parcel 7 Building, whose 1st level the Boston Public Market will occupy along with the MBTA Orange Line Station, the large Central Artery Tunnel ventilation chases, the newly completed lobby for the Level 2 Registry of Motor Vehicles, and the vehicular ramp to the parking garage above, is unique in both program and form. Dominated by its two 130 foot tall clusters of brick and metal clad ventilation stacks, the building design aims to harmonize with the adjacent historic buildings by breaking down the structure's large form (it occupies the entire block, and is approximately 300 feet by 187 feet in dimension) into a series of smaller-scale brick-clad volumes with punched openings, and a strongly defined horizontal zoning of base, middle and top. The brick cladding, consistent proportions and horizontal datums of the openings unify the several uses (office building to the east, parking garage to the west, and ventilation building to the northeast and above). The base creates a pedestrian-scale at the streetwall using granite column bases and stringcourse, along with extensive painted steel and glass canopies. The top of the building is defined by a granite cornice at the fourth level, with the fifth floor above set back on the Greenway-Hanover corner to reduce the apparent size of the building.

4.2 - *Urban Design Rationale*

At the urban scale, the Project will be a catalytic element in a growing Market District that includes the existing outdoor public markets and indoor markets in City Hall Plaza, the Blackstone Block and Haymarket, the Parcel 9 Project, and the Cross Street Plaza across the Greenway.

At the pedestrian scale, it will enliven the pedestrian scale and provide an enhanced street life and bring additional public-space programs to the area by adding outdoor market vendor stalls and sidewalk café style outdoor seating at the Parcel 7 Plaza along the Greenway side of the building, and market vendors only outside at the existing colonnade along Congress Street. The produce and activity of the market will be visible through the large areas of storefront glazing that exist at the Parcel 7 Building, and the cross-building connections possible through the market building will allow new pedestrian routes to occur through the long unoccupied Parcel 7 building.

The design retains and enhances the contextual harmony that the original Parcel 7 Building set as a design goal for its exterior. While providing appropriate new signage and entry canopy at the southeast and southwest corners, it avoids any change on the south façade, which faces the Blackstone Block Historic District.

Most importantly from an urban design perspective, the new market serves the City of Boston by bringing a year-round, indoor public market featuring fresh, locally sourced produce, meat, fish, and prepared ready-to-eat foods that are rooted in local traditions back to the city's historic core. The project aims to be synergistic with the adjacent Haymarket, and accompanying data show that Project's financial modelling of the effects of the new market will be beneficial to the Haymarket Vendors.

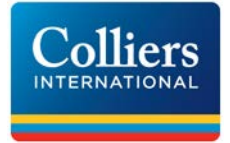
The urban design strategies discussed above are implemented in the architecture of the project by design elements that:

- Retain and reinforce the area's human scale;
- Allow accessible entry to the market from all sides, and at all entrances;
- Provide flexible, lively programming for adjacent public outdoor spaces, and a communal indoor hub at the center of the market space itself;
- Feature the existing granite and brick terrace and sidewalk paving ;
- Strategically reinforce the pedestrian scale with an additional street level canopy at the main entrance (at the Hanover/Congress Street corner) and new pedestrian scale signage at the existing canopies and market storefront; and
- Feature the history of the site and surrounding area at digital display provided at central market hub.

4.3 - Consistency with Neighborhood

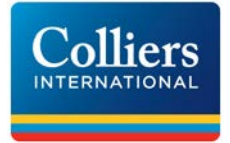
Because the project is largely an interior project located within an existing building whose design was the subject of a rigorous public review process, it is the case that much of the Project's formal consistency with the neighborhood it occupies comes from preserving the facades and canopies of the building as they were originally built. New elements added to the façade seek to continue the palette of materials established by the existing building, and also to add a new element: the Boston Public Market identity. The elements that do this, the tower lighting, the new entrance canopy, building signage that helps to create a human-scaled approach to the building, are designed to continue the retail traditions of signage, canopies, and streetscape established by the surrounding market district, and described in previous sections. Specifically the exterior design is consistent with the neighborhood because it:

- Retains existing parcel 7 building facades which reflect considerable past design efforts reconciling neighborhood, historic, and urban design goals with input by the BRA, the Massachusetts Historic Commission, surrounding neighborhoods, and others;
- Harmonizes with the existing Parcel 7 Building materials and forms;
- Retains the existing large scale storefront windows, revitalizing them with appropriate use;



- Retains the existing retail canopies and enlivens them with appropriate seasonal outdoor programs ;
- Adds appropriate scale and function with the new entry canopy and new signage; and
- Does not alter the façade that faces the historic Blackstone Block.

The Project will catalyze a growing Market District and bring back public market use to an area at the heart of the city that has been home to such uses since the late colonial period. It also enhances the urban open spaces and pedestrian realm of its neighborhood and leverages the vibrant existing pedestrian circulation surrounding the building, creating accessible entries to the market at each side of the building. In this way the design is not only formally consistent, but programmatically consistent with the neighborhood it occupies.



V - TRANSPORTATION



5.0 - TRANSPORTATION

5.1 - Site Location and Existing Conditions

The Proposed Project is located at 136 Blackstone Street in the Government Center neighborhood. The Project Site is served by the following existing roadways:

New Sudbury Street is a principal arterial that runs one-way eastbound and connects Cambridge Street to the west with Cross Street to the east. The entrance to the MassDOT Parcel 7 parking garage and loading dock is off of New Sudbury Street.

John F. Fitzgerald Surface Road is a principal arterial that runs one-way southbound and collects traffic flow from surface roads that comprise the Government Center and Financial District neighborhoods and links these to Purchase Street or an on-ramp to Interstate 93 South/Interstate 90 West.

Hanover Street is a local road that runs two-ways and connects several of the local roads that comprise the North End neighborhood to Congress Street. Hanover Street is closed to traffic between Congress Street and Surface Road on Fridays and Saturdays.

Congress Street is a principal arterial that runs two-ways (one-way adjacent to the Project) and connects New Chardon Street to Purchase Street/Atlantic Avenue and the South Boston Waterfront neighborhood.

In addition to the roadway network outlined above that serves the Project Site, the site is served by numerous public transportation routes and stations, summarized below:

MBTA Green Line, whose Government Center is located within an easy (5-minute) walking distance of the Project Site, and Haymarket station which is located within the existing MassDOT Parcel 7 facility.

MBTA Orange Line, whose Haymarket station is located within the existing MassDOT Parcel 7 facility, and State Street station is located within an easy (5-minute) walking distance of the Project Site.

MBTA Blue Line, whose Bowdoin station and State Street station is located within an easy (5-minute) walking distance of the Project Site.

MBTA Bus Service, whose Haymarket and Government Center stations provide convenient stops on the following bus routes:

- Route #4 (North Station World Trade Center/Federal Courthouse/ South Station)
- Route #15 (Kane Sq or Fields Corner/Ruggles Station/Uphams Corner)
- Route #39 (Forest Hills/Back Bay Station/Copley Copley Square)
- Route #57 (Watertown Yard/Kenmore/Newton Corner/Brighton Center)
- Route #89/93 (Haymarket/Sullivan)
- Route #92 (Haymarket/Sullivan)
- Route #93 (Haymarket/Sullivan via Bunker Hill)
- Route #111 (Broadway/Haymarket/Tobin)



- Route #117 (Wonderland/Maverick/Beach St)
- Route #325 (Medford/Haymarket/Fellsway West, Salem St., I-93)
- Route #326 (Medford/Haymarket/Playstead, High St., I-93)
- Route #352 (Burlington Express)
- Route #354 (Woburn Express)
- Route #424 (Haymarket/Wonderland Salem Depot)
- Route #426 (Central Sq, Lynn/Haymarket)

Due to the central location of the Project Site it is anticipated that most trips made by customers and employees of the Proposed Project will be made on foot and/or by public transportation. A graphic summary of transportation access to the Proposed Project Site is shown on the figures on the following pages.

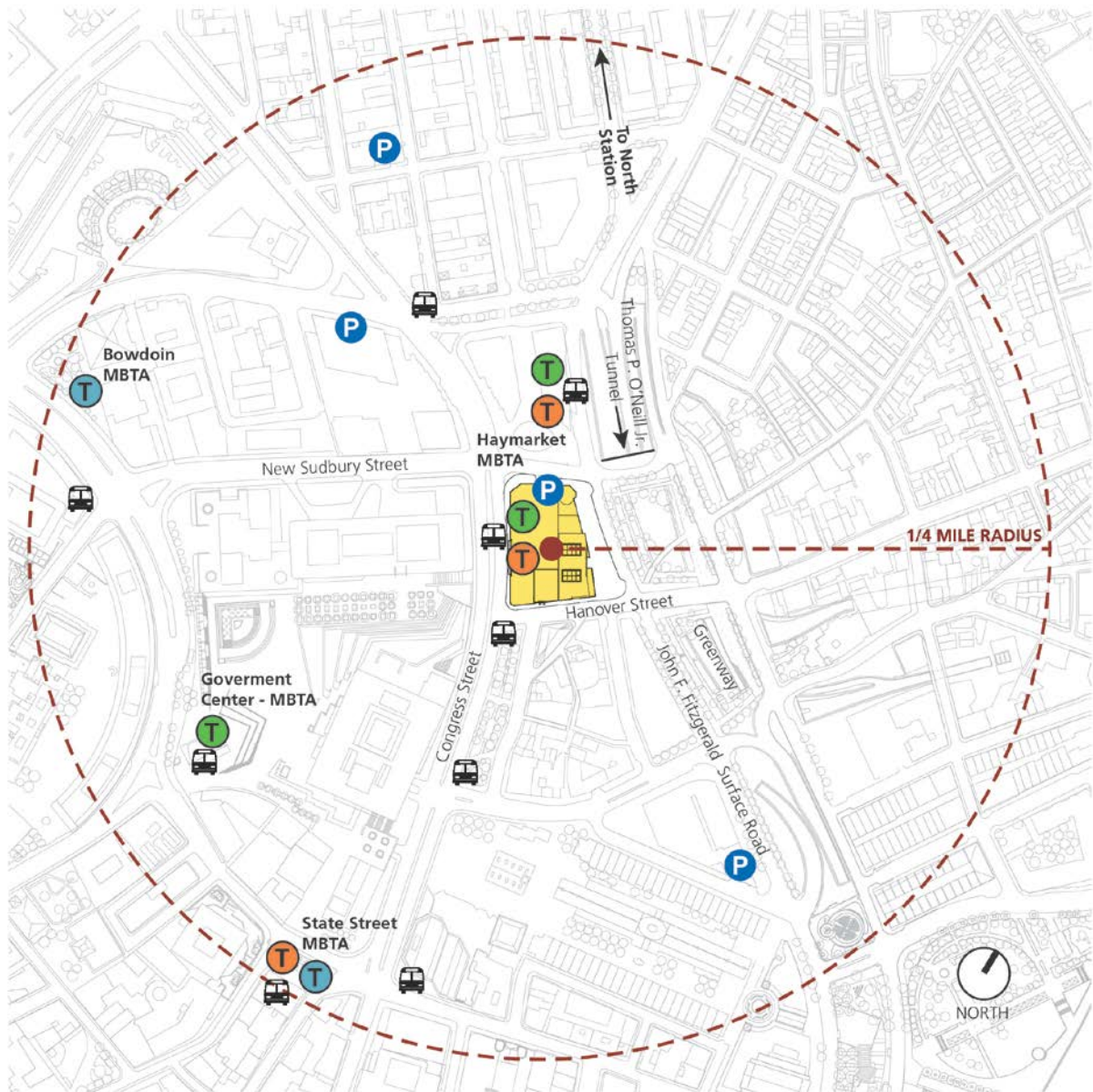
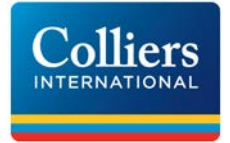
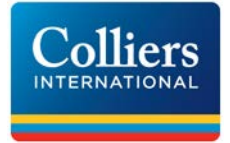


Figure 5-1: Existing Transportation Infrastructure – ¼ mile radius

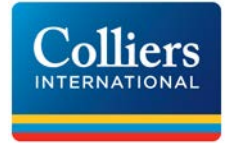


5.2 - Build Conditions & Transportation Mitigation

It is anticipated that transportation-related impacts from the Proposed Project will be minimal due to the low proportion of vehicle trips to total trips of the highly transit-oriented Government Center neighborhood. Most market vendors will deliver goods daily. Ideal delivery time and frequency will vary by vendor. The Project will share the use of the loading dock with MassDOT. The Project will develop an efficient loading schedule for daily use that will be carefully coordinated with the Boston Transportation Department in order to minimize traffic impacts and with MassDOT for coordination of daily use.



VI - ENVIRONMENTAL / INFRASTRUCTURE ANALYSIS



6.0 – ENVIRONMENTAL/INFRASTRUCTURE ANALYSIS

6.1 – Shadow/Daylight

The Proposed Project is located in an existing building and will not cast any new shadows.

6.2 – Groundwater

The Proposed Project is not located in the Groundwater Conservation Overlay District (GCOD), established by Article 32 of the Code. The Proposed Project does not include any below grade site construction and will not affect adjacent groundwater levels.

6.3 – Historic Resources

The Proposed Project's exterior building modifications are subject to Massachusetts Historical Commission (MHC) Section 106 review due to a Memorandum of Agreement for the Central Artery/Tunnel Project and proximity to the Blackstone Block and the North End which are listed on the National Register of Historic Places. The Project will begin the consultation process with the City of Boston Landmarks Commission concurrent with the MHC process. The proposed exterior building modifications will include signage that will not create any adverse impact on any City of Boston Landmarks or Landmark Districts, Massachusetts Historic Register Districts, National Historic Register Districts, or resources listed on the National Register of Historic Places.

6.4 – Construction Impacts

The following section provides a narrative description of the Proposed Project's construction sequence and the measures that will be taken in order to mitigate the associated construction impacts:

6.4.1 - Construction Program

The first steps in construction at the Project Site will be the installation of the site security fence. The limits of site fencing will be coordinated between the Construction Manager and MassDOT and Boston Transportation Department (BTD). New construction will begin with demolition of existing unnecessary utility infrastructure. The Project's new structural elements and utility infrastructure will be installed and coordinated with active systems in the MassDOT Parcel 7 Facility. The Project's interior canopy erection will begin after systems are in place in the slab to support the new construction. Installation of the exterior signage and lighting will follow. The Project's furnishes, fixtures and equipment will be installed at the end of construction in conjunction with vendor stalls.

6.4.2 - Construction Schedule

Complete construction of the building systems, finishes and vendor fit out should take approximately 11 months. Construction is expected to occur between the hours of 7:00 am and 6:00 pm weekdays, pursuant to City of Boston regulations regarding permissible working hours. Furthermore, a construction impacts hotline will be arranged to ensure that residents can immediately report any violations of this policy for the comfort and security of the Project's neighbors.



6.4.3 - Signage

Appropriate signage will be placed along the perimeter of the site to direct pedestrians and to direct truck traffic and deliveries. BTD requires all major construction sites to comply with the Public Awareness Campaign. Project signage (BTD-CWS signs) will be required of the Construction Manager for each specific site and shall contain the following:

- Official address of the site
- The Owner and the intended use of the Project
- The Construction Manager's corporate name
- The telephone number of the Construction Manager's on-site office
- A statement that "Comments on Construction Impacts Welcome"
- BTD Construction Office telephone number

The BTD-CWS signs will be installed at the start of construction at locations chosen by the BTD Construction staff, and will be maintained throughout the entire construction period. The BTD-CWS signs will not be removed until the Certificate of Occupancy is received and all site work, including roadway and sidewalk reconstructions, is complete.

6.4.4 - Construction Waste

The Construction Manager and its subcontractors will take an active role with regard to the reprocessing and recycling of construction waste in keeping with the Proposed Project's overall commitment to environmental sustainability.

Most construction debris is generated from packaging and when raw materials are cut or sized. The Proponent will encourage the construction contractor to take steps such as saving large scraps for use in other projects, returning durable packaging to suppliers, and source separating and recycling smaller scraps and non-durable packaging. The Proponent will also coordinate with the Boston Materials Resource Center and direct materials to them where possible to reduce the amount of surplus building material that is sent to landfills.

For those materials which cannot be recycled, solid waste will be transported in covered trucks to an approved solid waste facility, per the Department of Environmental Protection (DEP) Regulation for Solid Waste Facilities, 310 CMR 16.00. This requirement will be specified in the Contract Documents.

6.4.5 - Construction Traffic Impacts

The numbers of on-site workers required during the construction period will vary on a typical day compared to the peak of construction. Because the construction workers will arrive and depart during off-peak traffic periods (typically 7:00AM – 3:00PM), they are not expected to significantly affect traffic conditions in the Project area.

Personnel will arrive at the job site either by public transportation or by personal vehicles. No personal vehicles will be allowed to park at the Project Site, and workers will be encouraged to carpool whenever possible. Subcontractors will also be instructed to encourage their employees to use public transportation. Tradespeople will be permitted to store tools in locked job boxes on site, as another means to encourage public transit use.

The Project's compliance with the Boston Resident Jobs Policy will ensure that much of the on-site workforce will commute from city neighborhoods with good access to public transportation.



6.4.6 - Truck Routes and Volumes

Truck traffic will vary throughout the construction period, depending on the specific construction activity that is occurring. Construction truck access to and from the Project Site for delivery of supplies, materials, and removal of waste required for the Project will be limited to the truck routes established in cooperation with the construction trades and the Boston Transportation Department in advance of the start of construction.

No truck idling or queuing will be permitted on the jobsite or on any community street prior to 7:00 am.

6.4.7 - Off-site Staging

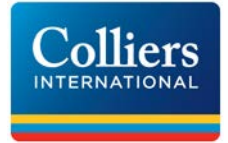
The following measures will be taken regarding off-site staging to minimize impacts to the surrounding neighborhood:

- At no time will City streets be used for lift placement, staging of trucks, and/or off-loading of trucks without permit application and issuance.
- Any truck unable to immediately access the jobsite upon arrival will be directed to off-site areas not on a public way.
- During the superstructure phase, concrete trucks will be radio dispatched. Rebar and accessories will be managed within the staging area that the superstructure concrete subcontractor will be required to provide.
- For local materials, including masonry and interior finishes, drywall, etc., local vendors will supply material with their own staging plan controlled by scheduled deliveries. Deliveries will be stopped for any subcontractor that does not comply with time dispatch by the site Superintendent.
- Large equipment and out of state deliveries such as windows will be managed through assignment to yards in Everett, Chelsea, Somerville, or other similar location.
- All concrete trucks will be radio dispatched and controlled to avoid standing.

6.4.8 - Construction Air Quality

Impacts to air quality can come from construction equipment emissions and from fugitive dust. To reduce dust levels and minimize impacts on the local environment, the Construction Manager will adhere to a number of strictly enforced mitigation measures, including the following:

- All construction debris will be placed in onsite dumpsters for recycling and prompt removal; these dumpsters will be covered prior to removal.
- Construction practices will be monitored to ensure that unnecessary transfers and mechanical disturbances of loose materials and any emissions of dust are minimized.
- Because there is no significant excavation occurring on the Project Site, relatively little material will need to be trucked away.



6.4.9 - Odor and Noise Control

The Construction Manager will employ the following measures to reduce the potential for any nuisance odors associated with earthwork during construction:

- Reducing the amount of time that excavated material is exposed to the open atmosphere;
- Maintaining the construction site so as to minimize trash, garbage, and debris.

The Construction Manager will employ the following measures to reduce the potential for any nuisance odors associated with diesel emissions:

- Turning off diesel combustion engines on construction equipment not in active use and on trucks that are idling while waiting to load or unload material for five minutes or more.
- Locating combustion engines away from sensitive receptors such as fresh air intakes, air conditioners, and windows.

6.4.10 - Construction Noise

Every reasonable effort will be made to minimize the noise impact of construction activities. The Construction Manager will employ the following measures to reduce construction noise:

- Ensuring that construction work hours begin no earlier than 7:00 am, including equipment warm-up;
- Using appropriate mufflers on all equipment and on-going maintenance of intake and exhaust mufflers;
- Muffling enclosures on continuously running equipment, such as air compressors and welding generators;
- Using less noisy specific construction operations and techniques where feasible (e.g., mixing concrete off-site instead of on-site);
- Selecting the quietest of alternative items of equipment (e.g., electric instead of diesel-powered equipment, hydraulic tools instead of pneumatic impact tools);
- Scheduling equipment operations to keep average noise levels low, synchronize noisiest operations with times of highest ambient noise levels, and to maintain relatively uniform noise levels;
- Turning off idling equipment.



6.4.11 - Vibrations

Nearly all of the Project's construction will be interior to the existing building. All means and methods for performing work at the Project Site will be evaluated to minimize potential vibration impacts on the adjacent properties and other nearby buildings.

6.4.12 - Rodent Control

The Construction Manager will implement measures designed to minimize any rodent-related issues associated with the construction of the Project. Rodent inspection monitoring and treatment will be carried out before, during and at the completion of all construction work for the Project, in compliance with the City's requirements. Rodent extermination prior to work start-up will consist of treatment of areas throughout the Project Site. During the construction process, regular service visits will be made. The rodent control program will be coordinated with abutters.

6.4.13 - Snow Removal

The Construction Manager and its subcontractors will remove snow from all public areas affected by their work. This will be done at least daily to ensure that all sidewalks in front of the Project Site are reasonably clear of snow and ice during working hours. Snow removal will be coordinated with the MassDOT Building Manager and the Registry of Motor Vehicles.

6.4.14 - Cleaning

Streets and sidewalks in front of the Project Site will be cleaned by hand and/or by Pelican or similar street sweeping machines as needed through the course of the Project's construction.

6.4.15 - Coordination

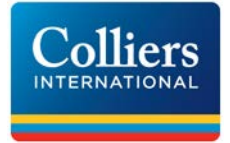
To minimize the potential cumulative traffic and parking impacts of proposed construction in the Government Center neighborhood, the Proponent and the Construction Manager will coordinate its construction impact mitigation program with other projects in the vicinity.

6.5 – Infrastructure

The Proposed Project is located in a currently occupied building at 136 Blackstone Street. The Project Site is well-served by existing utility infrastructure, including the following services:

- (2) 4" and (1) 2" BWSC Domestic Services located in Hanover Street, the Project is served by one of the 4" services;
- 8" BWSC Fire Water Services located in Hanover Street;
- 15" BWSC Storm Drain located in Hanover Street;
- 6" BWSC Sanitary Sewer located in Hanover Street;
- 6" (2 psi) National Grid Natural Gas service located in Hanover Street; and
- NSTAR Electrical service rated at 4000A, 480Y/277V. The existing collector bus at present is tapped three times to feed MDP (800A), MDP-G (400A) and MDP-T (1000A), a fourth tap of the collector bus is required to serve a new switchboard dedicated to the Project.

The Proposed Project will be served by these existing services and it is not anticipated that any increase in the size of street service will be required in connection with the Project's development.



VII - SUSTAINABILITY



7.0 – SUSTAINABILITY

These design elements demonstrate the Proponent’s belief that sustainability in the built environment transcends the LEED rating system and also requires development projects to be designed to help their long-term occupants adopt environmentally sustainable lifestyles and consumer behavior.

7.1 - Codes & Sustainability Standards

Fit-up of the Proposed Project in the Parcel 7 building will be designed to meet or exceed Commonwealth of Massachusetts building code including 780 CMR 115.AA, the “Stretch Energy Code.” It will also be designed to conform to Executive Order 484, Leading by Example - Clean Energy and Efficient Buildings, requiring conformance with LEED Plus with specific energy, water and smart growth targets. As required by the RFP, the design will also be certifiable under LEED 2009 Commercial Interiors (CI).

7.2 - Performance Metrics & Modeling

The performance of the Project’s facility will be readily measurable using controls and metering included in the mechanical system. This will allow ongoing control and improvement to the building systems and provide continuous feedback about the utility costs for vendors and the overall environmental performance of the Market. This puts the Boston Public Market on the forefront of sustainability by providing data for comparison to other facilities across the country.

7.3 - Durable Materials & Waste Handling

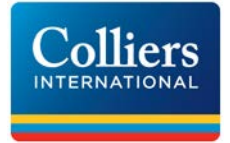
The interiors finishes are durable and cleanable surfaces that are environmentally friendly and do not require frequent refinishing or the application of sealants. The floors are polished, stained concrete requiring minimal maintenance.

Organic waste handling and recycling are provided. Recycling an array of materials, most importantly cardboard boxes will be accommodated throughout the space and in the loading dock. Dry paper and cardboard will be bundled and recycled by a recycling vendor, the bundling done on site using bailer machine to be located at the back of house loading dock area. A separate dumpster, appropriate for organic matter will also be accommodated in the loading area.

7.4 - Lighting

All lighting in the Project will be by highly efficient fluorescent or LED sources. A flexible overhead grid system allows mounting of high efficiency LED fixtures for both general illumination and focused display lighting. Ambient light is relatively low (approximately 20 foot candles) for energy savings, and is combined with display light and special area lighting for commons (café, and eating areas, for example) to provide dramatic effects.

Advances in LED lighting now makes it possible to achieve the high light levels required (80 foot candles) without the high energy cost or increases in heat load that used to be normal. LED lighting also allows for a better color range than fluorescents with far less maintenance costs, and the variety in shape and small size of LED fixtures allow for adjustable and discrete display and signage lighting. Energy efficient LED’s, individually adjusted through low voltage controls and integrated with daylight and occupancy sensors, can reduce lighting energy by 50%.



VIII - PUBLIC BENEFITS & COMMUNITY OUTREACH



8.0 – PUBLIC BENEFITS AND COMMUNITY OUTREACH

The Proposed Project is located in between the Blackstone Block, Greenway, North End, Government Center Garage and City Hall plaza. The Project will catalyze a growing Market District and bring back public market use to an area at the heart of the city that has been home to such uses since the late colonial period. It also enhances the urban open spaces and pedestrian realm of its neighborhood and leverages the vibrant existing pedestrian circulation surrounding the building, creating accessible entries to the market at each side of the building. As a result of this commitment the Proposed Project will deliver a range of public benefits to the surrounding community and the City of Boston as a whole. These benefits include the following:

- Transform an existing, vacant ground floor into a vibrant public market that will promote healthy, local food and provide educational outreach;
- Approximately 100 construction jobs over the course of the Project's construction;
- A point of sale for approximately 40-50 year-round vendors and up to 20 seasonal vendors of produce, meat, cheese, fish and seafood producers and specialty products.
- A Demonstration Kitchen to help educate customers on healthy and seasonal meals that can be created with the use of goods bought from vendors in the market.

In addition to these commitments to public benefits to be delivered in connection with the Proposed Project's development, the Proponent has engaged in an extensive community outreach program in advance of this filing in an effort to ensure that the Proposed Project's abutters, community neighbors, and elected officials have had an opportunity to review and comment on the Project even before it is submitted to the BRA to begin the formal community process. The Project will continue its outreach to neighboring communities and to new and existing businesses operating in the Market District.

A synopsis of outreach meetings that have been held to date to discuss the Proposed Project with community stakeholders is as follows:

- **Public Market Community Workshop (Wednesday, February 23rd, 2011 5:30-7:30pm, 100 Cambridge Street)**
 - *Open to the Public
 - This meeting was a venue to learn exchange information and provide input for a year-round public market in Boston. Presenters from the Massachusetts Department of Agricultural Resources and Project for Public Spaces provided an overview of the project and listened to the public's ideas on how to make it succeed.
- **Public Market Vendor Informational Meeting (Thursday, February 24th, 2011 10-12pm, State House)**
 - *Open to the Public
 - Presenters from the Massachusetts Department of Agricultural Resources (MDAR) and Project for Public Spaces (PPS) provided an overview and update of the project and described ways producers will be able to participate as vendors. Most important, they heard



producers' expectations and recommendations to make it an interactive and viable place to do business.

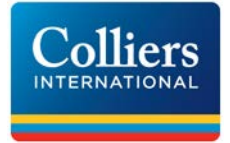
- **Public Market Commission Meeting (August 9, 2011, 10:00 AM) – 136 Blackstone**
 - *Open to the Public
 - Commission members reviewed the goals of the Commission, the history of the project and Parcel 7. They ended the meeting by opening it up for public comments and questions from the audience.
Commission Members in Attendance:
 - *Scott Soares, Commissioner of the Massachusetts Department of Agricultural Resources, Chair*
 - *Nancy Brennan, Executive Director of the Rose Kennedy Greenway Conservancy*
 - *Nancy Caruso, resident of Boston, recommended by Mayor Thomas M. Menino*
 - *Carole Cornelison, Commissioner of the Massachusetts Department of Capital Asset Management*
 - *Jacquelyn Indrisano, representing state Senator Petrucelli*
 - *Mary Griffin, Commissioner of the Massachusetts Department of Fish and Game*
 - *Lauren Shurtleff, Planner, designee of the Executive Director of the Boston Redevelopment Authority*
 - *Bill Tuttle, Deputy Director for Real Estate and Asset Development*

- **August 17th Commission Meeting - Subcommittee on Farms Meeting (August 17, 2011, 1:00 PM) – State House**
 - *Open to the Public
 - Subcommittee members discussed the implementation plan of the market and the membership with the Haymarket Pushcart Association and members of the public.
Commission Members in Attendance:
 - *Scott Soares, Commissioner of the Massachusetts Department of Agricultural Resources, Chair*
 - *Nancy Caruso, resident of Boston, recommended by Mayor Thomas M. Menino*
 - *Carole Cornelison, Commissioner of the Massachusetts Department of Capital Asset Management*
 - *Jacquelyn Indrisano, representing state Senator Petrucelli*
 - *Mary Griffin, Commissioner of the Massachusetts Department of Fish and Game*
 - *Lisa Schifilliti, representing State Representative Gailanne Cariddi*
 - *Lauren Shurtleff, Planner, designee of the Executive Director of the Boston Redevelopment Authority.*

- **August 24th Commission Meeting - Subcommittee on Farms Meeting(August 24, 2011, 3:00PM) – Stillmans Farm**
 - *Open to the Public
 - Subcommittee members discussed the history of public markets in downtown Boston and then had a question and answer forum with interested farm vendors and members of the public on how to successfully create a public market.
Subcommittee Members in Attendance:
 - *Scott Soares, Commissioner of the Massachusetts Department of Agricultural Resources, Chair*
 - *Carole Cornelison, Commissioner of the Massachusetts Department of Capital Asset Management*
 - *State Representative Gailanne Cariddi*
 - *Lauren Shurtleff, Planner, designee of the Executive Director of the Boston Redevelopment Authority*



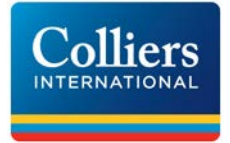
- *Bill Tuttle, Deputy Director for Real Estate and Asset Development*
- **August 31st Commission Meeting – Subcommittee on Fish and Seafood (August 31, 2011, 3:00 PM) – 100 Cambridge Street**
 - *Open to the Public
 - Subcommittee members conducted a question and answer forum with the public and all interested fish producers on the needs of fish and seafood vendors.
Subcommittee Members in Attendance:
 - *Mary Griffin, Commissioner of the Massachusetts Department of Fish and Game, Chair*
 - *Nancy Caruso, resident of Boston, recommended by Mayor Thomas M. Menino*
 - *Jacquelyn Indrisano, representing state Senator Petrucelli*
 - *Lauren Shurtleff, Planner, designee of the Executive Director of the Boston Redevelopment Authority.*
 - *Bill Tuttle, Deputy Director for Real Estate and Asset Development*
- **September 7th Commission Meeting - Subcommittee on Specialty Foods (September 7, 2011, 4:30PM) – 1 Ashburton Place**
 - *Open to the Public
 - Subcommittee members conducted a question and answer forum with the public and interested specialty food producers on the needs of specialty food vendors.
Subcommittee Members in Attendance:
 - *Carole Cornelison, Chair, Commissioner of the Massachusetts Department of Capital Asset Management*
 - *Nancy Brennan, Executive Director of the Rose Kennedy Greenway Conservancy*
 - *Nancy Caruso, resident of Boston, recommended by Mayor Thomas M. Menino*
 - *Mary Griffin, Commissioner of the Massachusetts Department of Fish and Game*
 - *Lisa Schifilliti, representing State Representative Gailanne Cariddi*
 - *Lauren Shurtleff, Planner, designee of the Executive Director of the Boston Redevelopment Authority*
- **October 14th Commission Meeting (October 14, 2011, 2:00PM) – 100 Cambridge Street**
 - *Open to the Public
 - Commission members voted to move into Executive Session to conduct a strategy session in preparation for negotiations with non-union personnel pursuant to M.G.I. c.30A, §21 (2).
Commission Members in Attendance:
 - *Scott Soares, Commissioner of the Massachusetts Department of Agricultural Resources, Chair*
 - *Nancy Brennan, Executive Director of the Rose Kennedy Greenway Conservancy*
 - *Nancy Caruso, resident of Boston, recommended by Mayor Thomas M. Menino*
 - *Mary Griffin, Commissioner of the Massachusetts Department of Fish and Game*
 - *Lauren Shurtleff, Planner, designee of the Executive Director of the Boston Redevelopment Authority*
 - *Bill Tuttle, Deputy Director for Real Estate and Asset Development, designee of Secretary Rich Davey, Massachusetts Department of Transportation*
- **Public Market Commission Community Meeting (September 18, 2012) – 100 Cambridge Street**
 - *Open to the Public
 - Commission members received an update from the Boston Public Market Association and ended with a Question and Answer session with the public.



- **Public Market Commission Community Meeting (March 28, 2013) – 100 Cambridge Street**
 - *Open to the Public
 - Commission members received an update from the Boston Public Market Association and ended with a Question and Answer session with the public.

- **Public Market Commission Community Meeting (June 27, 2013) – 10 Park Plaza**
 - *Open to the Public
 - Commission members received an update from the Boston Public Market Association and ended with an open public comments sections with questions from the audience.

- **Public Market Commission Community Meeting (October 3, 2013) – 100 Cambridge Street**
 - *Open to the Public
 - Commission members received an update from the Boston Public Market Association and ended with an open public comments sections with questions from the audience.



IX - FIGURES



Site Context: East



Site Context Images – 1

Site Context: South



Site Context Images – 2

Site Context: West

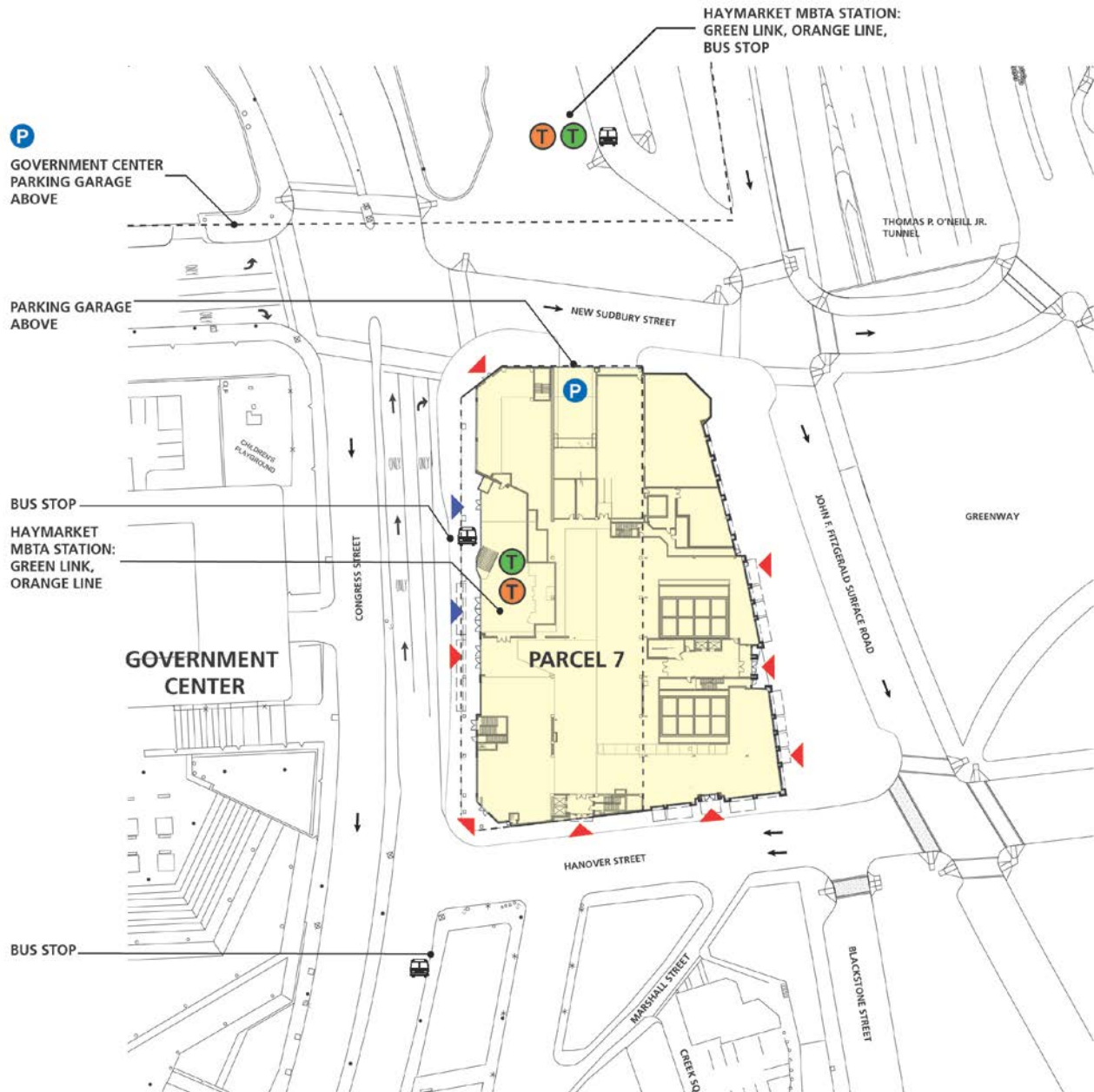


Site Context Images – 3

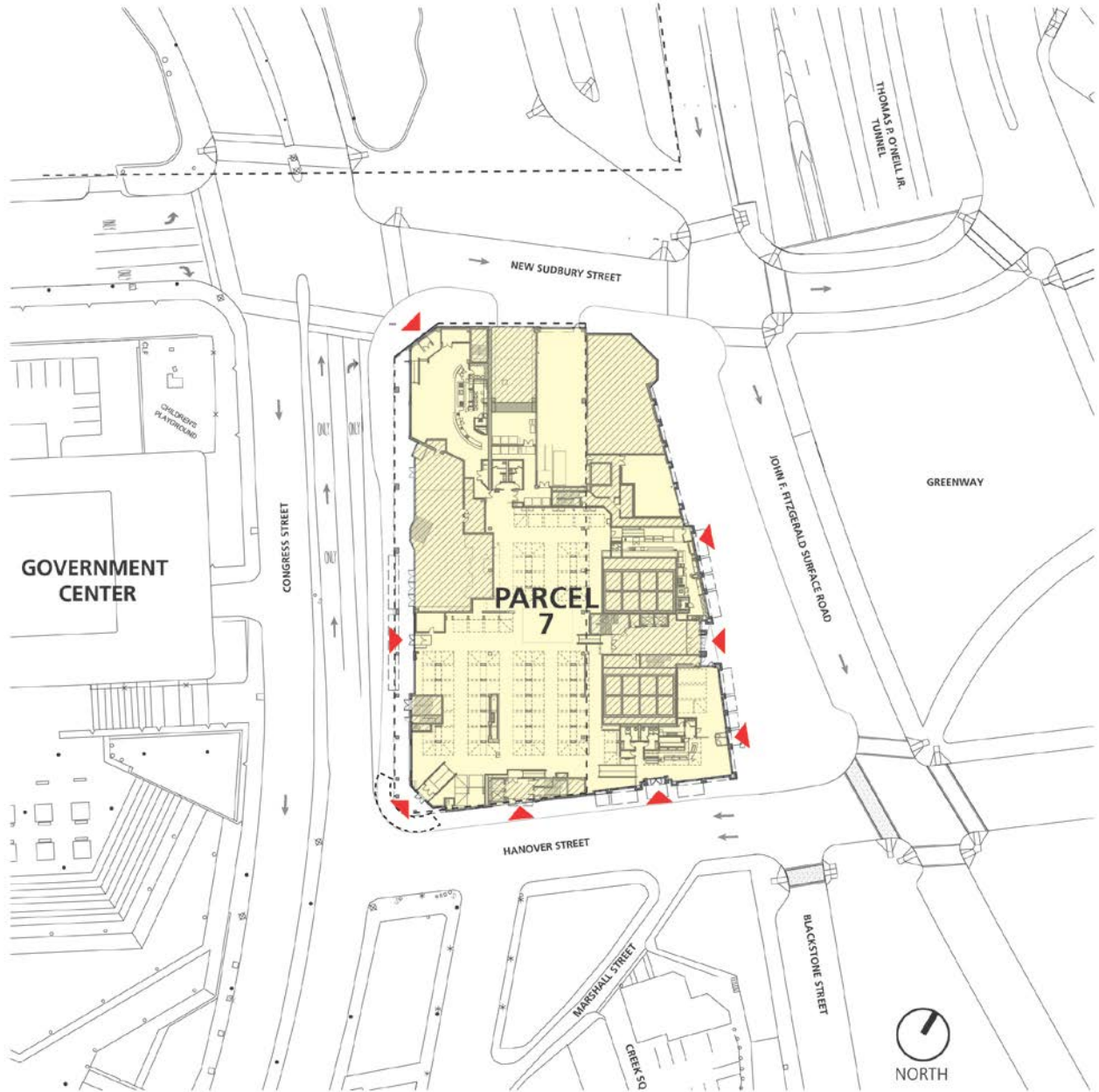
Site Context: North



Site Context Images – 4

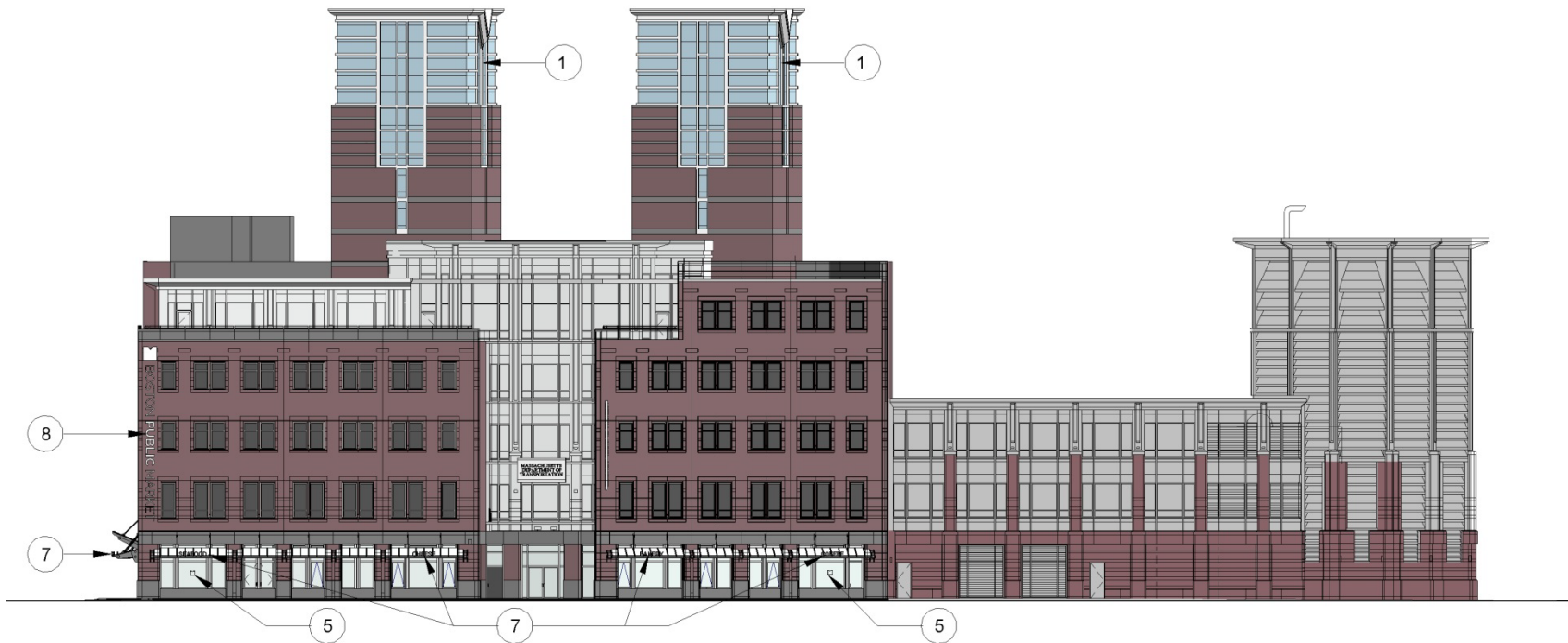


Existing Conditions Site Plan



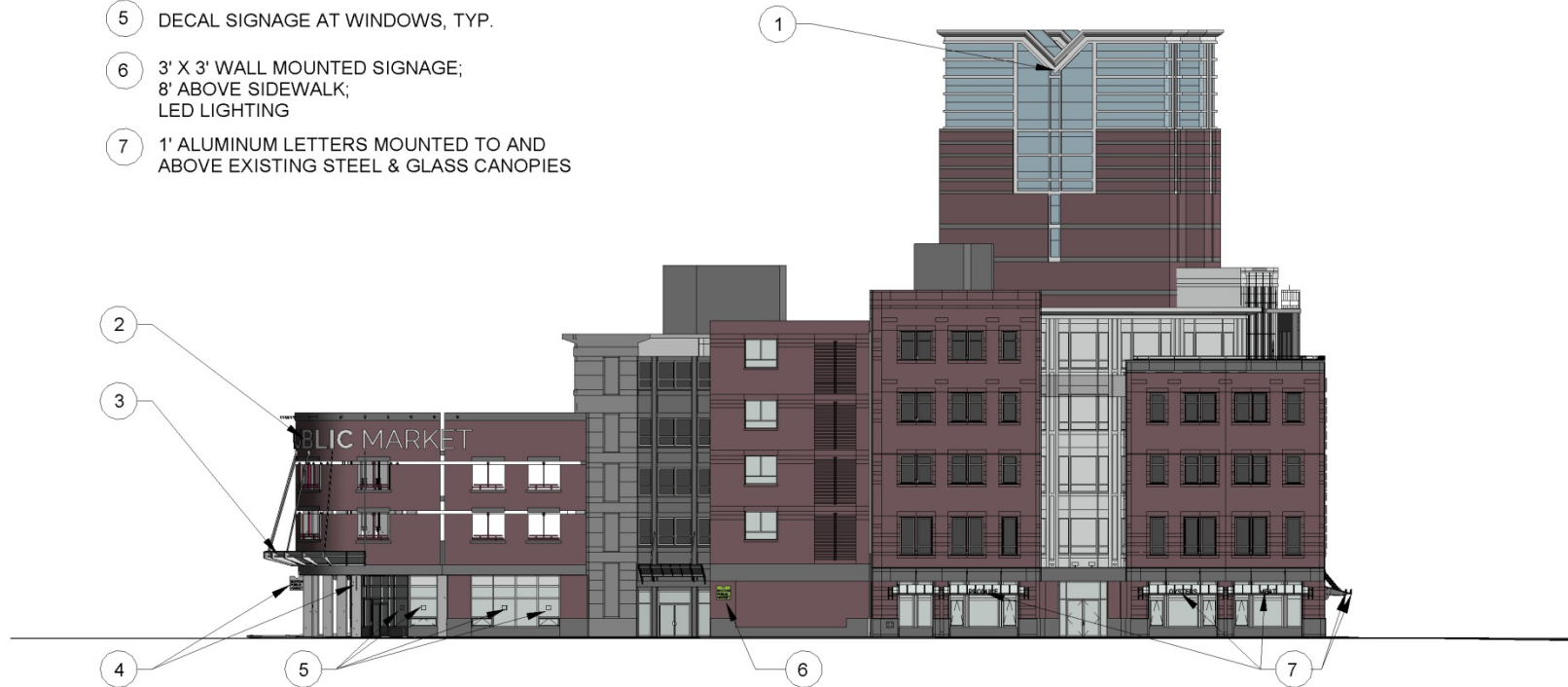
Proposed Site Plan

- ① LINEAR LED LIGHTING AT TOWERS
- ⑤ DECAL SIGNAGE AT WINDOWS, TYP.
- ⑦ 1' ALUMINUM LETTERS MOUNTED TO AND ABOVE EXISTING STEEL & GLASS CANOPIES
- ⑧ FACADE MOUNTED SIGNAGE; 2' ALUMINUM LETTERS AND 3' SQUARE LOGO; LED LIGHTING



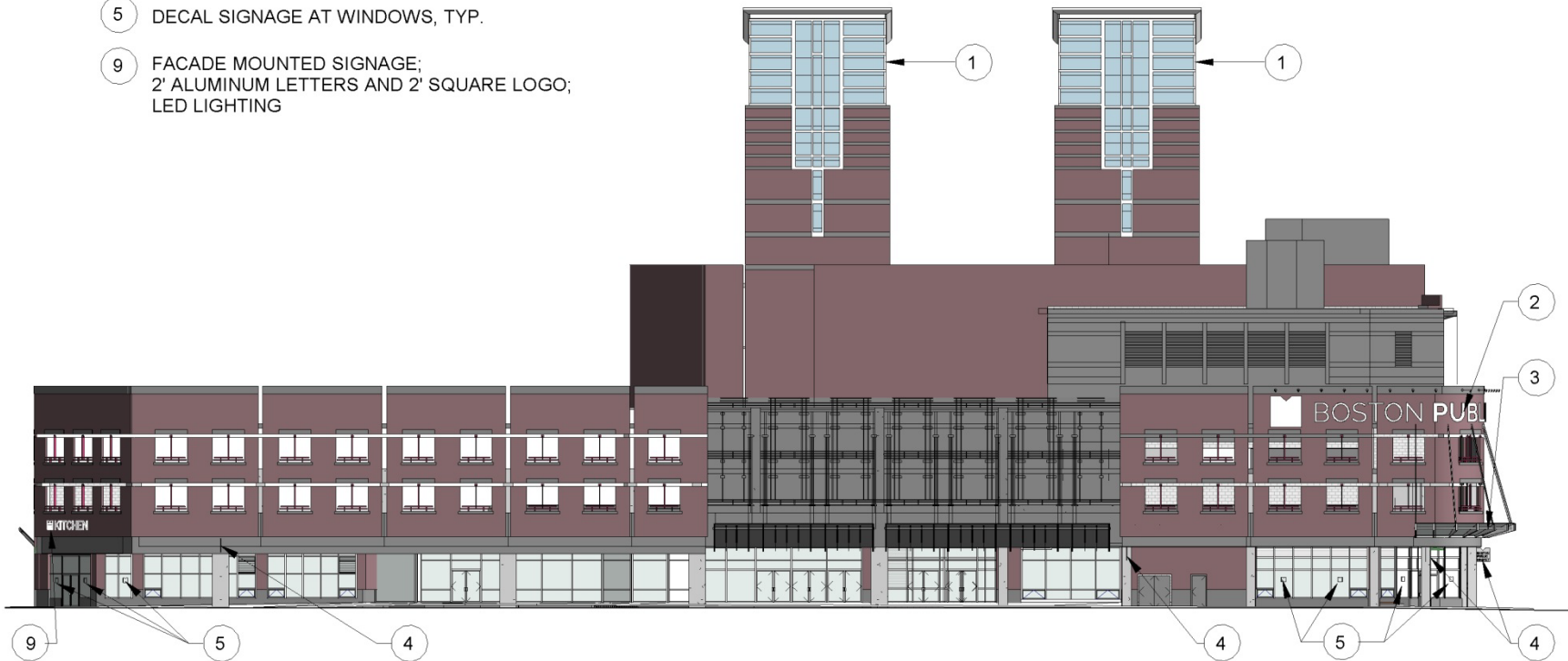
JOHN F. FITZGERALD SURFACE ROAD ELEVATION

- ① LINEAR LED LIGHTING AT TOWERS
- ② FACADE MOUNTED SIGNAGE;
4'-2" ALUMINUM LETTERS AND 6'-10"
SQUARE LOGO;
LED LIGHTING
- ③ STEEL AND GLASS CANOPY W/
INTEGRATED LIGHTING, HEAT
TRACED GUTTER AND DOWNSPOUT;
NEW CANOPY ATTACHES TO
EXISTING BUILDING STRUCTURE
- ④ 3' X 3' FLAG MOUNTED SIGNAGE;
10' - 12' ABOVE SIDEWALK;
LED LIGHTING
- ⑤ DECAL SIGNAGE AT WINDOWS, TYP.
- ⑥ 3' X 3' WALL MOUNTED SIGNAGE;
8' ABOVE SIDEWALK;
LED LIGHTING
- ⑦ 1' ALUMINUM LETTERS MOUNTED TO AND
ABOVE EXISTING STEEL & GLASS CANOPIES



HANOVER STREET ELEVATION

- 1 LINEAR LED LIGHTING AT TOWERS
- 2 FACADE MOUNTED SIGNAGE;
4'-2" ALUMINUM LETTERS AND 6'-10"
SQUARE LOGO;
LED LIGHTING
- 3 STEEL AND GLASS CANOPY W/
INTEGRATED LIGHTING, HEAT
TACED GUTTER AND DOWNSPOUT;
NEW CANOPY ATTACHED TO
EXISTING BUILDING STRUCTURE
- 4 3' X 3' FLAG MOUNTED SIGNAGE;
10' - 12' ABOVE SIDEWALK;
LED LIGHTING
- 5 DECAL SIGNAGE AT WINDOWS, TYP.
- 9 FACADE MOUNTED SIGNAGE;
2' ALUMINUM LETTERS AND 2' SQUARE LOGO;
LED LIGHTING

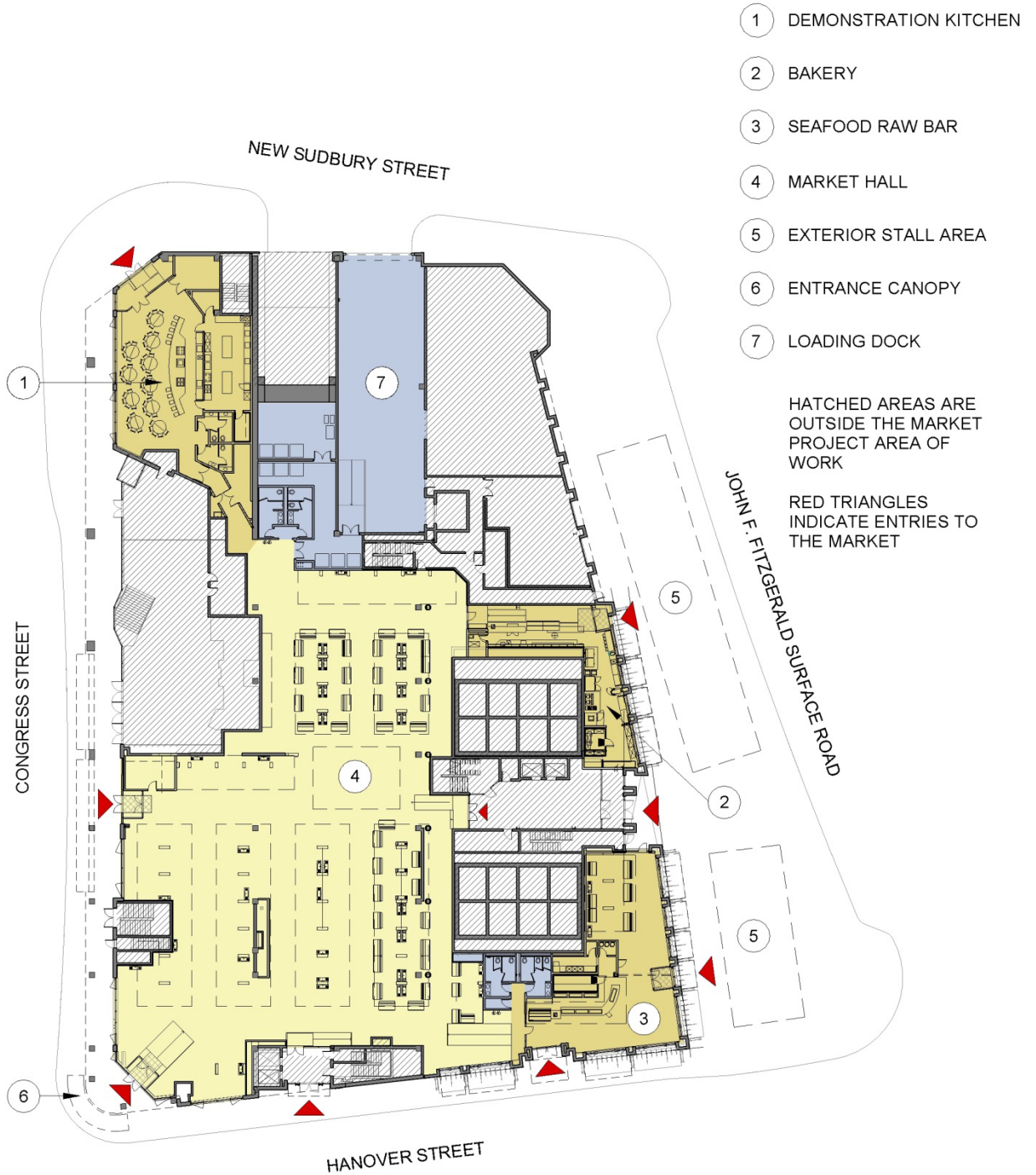


CONGRESS STREET ELEVATION

- 4 3' X 3' FLAG MOUNTED SIGNAGE;
10' - 12' ABOVE SIDEWALK;
LED LIGHTING
- 5 DECAL SIGNAGE AT WINDOWS, TYP.
- 9 FACADE MOUNTED SIGNAGE;
2' ALUMINUM LETTERS AND 2' SQUARE LOGO;
LED LIGHTING



NEW SUDBURY STREET ELEVATION



- 1 DEMONSTRATION KITCHEN
- 2 BAKERY
- 3 SEAFOOD RAW BAR
- 4 MARKET HALL
- 5 EXTERIOR STALL AREA
- 6 ENTRANCE CANOPY
- 7 LOADING DOCK

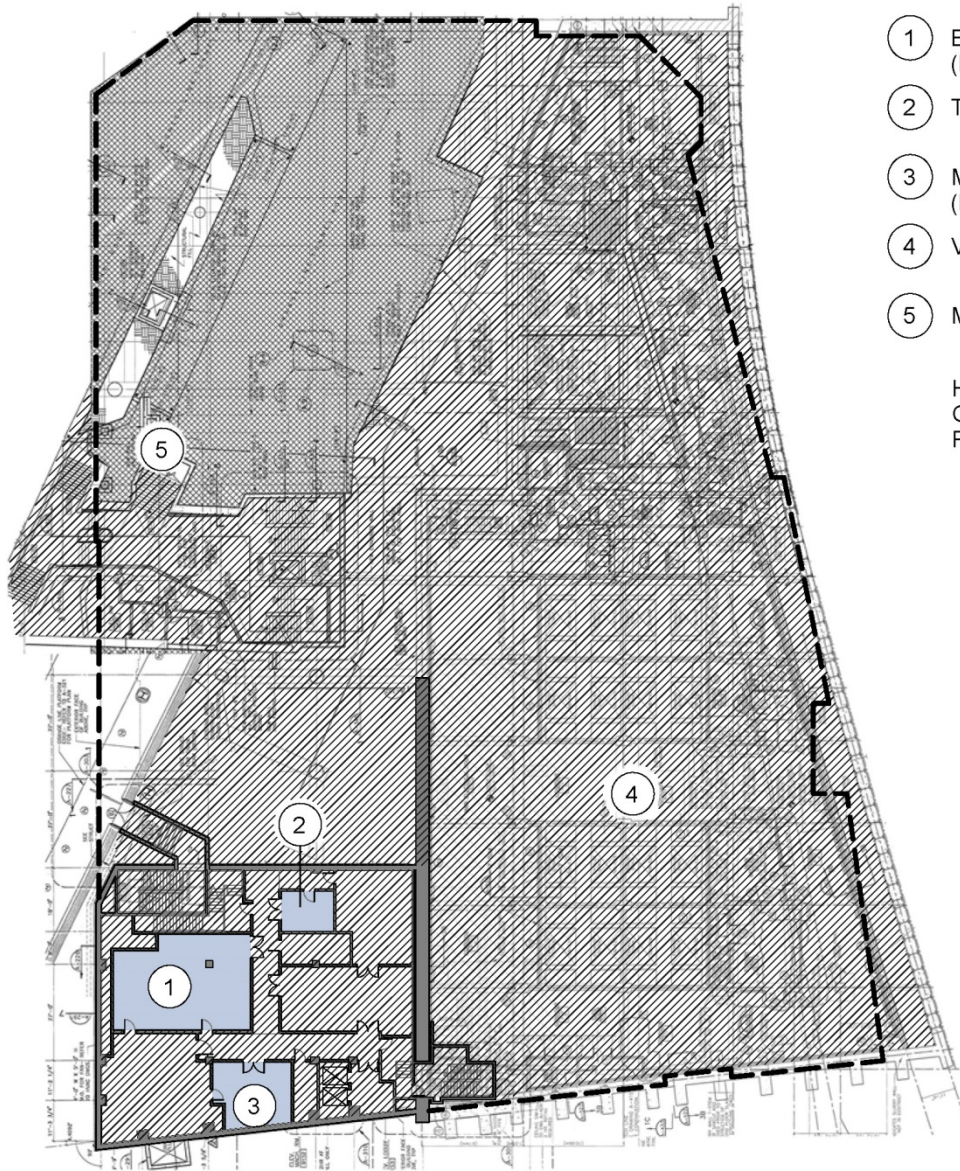
HATCHED AREAS ARE OUTSIDE THE MARKET PROJECT AREA OF WORK

RED TRIANGLES INDICATE ENTRIES TO THE MARKET



LEVEL 1 PLAN

GROSS PROJECT AREA,
LEVEL 1: 34,721 GSF

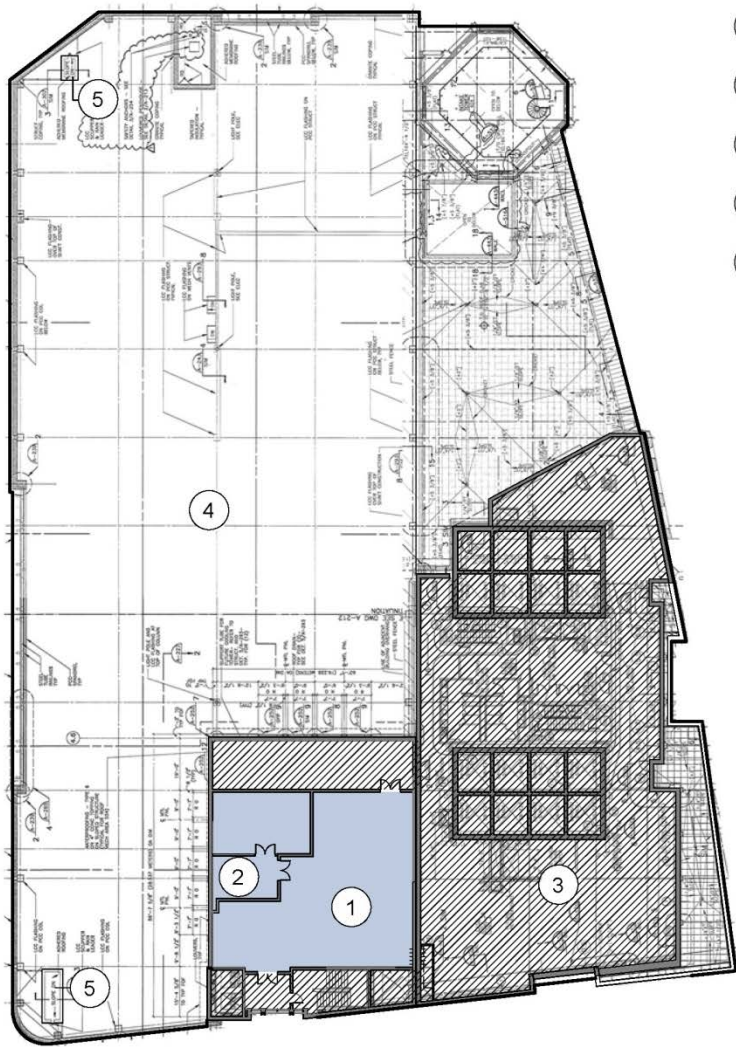


- ① ELECTRICAL ROOM
(NEW SWITCHGEAR)
- ② TENANT MECHANICAL
- ③ METERS
(NEW GAS METER)
- ④ VENT BUILDING ELECTRICAL
- ⑤ MBTA HAYMARKET STATION

HATCHED AREAS ARE
OUTSIDE THE MARKET
PROJECT AREA OF WORK



BASEMENT PLAN



- ① BUILDING MECHANICAL
- ② GENERATOR
- ③ LEVEL 5 RMV / OFFICE
- ④ PARKING DECK
- ⑤ EXISTING EXHAUST OUTLET

HATCHED AREAS ARE
OUTSIDE THE MARKET
PROJECT AREA OF WORK



LEVEL 5 MECHANICAL PLAN

MAIN ENTRANCE, CONGRESS & HANOVER STREET LOOKING NORTHEAST



NIGHT VIEW, MAIN ENTRANCE, CONGRESS & HANOVER STREET LOOKING NORTHEAST



VIEW FROM HANOVER STREET AT THE GREENWAY, LOOKING NORTHWEST



NIGHT VIEW FROM HANOVER STREET & THE GREENWAY, LOOKING NORTHWEST

