



COMMONWEALTH OF MASSACHUSETTS
THE GENERAL COURT
STATE HOUSE, BOSTON 02133-1053

March 20, 2013

Mr. William Tuttle, Director
Office of Real Estate Development
Massachusetts Department of Transportation
State Transportation Building
Ten Park Plaza,
Boston, MA 02116

RE: Parcel 9 Proposals

Dear Mr. Tuttle,

Over the past year, we as the elected officials of the Parcel 9 area have had the privilege and pleasure in participating in both the narrowing and selection of a project that will ultimately serve as a critical piece in the newly emerging Market District. Through both supportive and constructive community input we ultimately concur that the designation of Parcel 9 be granted to Blackstone Market.

The addition of the Blackstone Market development will serve as a staple; both complimenting and blending with the fabric of the existing community. Receiving support from the Haymarket Pushcart Association as well as many of our constituents, the Blackstone Market development both meets and exceeds the expectations set forth by the appointed Advisory Committee members. We collectively believe that the designation of Parcel 9 to Blackstone Market is what our community both wants and needs in order to further thrive and will ultimately be a much more suitable fit than the proposed hotel project.

In conclusion, we would like to commend you, your staff and the members of the Advisory Committee who have devoted so much of their time and expertise towards trying to make sure that this critical parcel is developed in a manner that best enhances and strengthens the surrounding community. If you should have any further questions, please do not hesitate to contact our offices.

Sincerely,

Handwritten signature of Anthony Petrucelli in blue ink.

ANTHONY PETRUCELLI
State Senator

Handwritten signature of Salvatore LaMattina in blue ink.

SALVATORE LaMATTINA
City Councilor

Handwritten signature of Aaron M. Michlewitz in blue ink.

AARON M. MICHLEWITZ
State Representative

From: paulballantine@aol.com
To: [MassDOT_RE](#)
Subject: Haymarket comment
Date: Thursday, March 28, 2013 3:01:41 PM

My name is Paul Ballantine. I live on Prince Street in the North End. I attended last week's meeting at the Mariner House concerning the two proposals for the Haymarket/Blackstone area. Before I offer comments, I wanted to compliment the DOT moderator. He kept the meeting under control when it easily could have gotten out of hand.

As to the proposals, I support the "Hotel" proposal over the "Apartment" proposal. I do not like the idea of 3 new restaurants with 400 seats. The North End is already over cluttered with restaurants and the related traffic and people problems. The Apartment building is also 20 feet higher than the Hotel which is too high for the area.

However, the key issue for me is that I believe it is better for the HPA people for two reasons. First, the mall area that the Hotel proposes will bring more foot traffic to Blackstone Street. It is easy to imagine that those folks will buy at Haymarket as well. Second, the Apartment is a much bigger building. The parts of it that are not the actual apartment building are quite high. This will serve to block out the HPA vendors and make it more difficult for people to even know they are there. The mall area connected to the Hotel is not as high, more open and airy. The HPA people are not blocked out and people can see them more easily. I highly doubt that those restaurants will buy their supplies from the HPA vendors. The Hotel proposal gives the HPA equipment and reserves office and storage space for their carts, etc.

My vote is with the "Hotel" proposal.

Thank you and good luck.

Paul Ballantine

Comments regarding Parcel 9 Proposals

*Haymarket Square: We are supporting this proposal for the following reasons.

Pros:

- Hotel (non-residential) will provide needed hotel rooms and jobs.
- L-Shape building is less obtrusive than the boxy Blackstone apartment building.
- Height of hotel (84 feet) is less obtrusive than the Blackstone 104 foot apartment building-Sharing hotel amenities such as pool and fitness area with local residents is a plus.
- 24/7 coverage at hotel
- Moderately priced hotel will allow families to explore the city at reasonable rates.

-One street level restaurant - There is no need for more restaurants as is the case in the Blackstone Proposal. There are sufficient restaurants in the area such as: Union Oyster House, Quincy Market along with a food court, as well as, over 100 in the North End. Also, Tia's, Harbor Hotel and many other eateries exist along the harbor and Greenway. North Station area has many restaurants.

More Food Trucks are planned this summer along the Greenway.

-Market district should not be a dining destination but, one that focuses on shopping. We would like to hear more about the plan for the market hall.

-Providing 1.1 million dollars to renovate the buildings on Blackstone Street a huge PLUS,
as is the \$450,000 for fixtures and market equipment.

-Provides office and storage space for HPA.

-Financial commitment to HPA.

-No need for a supermarket as one is being proposed for No. Station. Mini markets such as CVS, 711, True Value, Rite-Aid provide needed staples.

Full service market, i.e. Whole Foods, is located on nearby Cambridge Street. Stop and Shop's Pea Pods delivers.

-Haymarket proposal -Provides more open space and views from Hanover and Salem Streets.

*Blackstone

Reasons for not supporting the Blackstone Proposal:

-The development overwhelms the Haymarket District. The apartment building design of 104

feet is imposing. The two stories block the Blackstone Street buildings even though there is a glass portion.

-Parking for apartment building. Will tenants be competing for limited parking spaces in the local garages or will they qualify for the limited resident parking?

-Three restaurants with seating of 400-500 drastically deminishes the element of a

market for shopping. As stated above the North End, Quincy Market, North Station, Tia's, Harbor Hotel, Food Trucks and other restaurants along the harbor and Greenway provide more than enough eateries for people to patronize.

Overall the Haymarket proposal creates a more open space, therefore, it is more pleasing to the eye.

Your consideration of our comments will be very much appreciated.

Patricia and Armand Thiboutot

North End/Waterfront Residents

From: [Ryan, Elizabeth \(US\)](#)
To: [MassDOT RE](#)
Cc: [Ryan, Elizabeth \(US\)](#)
Subject: Haymarket Square
Date: Tuesday, April 02, 2013 9:12:09 AM

To whom it may concern,

I am a resident of the North End of Boston. Having lived in the North End for over 20 years, I enjoy seeing the North End become more vital and revived. The Greenway has been a true boon to the area. The open space is wonderful. Having said that, I am a supporter of the Haymarket Square Project being proposed by Jones Lang LaSalle and Normandy Partners....

The Haymarket Square would provide public improvements with a lovely hotel and pool for the public to use along with a fresh food market. The Haymarket Pushcart Association would also reap some benefits. They would receive an office to work from, storage and bathroom facilities and compactors.

The hotel would be a lovely place to gather for neighbors as well as visitors to the city of Boston.

Sincerely,

Elizabeth Ryan

From: [Kate Sciacca](#)
To: [MassDOT RE](#)
Subject: Parcels 12-15 comments
Date: Monday, April 01, 2013 7:32:15 PM

To whom it may concern;

I am a resident of the North End who has been following the development news regarding the parcel 9 space with great interest, and I would like to comment of my desire to see the area be developed by Cresset Group.

I feel that the North End is a wonderful place to live and has a sense of community that cannot be found in the other neighborhoods in Boston. In order to maintain this aspect of the North End I think that it is vital that a large hotel not be build adjacent to the neighborhood. The most important component to where I live is that it feels like a neighborhood, by bringing more tourists and visitors than there already are right to our door step the neighborhood feeling would be greatly diminished.

Another main point that I feel makes the development projects proposed by Cresset Group more appealing is their desire to bring a supermarket to the area. There is a large demand for a store that provides people with the basics that the small stores in the North End do not currently offer.

More than anything else I feel strongly that something be built in the space that the people of the North End community can utilize. By turning this space into a hotel I feel that it would be a direct insult to the community that I live in and love.

Thank you very much for your time in reading this email, and I hope that my concerns are taken into account.

--
Kate Sciacca
krsciacca@gmail.com
2069141822

From: [Avellaneda, Roy \(DOT\)](mailto:Avellaneda.Roy@DOT)
To: [Avellaneda, Roy \(DOT\)](mailto:Avellaneda.Roy@DOT)
Subject: FW: Parcel 9 Developer Designation
Date: Wednesday, April 03, 2013 9:30:26 AM
Attachments: [Upton Parcel 9 Endorsement0001 \(2\).pdf](#)

From: Budge Upton [mailto:b.upton@uptonpartners.com]
Sent: Tuesday, April 02, 2013 5:33 PM
To: Tuttle, William (DOT); Romano, John (DOT)
Cc: Bob O'Brien; daniel.nuzzo@cityofboston.gov; g.thrush@neu.edu; Gallotto, Otto; Kraus Claudio; kwest@partners.com; rkenny@cetcap.com; Tad Stahl; Victor Brogna; 'Gus Serra'; Davey, Richard (DOT); Emilio Favorito; Aaron.M.Michlewitz@mahouse.gov; Anthony Petruccelli; 'Shurtleff, Lauren'; Salvatore Lamattina; Levenson, Dana (DOT); 'Edward Nardi'; Deval Patrick; 'Denormandie, Philip'; Samuel E. Mintz; 'Shen, Kairos'; David Hancock; Tim Love; peter.meade.bra@cityofboston.gov; Greg Lorusso; 'Kathy McMahon'; 'Richard Bertman'; 'David Nagahiro'; Nancy Caruso
Subject: Parcel 9 Developr Designation

Dear Messers. Tuttle and Romano:

As a past active proponent for the development designation for Parcel 9 in downtown Boston, I have previously made my comments clear on my educated preferences for the development designation for the Parcel 9 site. My prior letter to you in that regard dated November 13, 2012 is attached. I wish that it be made a matter of public record at this time.

Additionally, however, as a result of having attended the final MDOT public meeting on March 20, 2013 on this subject, I would like to make the following comments and final observations:

- We believe that the comments submitted by the Parcel 7 & 9 Advisory Committee need to be considered as a fundamental reflection of the constituent neighborhood groups and professional opinions of those members who have been involved from the beginning of the more recent public process. The collective comments of this group, whatever they might be, represent two-plus years of consideration resulting from a large number public meetings and their long-standing participation in the civic affairs of the geographic area now destined to become known as the Market District.
- It is significant that the City and State elected public officials

representing the North End have formally issued a specific endorsement of the Blackstone Market proposal. Specifically, Aaron Michlewitz, State Representative, Anthony Petruccelli, State Senator and Salvatore LaMattina, District City Councilor have endorsed the Blackstone Market proposal in writing in a letter that was presented on March 20th. Please listen to their message.

- During the formative years of the CA/T project, Parcel 9 was designated as a residential district as a component of the *Boston 2000 Plan* in response to the negotiated objectives of the North End neighborhood. To ignore or violate this commitment by MDOT at this time would remain as an injustice to the North End neighborhood, causing one to ask, “What right does the MDOT have to arbitrarily amend this prior public commitment at this time?”
- It is clear that the that the Normandy Haymarket Square hotel group was not participatory to the MDOT neighborhood meetings chaired originally by Peter O’Conner and then by others going forward over the past two years. As a result, as late arrivals on the scene, I believe that they have missed the essence of varied sentiment coming out of that public process. Broad consensus from the start has not been in favor of Parcel 9 as a hotel site.....and particularly not in favor of a “economy” hotel.
- The lack of public participation on the part of the Normandy Haymarket Square hotel group noted above notwithstanding, it is no surprise that the Blackstone Market proponent was successful in completing a lengthy and detailed agreement with the Haymarket Pushcart Association on what now appears to be an exclusive basis. Additionally, as reflected in the recent public meeting, it appears clear that the relationship between the HPA and the Normandy Haymarket Square group is not only contentious, but also lacking in mutual respect and trust. This, I believe, is a fundamental problem.
- And finally, any potential margin between the two groups with respect

to purchase price of the Parcel 9 site is negligible when compared to the relative enhanced urban and social value that the Blackstone Market can provide versus that of the Normandy Haymarket Square hotel group.

Please forward these observations to the public forum which is now being concluded prior to a final designation which is long overdue. I hope my comments and observations will be helpful to you during your deliberations.

Very truly yours,

Walter "Budge" Upton

Walter C. Upton, CEO
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From: [Dillon Vassallo](#)
To: [MassDOT_RE](#)
Subject: PARCEL 9
Date: Tuesday, April 02, 2013 8:13:51 PM

To Whom it May Concern,

I am writing in support of the Blackstone Market development proposed for Parcel 9. As a North End resident who lives in close proximity to the parcel I am excited to see the development take shape. I have reviewed the two proposals and am steadfast in my opinion that the Blackstone Market will add more value to the community than the Haymarket Square proposal.

There are only a few restaurants in the north end that I consider to be "great" and I strongly believe that the overall quality of restaurants in the North End has slipped. The three restaurants proposed by Cresset and Denormandie would be tremendous additions to the area that would help to revitalize the restaurant scene here.

Additionally, there is a huge need for a full service supermarket in the North End and I think that the additional "public market" space that the Haymarket Square group has proposed does not align with the needs of the community. A supermarket at Parcel 9 would make North End residents happy and would compliment and allow for the smaller North End markets to focus on specialty items like they once did.

Lastly, the residential component of Blackstone Market will compliment and help drive North End property skyward. The affordability aspect of the development is tremendous and shows that the developers have the best interests of the community in mind. The Haymarket Square does little to benefit the community. Sure, tourists generate revenue for the community but they also are a source of frustration. A hotel will only widen the rift between the North End and the Market District while apartments, restaurants, and a supermarket will draw the two neighborhoods together.

I offer you these thoughts after consideration of both proposals and feel as though my fellow community members thoughts are similar to mine. I hope that my comments will help the committee to make the right decision that will most benefit the community.

Sincerely,

Dillon J. Vassallo

From: [Steven Castraberti](#)
To: [MassDOT RE](#)
Subject: Blackstone Market and Parcel 9
Date: Tuesday, April 02, 2013 3:16:09 PM

The Blackstone Market group proposal intrigues me. It certainly will satisfy many needs that now exist. The prospect of modern restaurants and a full service grocery store is exciting. These guys have succeeded wherever they have developed. We do not need another hotel in the area. We need this plan.

Regards

Steven Castraberti
Prince Pizza
781-233-9950
s.castraberti@princerestaurant.com

March 29, 2013

Massachusetts Department of Transportation
Office of Real Estate and Asset Development
10 Park Plaza, Suite 4470
Boston, Ma 02116

04-03-13 P02:09 IN

04-0

Re: Parcel 9 – Boston, Ma

Dear Sirs,

I am writing as a concerned lifelong North End resident.

Unfortunately, due to a prior conflict I was not able to attend the presentations on March 20, 2013 at the Mariner's House however, I have reviewed both proposals in detail and received a full account of the meeting and would like to provide the following comments.

In my review of both submissions I was frankly dismayed at how the Normandy group tried to make it appear that the Haymarket Pushcart Association ("HPA") supports their proposal because they are a hotel and not for rent apartments. Nothing could in fact be further from the truth - and I believe that was very clear from the meeting on March 20th! My understanding is that the Blackstone Market group has invested a significant amount of time understanding and responding to the HPA's needs and that a written agreement memorializes the understanding. The HPA is an important part of the North End fabric and must be respected and preserved. The Blackstone Market team understands that.

Given the "misunderstanding" that Mr. O'Marah creating by "inadvertently" misstating what he said to four members of the HPA and its legal counsel and his subsequent denial.....it hardly seems like an appropriate way to start a 99 year relationship built on trust that is likely to succeed.

But creating a misleading impression wasn't just Mr. O'Marah's province. Mr. Krebs the principal from Normandy also joined in the deception by responding to someone at the meeting who made reference to a letter the press reported on. As reported the Normandy team sent a letter dated February 14, 2013 (Notice of Project Change-"NPC") to the BRA for a proposed project near Albany Street. The NPC expressed a desire to shift from a hotel development to residential because they had recently experienced difficulty attracting a hotel operator to Boston.

In an effort to deflect this critical issue, Mr. Krebs quipped "who can really believe what the press says". Well the fact of the matter is that you can't believe what Mr. Krebs says. Please see the attached portion of the letter to BRA director Peter Meade where Normandy's representative clearly states on page 2 "However, given current market conditions, the Applicant was unable to secure a hotel operator despite diligent efforts to do so." But a closer look at the letter raises even more concern related to traffic (see end of page 2 under Transportation Impacts). The impression that Normandy has tried hard to create is that a hotel is better on all fronts - including traffic - just doesn't appear to be warranted. Clearly a closer look is warranted but the intent to mislead seems clear.....Sounds like the press really did have it right!

The Normandy team also took potshots at the Blackstone Market proposal all evening. They even went so far as to suggest the Blackstone team would try to replicate Liberty Wharf at Parcel 9. It would be helpful for everyone to remember that Cresset developed Liberty Wharf during one of the most difficult times in memory and it has in fact been very successful and a major contributor in transforming the SeaPort/Innovation District. Cresset had great vision and perseverance to create something that was appropriate for that location and satisfied an unmet demand in creating a successful development. I personally don't believe they are trying to replicate Liberty Wharf because they are LOCAL (not some fund from N.J.) and the Blackstone team actually understands the dynamics of the location. In fact Blackstone got it mostly right on the first try and didn't need to be spoon fed to figure it out over a strangely long and drawn out process.

The Normandy team also tried to make it a negative that Liberty Wharf was sold and suggested that they sold it because they were afraid of the prospect of the restaurants' failing. Based on the sales numbers I've heard about at the Liberty Wharf restaurants that is unlikely to occur particularly since the restaurants paid for nearly all the improvements themselves. But I suspect the Normandy team knows this quite well. My understanding is that this Normandy team (including Mr. O'Marah in a minority role) tried to sell the Ames Hotel which they developed but got no takers for anything other than a huge loss and that was in part because of their failed restaurant. In fact, has this team ever actually built anything from the ground up in Boston?

There were two people that spoke up in favor for the Normandy proposal; a north End resident and a union official from the hotel workers union. While I'm sure both are well intentioned I'm not convinced either had thought through their positions carefully and the most certainly the devil is in the details. Specifically,

- How will the public access work? Is the hotel lobby really where local residents will be welcome to "hang out"?
- Will the hotel provide locker rooms to change and shower before using the pool - nothing is included on the plans presented?
- Is a pool and spa really in keeping with the "Limited Service" hotel?
- Will a hotel operator really embrace all of this "free" space that is open to the public – or will these features get cut out due to Normandy's self-stated difficulty in attracting a hotel operator?
- Given that their "Market" concept is so ill defined combined with all the non-revenue generating "freebies" is this project really financially viable/financeable?
- Given the poor financial results of the Ames Hotel will Normandy actually approve this proposal and make the necessary investment?
- Given the limited service nature of this proposal are there even twenty (20) hotel jobs proposed? (vs. over 250 restaurant jobs in the Blackstone Market proposal plus the residential management and Market jobs)
- Why did they keep saying that the HPA space was for the HPA's exclusive use when all the plans and descriptions show it as "SHARED"?
- Why did they say there are only 40 restaurant seats (once they heard a critical comment about restaurant seats) rather than the 96 shown on their submission?

The very simple reality from my perspective is that you have one group who has demonstrated it is willing to say almost anything to get the designation and one who have a successful track record developing in Boston that understands the local dynamics and what will be successful on Parcel 9.

At the end of the day what is so hard to understand, is why is there really a question as to which group should be awarded the designation? Blackstone Market team has:

- Local backgrounds and extensive local experience to make this successful
- A track record of working with regulatory agencies (BRA, DEP, MassPort)
- The support of the elected officials –City Councilor, State Rep, State Senator - representing the neighborhoods
- BRA support
- The sole support of the HPA

As a life-long resident of the North End I support the Blackstone Market proposal and believe they should be designated for Parcel 9.

Respectfully,

A handwritten signature in blue ink that reads "Doreen Merola". The signature is written in a cursive, flowing style.

Doreen Merola

Melvin R. Shuman
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February 14, 2013

Peter Meade, Director
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02108

Re: Notice of Project for 275 Albany Street

Dear Director Meade:

This Notice of Project Change ("NPC") is being submitted on behalf of BH Normandy 275 Albany Street LLC (the "Applicant") to inform you of certain changes with respect to the 275 Albany Street project (the "Project"). Pursuant to Section 80A-6 of the Boston Zoning Code (the "Code"), we are required to inform the Authority of any material changes to the Project. With this NPC, we respectfully request a determination that these changes will not significantly increase the impacts of the Project within the scope of the required review and that no further review is required under Article 80B of the Code.

Background

The Project previously underwent Large Project Review under Article 80B of the Code. An Expanded Project Notification Form ("PNF") for the Project was filed with the Boston Redevelopment Authority on January 15, 2010. On August 17, 2010, the Authority authorized the Director of the Authority to issue a Scoping Determination waiving further review under Article 80B of the Code based on a finding that the PNF adequately described the potential impacts of the Project and that the mitigation measures proposed were sufficient to minimize those impacts. On August 24, 2010, the previous Director of the Authority issued the Scoping Determination waiving further review of the Project under Article 80B of the Code (the "Director's Determination"). On August 16, 2012, we filed a Notice of Project Change for the Project (the "Initial NPC") reflecting the change of the Project from a project with two hotel components to a project with one hotel component and one residential component. A Planned Development Area ("PDA") Development Plan for the Project as described in the Initial NPC was approved by the Authority on September 13, 2012, and the PDA was approved by the Boston Zoning Commission on October 10, 2012. On January 25, 2013, an application for approval of an Amended and Restated PDA Development Plan was filed with the Authority that reflects the changes in the Project described herein.

Project Changes

Since the approval of the PDA Development Plan for the Project, the Project has further evolved as a result of shifting economic conditions. As previously approved, the Project consisted of two building elements, one of which would have been used as a hotel and one of which would have been used for residences. However, given current market conditions, the Applicant was unable to secure a hotel operator despite diligent efforts to do so. Accordingly, although the Project still consists of two building elements, both elements – the tower portion of the Project on the north end of the project site (the “Traveler Structure”) and the building element on the south end of the project site (the “East Berkeley Structure”) – will be used for residential purposes.

The approved Project proposed up to 325 hotel rooms and 220 residential units. The revised Project includes up to 220 residential units in the Traveler Structure and up to 180 residential units in the East Berkeley Structure, but the total number of residential units will not exceed 380. In addition, the maximum number of parking spaces has been increased from 165 to 180. Finally, the amount of publicly accessible open space on the Project site has been increased from no less than fifteen percent (15%) to no less than twenty percent (20%). The size of the Project, including the floor area and heights of the building elements, remains unchanged, as does the basic configuration of the Project. More details regarding the current proposal are set forth in the renderings, elevations and plans attached hereto as Exhibit A and in the Amended and Restated Development Plan previously submitted to you as part of the application for approval of an Amended and Restated Development Plan for the PDA.

Changes in Project Impacts since Completion of the Initial NPC

The changes in the Project since approval of the Development Plan and submission of the Initial NPC will result in fewer impacts than the Project as currently approved and reviewed through the Article 80B Large Project review process. Howard/Stein Hudson Associates (HSH) has determined that total average daily adjusted vehicle trips would decrease from 2,282 to 916, as described below. Nitsch Engineering has concluded that wastewater flow would decrease from approximately 72,771 gallons per day (gpd) to approximately 56,541 gpd, and that water demand would decrease from approximately 80,048 gpd to approximately 62,195 gpd. In addition, given the change of use, the criteria for achieving ‘LEED Certifiable’ status under Article 37 of the Code is also affected. A revised Article 37 checklist demonstrating how the Project will incorporate sustainable design features to achieve ‘LEED Certifiable’ status is enclosed herewith as Exhibit B. Urban Design, building design and historic resources were fully vetted in the PNF, and have been and will be further considered during the design review process with the Authority.

1. Transportation Impacts

Traffic: Overall traffic demand estimated for the Revised NPC is expected to be substantially lower than the Initial NPC due to the replacement of hotel use with residential apartments. As shown in Table 1, the Revised NCP is expected to result in 1,366 fewer adjusted average daily vehicle trips as compared to the Initial NPC. The Revised NPC will also result in 78



Local 103 OF GREATER BOSTON

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April 1, 2013

MassDOT
OREAD
State Transportation Building
Ten Park Plaza, Suite 4470
Boston, MA 02116

RE: Parcel 9 - Support for "Haymarket Square Hotel" project

Dear Sir or Madam:

As the Business Manager of Local 103, IBEW, representing its 7,500 members, I am writing again to stress our strong support for the Normandy hotel and marketplace project at Parcel 9.

Their revised design in response to feedback, as part of Addendum 3 to your RFP, has been very thoughtful and shows this team's willingness to listen to the community and make positive changes.

As a resident of Boston who frequents the Greenway and Haymarket, I recognize how important this development is to the establishment of the "Market District" and to the Greenway and North End neighborhood. A hotel that provides committed upgrades to Haymarket, a great ground floor food market and community space - while also creating hundreds of permanent hotel jobs for Local 26 Union and City of Boston hotels taxes - serves a much broader public good and is a far better use than 50 exclusive luxury apartments and three big bars that negatively impact the Greenway.

I have followed this development process since 2009 and have invested much effort to support the right project. Considering, the process was terminated after the Haymarket Pushcart Association (HPA) objected to housing at the site with a 3,000-signature petition against residential - hotel is a far better use to go along with the Market area. In addition, this is not the site for a 25,000 square foot bar and restaurant proposed by Blackstone's Phil DeNormandie.

A hotel with marketplace at this site will allow for public access and enjoyment for all while also adding much needed mid-priced hotel rooms to the City of Boston and the Commonwealth.

The "Haymarket Square" project benefits everyone: MassDOT, the North End, the Haymarket Pushcart Association, the City of Boston, those who enjoy the Greenway, our brothers and sisters of Local 26 and the members of IBEW, Local 103.

Sincerely,

Michael P. Monahan
Business Manager

cc: Governor Deval Patrick
Mayor Thomas M. Menino
Secretary Richard A. Davey

April 3, 2013

Mr. William Tuttle
Office of Real Estate and Asset Development
Massachusetts Department of Transportation
10 Park Plaza, Suite 4470
Boston, MA 02116

RE: PARCEL 9 DEVELOPMENT SUBMISSIONS

Dear Mr. Tuttle:

The Boston Redevelopment Authority has reviewed each of the final two proposals for the development of Central Artery Parcel 9 and hereby submits the following comments for your consideration.

Our previous comment letter, dated June 28, 2012, provided a complete overview of the pros and cons of each proposal. In the interest of brevity, this letter will focus only on the issues that remain most critical from the BRA's perspective. We appreciate the responses and adjustments made in response to our earlier comments by the two proponents to their original design proposals. This letter outlines areas for further refinements and we look forward to working with the final designee to ensure a successful design for this critical parcel along the Rose Kennedy Greenway.

As acknowledged previously, there is widespread support amongst the community at large for additional height (beyond the 55' established by the Zoning Code and reinforced in the Greenway District Planning Study) at the North Street end of Parcel 9. We appreciate that both of the proponents have explored this opportunity in their latest proposals, and approximate the height of a decades-vanished historic building at this location.

Regarding use, both of the proposed upper story uses (hotel and residential) are contextually appropriate in this location. As stated before, the most successful building on this site will be one that is exceptionally designed with an appropriate mix of uses that allows for the greatest interaction with the public. Both proponents propose to include space on the ground floor for some variation of public food-related retail, consistent with the goals of the Market District. At this point, these designs are still in the conceptual stage – and both still need a significant amount of work on the operational and functional details related to the ground plane (including the necessary grade changes), internal circulation, trash and loading, etc. In terms of design, the Blackstone Market proposal holds the historic street wall better along Blackstone Street. The Haymarket Square Hotel proposal reads as two buildings, with the portion that fronts Hanover Street representing more of an object building. It should be understood that the architectural details proposed by the selected designee may be modified and certainly will be more thoroughly developed under the public process of the City of Boston's Article 80 development review.



The BRA has been advocating for the expansion of the Market District for the better part of the last decade, and it is anticipated that construction of the Boston Public Market on the ground floor of Central Artery Parcel 7 will commence at some point within the next two years. We would like to stress that the selected designee should be prepared to work together with the Boston Public Market Association (in conjunction with the Massachusetts Department of Agricultural Resources and MassDOT) and the Haymarket Pushcart Association (HPA) on construction coordination.

Moreover, a careful phasing plan will need to be developed in order to allow development on Parcel 9 and along Blackstone Street to proceed in a timely fashion. Both proponents have indicated their intent to fund the reconstruction of Blackstone Street, as well as their tentative plan to do so in the first phase of their project. This will involve coordination with many City agencies and private property owners, and should begin promptly after designation.

In either scenario, a deed restriction or some other legal measure should be required in order to protect the unique characteristics of the building, including the ground floor market and the hotel or residential uses as they relate to the HPA's activities on Blackstone Street and the wider Market District.

We recognize that this stage represents the culmination of many years of planning for this parcel – and hope to see that the process continues to move forward in a timely manner following designation. The BRA is committed to working with MassDOT and the selected designee to provide for an expedited Article 80 review, providing the above comments have been considered.

Ultimately, the desired outcome of our collective planning for the Central Artery corridor and the Greenway is to ensure that each project and parcel contributes to the greatest extent possible to the overall and long-term success of the Greenway itself, for the social, physical and economic benefit of our City. We remind MassDOT to bear this most critical point in mind in designating a developer for Parcel 9.

Thank you again for your consideration of these comments and for your continued partnership in the planning and development of the Rose Kennedy Greenway corridor.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Kairos Shen', followed by a long horizontal flourish.

Kairos Shen
Chief Planner

cc: Peter Meade, Director, Boston Redevelopment Authority
Jesse Brackenbury, Acting Executive Director, Rose Kennedy Greenway Conservancy
Otto Gallotto, Haymarket Pushcart Association
Boston City Councillor Salvatore LaMattina

From: [Kara Crow](#)
To: [MassDOT RE](#)
Subject: Parcel 9
Date: Thursday, April 04, 2013 7:42:12 AM

Good morning,

As a North End resident, I support Blackstone Market's proposal for the development of Parcel 9

Thank you

Sent from my iPad

From: [Borys, Jim](#)
To: [MassDOT_RE](#)
Subject: Parcel 9 - Blackston Market
Date: Wednesday, April 03, 2013 8:54:20 PM

Dear Sirs:

I would like to recommend you go forward with the Blackstone Market" proposal. This proposal will do more to enhance the market district. The proposed development includes 70 apartments of which 13% will be affordable, a supermarket, 3 restaurants, and a community room/roof that will be open to the public.

Jim Borys

From: [Deborah Trainor](#)
To: [MassDOT_RE](#)
Subject: PARCEL 9 COMMENTS
Date: Wednesday, April 03, 2013 5:02:45 PM
Attachments: [image001.png](#)

To Whom it May Concern,

I am advocating for the Blackstone Market to be built on Parcel 9. I feel the value of having this development would enhance the market district.

The idea of having apartments, with a percentage of them being “affordable”, a supermarket and three restaurants with a community room on the roof that will be open to the public would be better choice than what Normandy Partners is proposing.

We don’t need another hotel. There is more of a need for a full service market for the residents in the community and more upscale restaurants.

Thank you for listening,

Deborah Trainor

Deborah Trainor

From: rcapare302@comcast.net
To: [MassDOT_RE](#)
Subject: Parcel 9
Date: Thursday, April 04, 2013 1:56:47 PM

My name is Robert Caparella and I am the owner of the property located at 213 Hanover St. As an abutter to the proposal for the Hotel and commercial space as shown I have to say it would be a welcomed addition to the area and add a nice balance to the haymarket community. not to mention the added tax revenue which the state and city governments need. Only hope at some point we could address my own property and the proposal for needed renovation to complete the area Thank You RAC

From: [Susannah Ross](#)
To: [MassDOT_RE](#)
Subject: Parcel 9 Comments
Date: Wednesday, April 03, 2013 9:51:33 AM

To MassDOT -

I am writing as both a long-time resident and property owner in the North End, as well as a licensed landscape architect, in support of **Normandy Partners'** proposal for **Haymarket Square**, on Parcel 9. The public amenity and mix of uses offered in the plan make it a clear choice over the alternative plan submitted for the Parcel. A mid-range hotel is sorely needed in the area, whereas high-end apartments are already lining many edges of the Rose Kennedy Greenway. Moreover, the use of the space as a hotel--where operable windows are not required, and where visitors to the City will have the chance to look out over one of the great Boston traditions of Haymarket--makes for compatibility whereas the noise and activity of the market might be seen by full-time residents--with open windows--as a nuisance and source of conflict. The Normandy plan offers residents of the North End a much needed meeting space, fitness and pool facilities, and interior public open space in its Winter Garden, which will be open to the public at all times.

In short, the Normandy plan will be a huge asset for all of the surrounding neighborhoods, and I strongly encourage MassDOT to pursue Haymarket Square.

Sincerely,

Susannah Ross
99 Fulton St. #4-6
Boston, MA 02109
617-723-9379

--

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LEED Accredited Professional

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NEW ENGLAND REGIONAL COUNCIL OF CARPENTERS

United Brotherhood of Carpenters and Joiners of America

750 DORCHESTER AVENUE
BOSTON, MA 02125-1132



TELEPHONE (617) 268-3400
FAX (617) 268-0442

MARK ERlich
EXECUTIVE SECRETARY-TREASURER

April 2, 2013

MassDOT / OREAD
State Transportation Building
Ten Park Plaza, Suite 4470
Boston, MA 02216

To whom it may concern:

I am writing in support of the Normandy hotel and marketplace proposal at Parcel 9.

I am the head of the 19,000 member New England Regional Council of Carpenters and a resident of the city of Boston. As the head of the Carpenters, I support the project for the construction jobs that will be created for my members; as a city resident, I believe this is the proposal that best suits the ongoing development of the Greenway, Haymarket, and North End communities.

I am also a board member on the Massachusetts Convention Center Authority and, as such, am keenly aware of the need for new hotel rooms in the city to service our growing hospitality industry. The Normandy proposal would result in additional hotel rooms, a boon for visitors to the city as well as a source of permanent jobs for members of Hotel Workers Local 26.

I believe Normandy will use responsible contractors to build the project on Parcel 9 as well as on their other projects in the metro Boston area. This ensures that the construction workers employed on those sites will receive decent wages, health insurance, and retirement security while working under safe conditions.

For all these reasons – for the neighborhoods, for the good jobs, for the City, and for MassDOT – I am convinced that Normandy's proposal deserves our support.

Sincerely,

Mark Erlich
Executive Secretary-Treasurer

cc: Governor Deval Patrick
Mayor Thomas M. Menino
Secretary Richard Davey



Haymarket Pushcart Association

P.O. Box 962125, Boston, MA 02196 • Tel. (617) 548-3299

April 2, 2013

TO: Governor Deval Patrick
TO: Mayor Thomas Menino
TO: Richard A. Davey, Secretary, MassDOT
TO: ✓ William Tuttle, Director, Office of Real Estate Development

FROM: Otto Gallotto, President, Haymarket Pushcart Association

**RE: HAYMARKET SHOPPERS, VENDORS AND ELECTED OFFICIALS
AGAINST NEW HOTEL**

Attached please find the signatures of 3500 Haymarket shoppers gathered over the course of just four days expressing their shared concern that another hotel on Blackstone Street makes no sense, does nothing to expand the intended uses of the Market District, and will make it much more difficult for the Haymarket to operate.

These shoppers – including a significant percentage who shop the Haymarket out of economic necessity – have expressed their support for the position that the Haymarket Pushcart Association has repeatedly and consistently taken on this matter. We believe strongly that the alternative proposal for this site – the Blackstone Market – is a far better choice.

As indicated in the attached March 20 letter signed by all three of the elected local public officials who represent the area, they too concur that the Blackstone Market proposal will better serve the newly emerging Market District and will “...ultimately be a much more suitable fit than the proposed hotel project.”



Adam Travel Services, Inc.

MassDOT/OREAD
State Transportation Building
Ten Park Plaza Suite 4470
Boston, MA 02116

Re: Dr. Adam Abdo Ibrahim - Support for "Haymarket Square Hotel" project.

To Whom It May Concern:

As the owner of the property on 120 Blackstone Street I am writing to express my support for the Normandy Hotel and Marketplace proposal on Parcel 9.

Currently, I am undergoing a complete overhaul of my property and have invested time and resources to see the development of this area. Suffice to say, I will be greatly affected by whichever outcome is decided upon.

The reason I embarked upon my reconstruction project was because I noticed the commitment the city has in upgrading this historic neighborhood. I was inspired to do my part and also help improve the community at large. I believe that the Normandy proposal to be more inline with this initiative than the Black Stone proposal.

I believe the initiative taken on by the City is to showcase this scenic neighborhood as the great option for tourists that it is. We are on the freedom trail, across from a lovely new park, adjacent to the Faneuil Hall, a walk from the Waterfront and smelling distance from the many wonderful restaurants in the North End. This combination is ideal for tourists and this area is in need of additional Hotel Space, not another bar. With that being said I would like to reiterate my firm support for the Normandy Proposal on Parcel 9.

Best Regards,
Adam Abdo Ibrahim
Property Owner at 120 Blackstone Street

From: barbara.cusack@comcast.net
To: [MassDOT_RE](#)
Subject: Parcel 9
Date: Thursday, April 04, 2013 3:52:04 PM

To MassDot,

I am writing to you in support of the Haymarket Square proposal as presented by Normandy Partners/Jones Lang LaSalle. I am a property owner and 30-year resident of the North End and have witnessed many changes over the years, not the least of which was the creation of the Greenway. The beautiful open space has been a boon to the North End neighborhood in that the area has become more accessible and attracts many tourists. This same blessing to the neighborhood is also proving to be a detriment in that there are too many restaurants, bars, crowds and noise, and this is diminishing the quality of life for the residents. What is created on Parcel 9 will have a direct impact on the North End neighborhood.

The Haymarket Square proposal is an open, airy design that uniquely blends the needs of the Haymarket Pushcart Association with the desires of the local neighborhood. The design and density of the project works for the location. The HPA maintains a very open, visible space attractive to shoppers; the Winter Garden is a lovely public amenity. The use of the space as a mid-range hotel fits in perfectly with the surroundings and is needed far more than additional luxury apartments and restaurants, as is proposed by the competing project.

In my opinion, Haymarket Square is a far better design for the Greenway and the proposed mix of uses are better for the HPA, the local neighborhoods and the City. I strongly urge MassDot to accept Haymarket Square.

Sincerely,

Barbara Cusack
44 Prince Street
Boston, MA 02113

April 2, 2013

MassDOT
OREAD
State Transportation Building
Ten Park Plaza, Suite 4470
Boston, MA 02116

RE: Parcel 9_SUPPORT for the "Haymarket Square" project

I am writing to stress my strong support for the Haymarket Square project that includes a hotel and marketplace project at Parcel 9.

As a business owner in the North End:

1. CAFE VITTORIA
2. STANZA DEI SIGARI
3. FLORENTINE CAFE
4. PENNARD'S SWORN SQ. RESTAURANT
5. DOWNTOWN REALTY PROFESSIONALS LLC

I strongly support the Haymarket Square project and OPPOSE the Blackstone Market proposal.

The residential and bars/restaurant project proposed by the other proponent - Phil DeNormandie - is not the right use at this site. DeNormandie's proposal includes 25,000 square feet of bars and restaurants on the second floor facing the Greenway with a ~1,000 person capacity bar that will have major negative impacts such as noise pollution. Finally, the DeNormandie proposal is much too tall at 105 feet - well exceeding zoning and will loom over the Greenway.

This hotel & market project provides committed upgrades to the Haymarket pushcarts, and is a much better development for the surrounding neighborhood and North End businesses.

Sincerely,



Jerry Riccio

cc: Governor Deval Patrick
Mayor Thomas Menino
Secretary Richard A. Davey

Postcards were received in support of the Haymarket Square initiative. The text is below:

Check if you support Haymarket Square!

- Low height and small massing on Greenway
- Great "Market Hall" food shopping
- 24/7 Public space for neighborhood
- Supports Haymarket push carts
- Viability and job creation
- Hotel & Market is the best use at this site

The following signatories submitted postcards in support:

- Bryan Sparkes
- Paul J. Serino
- Robert Hill
- R. Brendan Boyle
- Romano Florist
- Patrick Nugent
- Nicholas Johnson
- Paul Ballantine
- Denise Ross
- Luis Cerqueira
- John Ricci
- Amato Dellolacono
- Antonietta DeStefano
- C. Burke
- Linda Arends
- Lauren Bexley
- Barbara Cusack
- Ann G. Caggiano
- Lewis Cantillo

PARCEL 7 & 9 ADVISORY COMMITTEE

*Convened by the Massachusetts Department of Transportation
In Consultation with the Boston Redevelopment Authority*

April 5, 2013

William Tuttle, Director
Office of Real Estate Development
Massachusetts Department of Transportation
State Transportation Building at Ten Park Plaza
Boston, MA 02116

RE: Parcel 7 & 9 Advisory Committee Preference
Between the Two Parcel 9 Development Finalists

Dear Mr. Tuttle,

We begin with compliments to MassDOT for the entire public process of which the Parcel 7 & 9 Advisory Committee has been a part over the past two years and more. We particularly appreciate MassDOT requiring/allowing the two finalists to submit and present their updated proposals for the development of Parcel 9 in response to agency and community comments on their original submissions. Those comments include the perceived strengths and weaknesses of all four of the initial Parcel 9 developer proposals as discussed in the June 1st comment letter of the Advisory Committee as well as in subsequent letters from individual Advisory Committee members. We very much welcomed and appreciated the specific and definitive responses from the two finalists in the proposals that are now before us for our review and further comment. We also acknowledge and applaud the additional time, attention and expense that was involved in their doing so; and there is no doubt in our view that the proposals for the Haymarket Hotel and for the Blackstone Market have both been improved as a result of this iterative process.

This is the first – and last -- opportunity for the Advisory Committee as a whole to express a preference between these two proposals. In the first round, we were requested not to express any preference among the four initial submissions, but rather to provide our assessment of the strengths and weaknesses of each. We are now faced with a somewhat more difficult task because the members of the Advisory Committee represent a range of constituencies with many shared, but still distinct, perspectives and priorities. The purpose of these comments is to express our consensus, to the significant extent that there is a consensus, and to acknowledge those areas where there is a notable difference of emphasis, and perhaps even of preference.

*Victor Brogna: North End/Waterfront Residents Association Otto Gallotto: Haymarket Pushcart Association
Ryan Kenny: North End Neighborhood Council Claudio Kraus: Faneuil Hall Marketplace Daniel Nuzzo: North
End Resident Robert O'Brien: Downtown North Association Tad Stahl: Beacon Hill Civic Association
George Thrush: Northeastern University School of Architecture Kathryn West: Partners HealthCare*

In this regard, we anticipate that some of the individual members of the Advisory Committee may also be submitting individual comment letters in which such differences will be more fully delineated. We hope and expect that these consensus comments will be generally compatible with what will be expressed therein; but our comments herein are not meant to preclude or replace any such additional comments by individual Advisory Committee members.

Worthy of particular note in this regard are the reservations of Advisory Committee Member Victor Brogna, who is Vice President of the North End/Waterfront Residents Association and Co-Chair of its Zoning, Licensing & Construction Committee. Mr. Brogna's evaluation of the strengths shown in the Haymarket Hotel's substantially revised proposal submitted in response to Addendum3, as well as his continuing and expressed concerns about the Blackstone Market submission – e.g., the size and location of the planned restaurants; proposed building heights and their interference with view corridors from the Kennedy Greenway and the North End; and some other elements of that submission -- preclude his endorsement of the Blackstone Market. Victor's complete rationale for this position is addressed in more detail in his separate comment letter; and the Advisory Committee respects his decision in this regard as well as the substance and thoughtfulness of the grounds on which it is based. We also acknowledge and applaud Victor Brogna's invaluable and informed contribution to the deliberations of the Committee over the more than two years of our tenure.

With that significant disclaimer, the other members of the Parcel 7 & 9 Advisory Committee hereby express their general preference for the Blackstone Market proposal and group over the Haymarket Hotel proposal and group for the redevelopment of Parcel 9. Our rationale for supporting the Blackstone Market proposal can be summarized as follows:

- ❖ The proposed Blackstone Market, in its entirety and in its various elements, adds substantially more to the development and enhancement of the Market District than does the proposed Haymarket Hotel.
- ❖ The designs and uses advanced in the Blackstone Market proposal also more fully reflect the surrounding communities than do those in the Haymarket Hotel proposal.

While our preference is a strong one, it is not without its qualifications, and the rationale for both our preference and our expectations are detailed below:

a). *With Respect to a Hotel Use v. a Residential Use:* Even if a hotel use is a beneficial one in a Boston Market District, such a hotel already exists directly across Blackstone Street from Parcel 9 in what is now the Omni Millennium Hotel. A second hotel in such close proximity to the first cannot and does not add appreciably to the variety and vitality of the Market District in the manner that a new residential element would.

A rental community that would be marketed and managed in the manner contemplated in the Blackstone Market proposal would provide a degree of social continuity and stability within the Market District that would not only be compatible with its other activities but should actually celebrate them -- including but not limited to the visible and vocal Haymarket Pushcart vendors. As has been shown elsewhere in Boston and throughout the world, those residents who would be attracted by the opportunity to live in a Market District would be its greatest champions for reasons and in ways that an inherently more transient and tourist-oriented hotel clientele cannot possibly appreciate or replicate.

Beyond the notable and very relevant fact that Parcel 9 was only recently zoned for housing, additional affordable and market rate housing units are still more needed in Downtown Boston than are additional hotel rooms. The addition of a residential component to the Market District would create a combination retail, restaurant and residential uses that is characteristic of major elements of the adjacent North End, Beacon Hill and Bulfinch Triangle neighborhoods. Those similarities of function as well as form would foster natural connections among the surrounding downtown communities that another hotel simply would not.

b). With Respect to the Nature and Scope of Proposed Parcel 9 Retail Uses: In their oral presentations, both the Blackstone Market and the Haymarket Hotel groups emphasized the importance of first-floor retail uses on Parcel 9 that complement the other existing and planned food-oriented uses in the Market District. Those primarily include the lower-cost produce sales that have long been the province of the Haymarket pushcart vendors as well as the higher-cost Massachusetts grown, raised and crafted agricultural products to be sold in the Boston Public Market. The retail uses on Parcel 9 would fit between those price points and product mixes; and each of these elements would serve a distinct Market District purpose, one that supports and supplements its retail counterparts and neither duplicates nor competes with them.

The relative importance that each of the proponents assigns to the first floor market-related retail functions on Parcel 9 is revealed in part by the amount of space that each devotes to this purpose -- i.e., to the size of the so-called market hall. It is worthy of note that as described in their most recent submissions, the 8.7Ksf market hall planned for the Haymarket Hotel is less than half the size of the 18.5Ksf market hall planned for the Blackstone Market. Based on the program take-offs provided by the proponents -- see attached -- in the Haymarket Hotel proposal something less than 40% of the total first-floor area will be devoted to a market hall; whereas in the Blackstone Market proposal, something more than 70% of their first floor area will be devoted to a market hall and contiguous retail sale. The much larger market hall in the Blackstone Market proposal obviously provides correspondingly greater potential for Parcel 9 to add to both the scale and the diversity of the special Market District retail experience.

In this regard, we would emphasize the importance of these general merchandising principles and distinctions for the successful and synergistic operation of the Market District, and more particularly, the need to incorporate those principles and distinctions in the MassDOT lease with the Parcel 9 developer. This is a concern in part because there was reference in the oral presentations to the prospect of one-stop shopping with the ability to purchase non-food items such a toilet paper, for example. The Advisory Committee feels very strongly that the sale of non-food-oriented products is not appropriate on Parcel 9 or elsewhere in the Market District. The Market District is not intended to be an effective substitute for a supermarket, which many of us in the community have long been working to establish elsewhere in the nearby downtown neighborhoods.

We would finally note the statement in the Haymarket Hotel submission that they “*have had several meaningful discussions with Boston Public Market Association (BPMA) representatives to make our Market Hall available to BPMA for expanded square footage for their operations. The BPMA may need additional space as the Market evolves and we have offered to make parts or all of the Market Hall area available to BPMA at market rate rent.*” In our view, such a strategy would completely miss the point of the Market District. Something quite distinct and special should happen in the Parcel 9 market hall, something that does not happen either on Blackstone Street or on Parcel 7; and that has been a guiding rule for the Parcel 7 & 9 Advisory Committee, as well as MassDOT and the BRA, from the outset.

It is also premature to suggest or assume that the Boston Public Market will be so successful on Parcel 7 that it would or should seek to expand in the foreseeable future, since there is still some concern as to when and how the Boston Public Market will be financed, organized and operated on Parcel 7 itself. While we strongly believe that the success of the Market District as a whole depends on the success of each of its elements, most certainly including the Boston Public Market, that does not in any way imply our desire for the success of the Boston Public Market to subsume or replace any of those other elements of the Market District.

c). With Respect to the Nature and Scope of Proposed Parcel 9 Restaurant Uses: This is clearly an area of both a notable difference of use between the two proposals and also a notable difference of perspective within the Advisory Committee. As previously noted, the size and location of the restaurants remains one of Victor Brogna's major concerns with the Blackstone Market submission. On the one hand, the Haymarket Hotel proposal contemplates a first-floor restaurant of less than 100 seats as shown in the written proposal and possibly as few as 40-50 seats as described in their oral presentation. This facility would be open to the public, but would primarily be available to hotel guests for breakfast, lunch and dinner service. On the other hand, the Blackstone Market proposal contemplates up to three second-floor restaurants, with combined seating of between 400 to 500 seats, of which approximately 20% would involve seasonal outdoor dining on adjacent restaurant decks/terraces that overlook Blackstone Street and/or the Kennedy Greenway.

As described in their updated proposal, the restaurants planned by the Blackstone Market group are intended to be an extension of the Market District retail experience and indigenous to this unique Market District location. Menus would feature produce and other food products from throughout the Market District as a whole and there would likely be connections between one or more of these restaurants and the first-floor market hall. They would be “chef-driven” with an emphasis on local ownership and management that would appeal to local and regional residents and to visitors who are looking for a dining destination that is characteristic of Boston.

In our view, the significant upside of the Blackstone Market restaurant strategy is that it clearly has the potential to expand and enhance the scale and ambience of the Market District to an extent that is not possible with the more limited and isolated restaurant facility planned by the Haymarket Hotel. From a community perspective, there is a potential downside to such larger restaurant facilities; and that concern has been well expressed in public meetings and in written correspondence by some of the North End representatives on the Advisory Committee and by others from the North End neighborhood. Their concerns have primarily focused on four issues, particularly related to the Blackstone Market proposals:

1. **The Tourist-Oriented Focus of the Proposed Restaurants:** As was made quite clear in the 2009 Market District Feasibility Study commissioned by the BRA, restaurant facilities within the Market District should not be primarily tourist-oriented. In response to specific community comments in this regard, the updated Blackstone Market proposal amplified and clarified their restaurant plans in ways that explicitly addressed these concerns, as referenced above, by emphasizing the inherent links between these restaurants and the other elements of Parcel 9 and the Market District as a whole, and their intended appeal to local and regional residents, in addition to any tourist appeal.
2. **The Number and Size of These Restaurants:** Concern has been raised by some about the number of Blackstone Market restaurants that are proposed, and more importantly, the number of restaurant seats that are planned, presumably with liquor licenses. To put this into local context, the number of liquor-licensed bar and restaurant seats in the adjacent North End is now approaching 9,000, which is approximately the residential population of the North End itself.

While both the initial and the updated Blackstone Market proposals suggest that there will be “up to” three restaurants, the most recent proposal specifically indicates that there could be some combination of the facilities as now shown. In any case, it is likely that 400 to 500 new licensed restaurant seats would be involved in one to three second-floor locations.

For the sake of comparison, the two well-known and well-established restaurants that were cited in the Blackstone Market proposal as examples of the type of restaurant legacy that they will be trying to create on Parcel 9 are Durgin Park in Faneuil Hall Marketplace and the Union Oyster House, elsewhere in the historic Blackstone Block. Based on their own reports, the former has a licensed seating of 280 and the latter of 567, which alone is larger than the proposed capacity of all of the Blackstone Market restaurants combined.

While these are clearly relevant issues at this stage in the process, how many restaurants and how many restaurant seats will ultimately be included on Parcel 9 are not matters that will be decided by this development designation. Those issues, as well as related matters such as hours of operations for the interior and exterior spaces, can only be fully and finally determined through city licensing hearings, which must and will take these understandable community concerns into serious account.

- 3. The Extent of Outdoor Restaurant Seating:** As now proposed, the three restaurants planned for the Blackstone Market would have a significant amount of seasonal outdoor seating on outdoors decks or terraces overlooking Blackstone Street and/or the Kennedy Greenway. Clearly, this proximity to the street can expand and enhance the Market District experience of these restaurant patrons; but such outdoor seating might also involve more issues of ambient noise, for example, particularly if alcohol service is involved. Again, this is both an issue and an opportunity that is not relevant to the Haymarket Hotel proposal, which does not plan any outdoor seating.

In their updated proposal, the Blackstone Market group emphasizes that outdoor seating will be restricted to “seated dining” that is “not expected to generate the high volumes of sound that a bar or similar establishment might produce”. We take this to mean that there will not be alcohol service on these outdoor decks or terraces except in conjunction with food service; and we strongly support that approach, which would likely minimize the potential for adverse community impacts. Outdoor seating across the city is also routinely subject to earlier closing hours; and that is expected to be the case for these restaurants.

In any case, it is hereby noted that food and alcohol service in these outdoor venues would require continuing attention by these restaurant operators and their staffs so as to preclude and/or remedy any such problems if and when they might occur. And this sort of sensitivity to the quality and tranquility of life in adjacent neighborhoods, particularly the North End, needs to be an integral element of both the marketing and the management of any proposed Market District restaurants.

- 4. The Reliability of Initial Restaurant Commitments:** While the members of the Advisory Committee have been reassured by the specificity provided in the most recent proposals with regard to the quality and character of the restaurants being proposed for the Market

District, there remains a concern about whether and how that quality and character can and will be maintained over time. We are all acutely aware of how the original and compelling concept for Faneuil Hall Marketplace was compromised and diluted over time; and what was initially envisioned and implemented as a uniquely Bostonian urban venue gradually became indistinguishable from the national franchise format that is offered anywhere and everywhere across the country. That concern certainly applies to the Market District restaurants; but it also applies to the concept for the Market District as a whole.

To that point, we would again emphasize the relevance and role of an effective Market District governance structure. Beyond any licensing covenants and conditions, such a participatory and enduring oversight/coordination structure would provide the most reliable mechanism for assuring that the Market District, including but not limited to its restaurants, will remain true to its initial mission and can identify and remedy problematic departures from their initial commitments.

With due regard to the importance and relevance of North End neighborhood concerns, there remains a strong sentiment by many, though not all, members on the Advisory Committee that the type of restaurants that are being proposed for Parcel 9 by the Blackstone Market group would add substantially to the variety and vitality of the Market District experience and would also provide dining options that would be most attractive to local and regional residents. And if so, while the size and siting of the restaurant planned for the Haymarket Hotel may have less potential downside in terms of North End neighborhood, it also has less potential upside for the character of the Market District.

On balance, we remain confident that the Market District upside can be enhanced while the neighborhood downside can be controlled as the planning, permitting, licensing and oversight for the Parcel 9 restaurants continue to evolve. Among other considerations, the North End is now separated from the nearest Market District restaurants by the Kennedy Greenway parks, which we believe should minimize their adverse aural and visual impacts for that important neighborhood; and the members of the Advisory Committee certainly pledge to work with the community, with the designated developer and with other interested parties to assure that sort of optimal outcome, now and in the future.

d). With Respect to Blackstone Street Improvements and Related HPA Commitments:

We commend both proponents for the scope and specificity of their funding and their other contributions to major improvements in the design and use of a tabled Blackstone Street by the HPA pushcart vendors. Their commitments include logistical and financial commitments that will assure the future adequacy and affordability of HPA trash handling and disposal systems as well as the utility and other infrastructure and equipment upgrades that will enhance the efficiency, effectiveness, cleanliness and appearance of HPA operations. All of which are based on maintenance of the existing three-aisle HPA vendor configuration, which was initially

illustrated in the first Haymarket Hotel submission. As a result of HPA input and MassDOT specifications, all of these improvements have become essential requirements for any Parcel 9 development submission; and that positive outcome is hereby acknowledged and applauded.

e). With Respect to Comparative Architecture and Urban Design: The most obvious and major change in the updated Haymarket Hotel proposal was the reconfiguration of their project massing, consolidating the hotel structure more toward the North Street end of Parcel 9 and creating a more distinct market hall element that occupies a significant portion of the Hanover Street end of the site. While there has been a notably mixed Advisory Committee reaction to the actual design of that structure as now illustrated, there has been quite favorable Advisory Committee reaction to the welcome change in massing in response to community comments. In contrast, other than the anticipated addition of two residential floors, there has not been any significant change in either the design or massing of the Blackstone Market proposal. Both of these aspects of their initial proposal had been commended in the June 1st Advisory Committee comment letter as among the great strengths of their first submission; and we continue to view them very favorably.

It should also be noted that while the massing of the Haymarket Hotel proposal has moved significantly in the direction of the initial Blackstone Market design, the hotel structure still extends much farther down Blackstone Street than does the comparable residential structure and, as previously noted, its market hall element is considerably smaller in area despite its greater visibility. Moreover, the architecture of the Blackstone Market proposal continues to be viewed as more appropriate, attractive and contextual in this very historic and visible site than does the Haymarket Hotel design.

We understand that the final architecture and design of any Parcel 9 proposal will undergo further review and likely refinement and revision as it progresses through the BRA Article 80 and related Boston Civic Design Review processes. But the Advisory Committee remains convinced that the Blackstone Market submission not only got the Parcel 9 architecture and urban design right the first time, but that they still have much the better of it at this stage.

f). With Respect to the Importance of Haymarket Pushcart Association Support: The Parcel 9 development guidelines make quite clear the critical role that the Haymarket pushcart vendors play as the economic, historical and symbolic foundation on which the Market District is built. It is likewise clear that the future success of the Market District will surely depend on the continuing support, cooperation and success of the Haymarket Association (HPA), which has long and effectively represented the interests of the Haymarket pushcart vendors. HPA has made it abundantly clear that they support the Blackstone Market proposal over that of the Haymarket Hotel group. That support is reflected in and reinforced by their written and exclusive agreement with the Blackstone Market group that stipulates the various reciprocal commitments on which HPA support for the Blackstone Market proposal depends in part.

In the March 20th community presentations of the two updated proposals, representatives of the Haymarket Hotel group suggested that this agreement was negotiated outside of the established public process and was otherwise inappropriate and untimely. The Parcel 7 & 9 Advisory Committee does not agree with that assertion.

It has been very clear since well before the Advisory Committee process began more than two years ago that HPA satisfaction with the outcome of this process would be an essential standard of its success. Two of the longstanding and public requirements of HPA satisfaction have been the need for reliable and long-term Parcel 9 developer assurances on affordable trash collection and non-competition on the merchandising front. Those are among the major principles of the HPA/BMG agreement; and it is neither unexpected nor inappropriate for HPA to detail and document those assurances with whatever group it chooses to support. And that is what has happened in this case.

In our view, this agreement is evidence of HPA support for the Blackstone Market proposal and the absence of HPA support for the Haymarket Hotel proposal. And while the Haymarket Hotel group was clearly willing to negotiate such an agreement with HPA, HPA was clearly not willing to negotiate such an agreement with them, because HPA does not support their proposal. The agreement with HPA obviously provides the Blackstone Market with a competitive advantage; and it one that was likely strengthened as a result of the oral presentations and the related exchange between HPA and the Haymarket Hotel group. But that is at it should be given the importance of HPA support throughout the Parcel 9 planning and development process – and well beyond.

g). With Respect to the Value of Support from Elected Officials: It is noted that the Blackstone Market Group proposal has also received the endorsement of elected officials at the state and city level from communities represented on the Advisory Committee. They include, but are not necessarily limited to, our State Senator Anthony Petrucci, our State Representative Aaron Michlewitz and our District City Councilor Salvatore LaMattina. If and when MassDOT selects the Blackstone Market group team to develop Parcel 9, such political support should prove most helpful as project moves forward from there; and it will also be useful in assuring that the developer selected will proceed in a manner that is beneficial to their communities and their constituents.

h). With Respect to a Market District Governance Structure: The concept of an overall governance structure for the Market District as a whole has been a continuing theme of the Parcel 7 & 9 Advisory Committee; and we are most encouraged to see that it was reflected in the Blackstone Market proposal. As previously suggested, the purpose of such an organization would be to coordinate the individual parts of the Market District into a synergistic whole that is greater than the sum of its parts, to manage and mediate the innumerable internal and external issues and opportunities that will arise in that context, and to assure that the original mission

of the Market District and its various elements is sustained, strengthened and appropriately refined over time. To that end, such a Market District governance structure must represent not only its functional components but also the communities that are impacted by them and the regional interests that are also affected. Whatever form this Market Improvement District takes, in our view, it should be an integral component of the plans of any Parcel 9 developer.

i). With Respect to Community Space Commitments: The Haymarket Hotel offers public access to community conference space and to hotel pool and fitness facilities; and those are significant community amenities that we acknowledge and applaud. The updated Blackstone Market proposal clearly took its cues from the initial Haymarket Hotel submission as well as from community comments in now proposing to provide community meeting and conference space as part of their Parcel 9 project. In both of the current proposals, such space could also be used as HPA offices and in the case of the Blackstone Market proposal, also as headquarters for a Market District governance structure.

It is noted that the community space in the updated Blackstone Market proposal is provided in lieu of the initially proposed rooftop farm, which would have been an expensive and otherwise challenging undertaking that did not seem to generate a great deal of community support. What is now planned is a publicly accessible and four-season green roof, which includes an adjacent community space in a glazed structure with a somewhat lower profile than the greenhouse that was initially shown.

While the Advisory Committee values the various purposes to which this Blackstone Market community space would be devoted, we also welcome the flexibility of its location that was suggested in their oral presentation. Among the objections to the rooftop greenhouse as initially proposed was that, as the only structure visible above the two-story market element of the project, it complicated and compromised the view of the adjacent Blackstone Block from the North End and the Kennedy Greenway; and that remains largely true of the current proposal. Serious thought should be given to a less intrusive location that might be better in any case – e.g., in the area now shown as the outdoor terrace for a second-floor restaurant at the Hanover Street end of Parcel 9. That location would reduce the overall profile of the market hall element of the Blackstone Market structure; and it would also provide a multi-purpose community space that is exceptionally visible and very centrally located in terms of the Market District as a whole.

j). With Respect to Adverse Transportation Impacts: The potential adverse transportation impacts of a hotel use were identified in the June 1st Advisory Committee comment letter as a notable weakness of the original Haymarket Hotel submission; and it continues to be so in their updated proposal. Of particular concern are the negative effects of the vehicle drop-off/pick-up and standing as well as the luggage loading/unloading functions that will have to take place on and along the Surface Artery, which borders Parcel 9 and provides the visual and pedestrian

connection between the Market District and the North End and the Kennedy Greenway. The comparable traffic and transportation demands of a residential use at this location are less frequent, pervasive and prolonged, and are thus far less onerous and disruptive.

k). With Respect to the Development of Other Blackstone Street Properties: Although MassDOT staff have repeatedly made clear that development plans and prospects for other Blackstone Street properties are not relevant to their decision-making with regard to Parcel 9 developer designation, the Parcel 7 & 9 Advisory Committee and others in the community have also repeatedly made clear that those issues and opportunities are relevant to our preferences among the Parcel 9 development proposals and now between the two Parcel 9 finalists.

What happens on the other side of Blackstone Street as a consequence of the redevelopment of Parcel 9 has major implications both for the growth and development of the Market District as a whole and for the improvement of the surrounding communities. And we cannot ignore those implications since many of those properties are owned by a principal of the Blackstone Market group. That potential advantage was not addressed by the Blackstone Market group in their initial Parcel 9 submission; and in our June 1st comment letter, the Advisory Committee identified that as a weakness of that first proposal. The Blackstone Market group has now addressed these matters in its updated proposal; and we consider that a strength of that proposal for the following reasons:

- 1. Improved Market District Use of Blackstone Street:** Coordinated management of the buildings and entryways on both sides of Blackstone Street will permit and encourage a more flexible, complete and coordinated design and use of the street itself, for HPA purposes and otherwise.
- 2. Increased Operational/Logistical Options:** The availability of these buildings and their related alleyways provides more options for managing HPA storage and trash handling than the more limited spaces available on Parcel 9 alone.
- 3. Expanded Construction Staging/Sequencing Possibilities:** The availability of these buildings and alleyways also provides additional space for accommodation of HPA storage and trash handling during the reconstruction of both Blackstone Street and Parcel 9.
- 4. A More Comprehensive and Coherent Architectural and Urban Design Strategy:** Planning for the redesign and reconstruction of Blackstone Street in conjunction with the design and redevelopment of the structures on both sides of Blackstone Street would both encourage and facilitate a more integrated approach to the urban design and architecture of all of these historically and functionally related properties and to the related role of the Blackstone Block within Market District and the larger downtown community.

5. **An Accelerated Development Schedule:** The development of Parcel 9 is expected to accelerate the redevelopment of the other Blackstone Street properties to the benefit of both the Market District and the surrounding communities. While this could well occur regardless of who develops Parcel 9, it is more likely that it will occur if the Blackstone Market group is responsible for the redevelopment of both sides of the street since they would be better able to implement a simultaneous development and construction schedule.

These factors represent advantages for the Blackstone Market group that are not available to the Haymarket Hotel group or, for that matter, to the other Parcel 9 development proponents in the initial round. But that does not diminish their relevance and importance for the emerging Market District and from the perspective of the community, including the Advisory Committee.

l). With Respect to Financial Considerations: Financial considerations do not fall within the purview of the Advisory Committee and such information is currently available only to MassDOT. Although such considerations are only one element of the designation criteria, and in our view, not the most important one, the Advisory Committee does understand and appreciate the relevance and importance of the financial offers of each proponent. We presume that both proponents have now made their best and final financial offers; and we hope and expect that in the case of the Blackstone Market submission, that their financial offer to MassDOT has been increased to reflect the addition of two floors to their residential building and the elimination of the costly rooftop farm.

m). With Respect to Other Items of Interest and Concern for the Future: There were a number of items referenced in the June 1st comments of the Advisory Committee that have yet to be fully and finally addressed by either of the proponents in their updated proposals. These are matters that could/should be addressed through the BRA Article 80 process and/or by a Market District governance structure of the type that the Advisory Committee and others have recommended. Among those are:

1. **The Commitment to/Creation of a Market District Governance Structure:** We reiterate this point because we consider it to be of critical importance and timeliness. The concept of a collaborative and participatory oversight and coordination organization, which would represent all of the elements of the Market District as well as the city and state agencies that have created it and the surrounding communities and the regional interests that have supported and will sustain it was articulated in the first meeting of the Parcel 7 & 9 Advisory Committee and has been part of our continuing conversation since. It is also the foundation on which we are relying to assure that all of our shared expectations for the Market District are realized now and maintained and refined in the future. But there has yet been an official commitment to or a specific schedule for the creation of such a structure; and that is a major piece of unfinished public/private business.

2. **The Design and Development of the Hanover Street Intersection as a Focal Point for the Market District:** This was identified by the Parcel 7 & 9 Advisory Committee in our June 1st comments as a notable strength of the Market Square proposal; and we believe that this urban design strategy should be pursued by whoever develops Parcel 9. Beyond providing a critical physical and visual link between Parcel 7, it would serve the symbolic purpose of the former Haymarket Square, located just to the north of this intersection, which could even be renamed as such in the context of the new Boston Market District.
3. **Utilization of Blackstone Street on Non-HPA Days:** Given the major improvements to the design and use of Blackstone Street that are being planned as a consequence of Parcel 9 redevelopment, systematic thought should be given to what merchandising or other purposes this venue might serve in the several days each week that it will not be used for HPA purposes.
4. **Utilization of the Parcel 7 Plaza by HPA, the Boston Public Market and Possibly Others:** The Parcel 7 outdoor plaza area is perceived and should function as an extension of the Blackstone Street merchandising use; and the shared use of this very visible and valuable element of the Market District could/should be addressed and resolved at the earliest possible date.
5. **Rebranding of the Surface Artery as an Important Element of Rebranding the Market District as a Whole:** Unbeknownst to many, the so-called Surface Artery is actually named after former Boston Mayor John F. Fitzgerald, known to most as Honey Fitz, who was famously born and lived in the North End. A rebranding of this roadway to celebrate that fact would not only do justice to its important new function as boundary between the Market District and the Kennedy Greenway, but also give it more appropriate standing with Atlantic Avenue, its northbound counterpart. This rebranding could/should accompany another initiative that would give this newly crucial urban boulevard its due: relocating tour bus parking from this important Market District perimeter.

In summary and conclusion, we reiterate that the proposals of both of the finalists have been substantively improved over their initial submissions; and each has addressed perceived weaknesses and enhanced perceived strengths in some important ways. But after more than two years of concerted attention to this matter, for the reasons outlined above, in accord with the preferences previously expressed by many of our members, and again noting that our esteemed member Victor Brogna does not endorse this preference, it is the substantial, albeit not the unanimous, conclusion of the Parcel 7 & 9 Advisory Group that the Blackstone Market proposal is decidedly the better of the two and that the Blackstone Market Group would be the more appropriate and advisable developer of Parcel 9.

With due regard to our earlier disclaimer, we believe that the proposal of the Blackstone Market group better reflects our shared plans, purposes and priorities for the Market District, perhaps in part because of their involvement in the Advisory Committee process from the outset. In our view, their approach would more fully realize the goals and objectives, priorities and potential of the Market District as well as its linkages to and benefits for the surrounding communities.

We are persuaded that the architecture and urban design incorporated in the Blackstone Market proposal are significantly superior to those in the Haymarket Hotel proposal, and that their planned mix of residential, retail, restaurant and community uses would add both more variety and more vitality to the Market District than would the comparable uses related to the Haymarket Hotel proposal. We are confident that the Cresset/DeNormandie project team is ready, willing and able to implement their plans on a timely basis, including their commitments to the community and to a collaborative working relationship with the Boston Public Market and to the Haymarket pushcart vendors.

We finally emphasize the importance of the support of the Haymarket Pushcart Association and the elected officials that the Blackstone Market proposal has earned, as well the many benefits of ownership of other Blackstone Street properties by one of the principals of the Blackstone Market group – all of which are major competitive advantages for the Blackstone Market group that are not shared by the Haymarket Hotel team.

For all of those reasons, we respectfully recommend and request that MassDOT designate the proponents of the Blackstone Market proposal as the developers of Parcel 9.

Respectfully,

The Members of the Parcel 7 & 9 Advisory Committee

cc: DOT Secretary Richard Davey
Massachusetts Governor Deval Patrick
Boston Mayor Thomas Menino
Boston Redevelopment Authority Director Peter Meade
Dana Levenson, Jeffrey Simon, John Romano, Roy Avellaneda of MassDOT
Kairos Shen, David Carlson, Lauren Shurtleff and Jonathan Greeley of the BRA
Senator Anthony Petrucci, Representative Aaron Michlewitz, City Councilor Sal LaMattina
The Blackstone Market and Haymarket Hotel Project Teams
Boston Public Market Representatives
Other Interested Parties

VICTOR BROGNA
POST OFFICE BOX 130371
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Jeffrey A. Simon
Assistant Secretary for Real Estate and Asset Development
MassDOT
Re: Parcel 9
OREAD
10 Park Plaza, Suite 4170
Boston, MA 02116

April 5, 2013

Re: Parcel 9 Developer Selection

Dear Secretary Simon:

I write this comment letter as a member of the Parcels 7 and 9 Advisory Committee, as Co-Chair of the Zoning, Licensing and Construction Committee of the North End/Waterfront Residents' Association, as a resident of the North End/Waterfront neighborhood for 20 years, and as a citizen of Boston for 60 years. I write as an Advisory Committee member because I am unable to join in the consensus letter which has been drafted on behalf of the committee. My inability stems from my disagreement with the committee's relative assessment of the strengths and weaknesses of the proposals of the two finalists, the Blackstone Market group and the Haymarket Hotel group. Additionally, the committee has expressed a preference for the Blackstone Market proposal in the comment letter it has prepared, despite the instructions from your Office of Real Estate Development to limit the comments to the strengths and weaknesses of each proposal, and not to include a preference. Since I expect that the committee's letter as submitted will contain such a preference, I am constrained to advise you of my disagreement with that choice as well. In my earlier personal comment letter of February 14, 2013, I stated that I was in general agreement with the preference expressed by my colleagues on the committee, which was the Blackstone Market proposal. Since then the landscape has changed, as a result of the responses to Addendum 3 to MassDOT's Request for Proposals which were filed by the two proponents. Haymarket Hotel's response included major revisions to their earlier proposal, which addressed many of my concerns. Blackstone Market's response addressed only one of my concerns, by changing the function of a rooftop greenhouse to that of a community meeting room. My preference is now, therefore, the proposal of Haymarket Hotel as revised.

As requested by MassDOT, my evaluation of certain strengths and weaknesses of the two proposals follows.

1. The Restaurant Issue.

The entire upper floor of the two-story market hall under the Blackstone Market's proposal would be devoted to restaurants. At the public meeting on March 20, 2013, we learned that the restaurants would contain 400 to 500 seats. In my earlier letter I explained in detail the negative impacts which would inevitably occur to the North End/Waterfront neighborhood from the influx of tourists which a restaurant destination of such size would produce. My earlier letter is on file with MassDOT and there is no need for me to repeat here what was said. I add to those words the

advice contained in the January 2009 Boston Market District Feasibility Study produced for the BRA by Project for Public Spaces (PPS), where it was stated on page 13:

While tourists would expect to be drawn to a public market, they can also have a destructive impact. Pike Place Market [in Seattle] is so clogged with tourists that many locals avoid the market, and the number of farmers has declined significantly.

PPS states on pages 64-66 of its report that restaurants are the largest square foot user in the Pike Place Market, and that the aisles of the market are flooded with visitors who are not interested in buying fresh fish and vegetables – only looking at them. Farmers are leaving and setting up in new outdoor markets in neighborhoods. If there is any doubt that there is a causal connection between the large space devoted to restaurants, the influx of tourists and the decline in the success of the Pike Place Market, I would suggest that the expertise of PPS be utilized and that MassDOT make a request of the BRA to obtain the opinion of its consultant, PPS, on this question.

There is also a serious risk to the financial health of the project which relates to Blackstone Market's heavy reliance on restaurants. The restaurant issue has been part of the debate for some time now, and we must assume that Blackstone Market's refusal to budge on the issue reflects their dependence on restaurants to finance the project. It is well known, however, that a large percentage of new restaurants fail. If MassDOT does not have the figures, its consultant on the Parcels 7 and 9 project can undoubtedly produce them. It is also well known, and consistent with our North End experience, that when restaurants are in a failing mode they look for recovery by staying open late hours and selling more alcohol, a scenario which would have serious negative impacts on the quality of residential life in the North End/Waterfront neighborhood, for the reasons already discussed in my February 14, 2013, comment letter.

Like the Pike Place Market, Blackstone Market's entire second floor restaurant area of 26,029 square feet seating 400 to 500 diners exceeds by a large amount its market area of 17,050 square feet. (Blackstone Market submission dated March 15, 2013, page 8.) It should also be noted that restaurants above the first floor are prohibited under the provisions of the Boston Zoning Code applicable to the North End neighborhood, and enforcement of the prohibition is important to North End residents. (See the current North End Regional Review, April 2, 2013, page 9.) Haymarket Hotel's restaurant, on the other hand, is tucked away from the market hall on the first floor, at the corner of Cross and North Streets, where I count 56 seats at tables and 22 seats around a central bar or common eating area. (Haymarket Hotel submission dated March 15, 2013, page 4.) This should be large enough to satisfy the needs of the hotel as well as diners who wish to eat near the market hall. Additionally, and not to be overlooked, are the Union Oyster House and numerous other restaurants and pubs in the area on the other side of Blackstone Street, as well as the Hard Rock Café and the restaurant in the Millennium Boston hotel which are immediately adjacent to the site. All these nearby restaurants provide dining facilities off-site which are fully adequate to serve the needs of tourists on the Freedom Trail and other visitors. Following PPS' advice, we should accept that a large restaurant presence is detrimental to the success of a market district.

Therefore, on the relevant aspects of the restaurant issue as described above, the Blackstone Market proposal exhibits substantial weakness and the Haymarket Hotel proposal exhibits substantial strength.

2. Architectural Concerns.

The applicable height limit at Parcel 9 under the Boston Zoning Code is 55 feet. The support of the North End/Waterfront community was obtained for a structure exceeding 55 feet at the North Street end of the parcel when the community was given schematics showing a low market building along the Greenway side of the parcel. The low market building preserved view corridors across to Blackstone Street from Salem Street and Hanover Street, which were important to the community. The Haymarket Hotel proposal preserves these view corridors, with a one-story market hall only 20 feet high. (Haymarket Hotel submission dated March 15, 2013, page 6.) The Blackstone Market proposal, on the other hand, has a two-story market hall with a former greenhouse, now a community room, atop a portion of the second story. The height of the two-story hall itself is 30 feet 6 inches, and the height to the top of the community room is 44 feet 6 inches. (Blackstone Market submission dated March 15, 2013, page 23.) These heights will substantially impede the views across the Greenway from the North End.

It should be noted that view corridors have long been important aspects of Boston urban planning. Boston City Hall was sited in such a way as not to block the view of the Old North Church steeple from Tremont Street. The view corridor from Faneuil Hall to the Boston Police Academy building across the then artery corridor was considered important as noted in the Joint Development Parcel-By-Parcel Analysis for the Central Artery Corridor, prepared for the Massachusetts Department of Public Works, dated July 1991, at page 52.

Again, on the issue of preservation of important view corridors, the Blackstone Market proposal exhibits substantial weakness and the Haymarket Hotel proposal exhibits substantial strength.

Another architectural concern involves height of the non-market building. The Blackstone Market proposal has for its residential apartment building a height of 104 feet. (Blackstone Market submission dated March 15, 2013, page 23.) The Haymarket Hotel's height is 84 feet. (Haymarket Hotel submission dated March 15, 2013, page 6.) For comparison, we were told at the March 20, 2013, public meeting that the height of the adjacent Clinton Street Garage is 85 feet and that of the adjacent Millennium Boston Hotel is 74 feet. The Blackstone Market's apartment building exceeds the height of the garage by 19 feet, and exceeds that of the hotel substantially, by 30 feet. The agreement of the North End/Waterfront community to support a zoning height violation at the North Street end of the site cannot be understood to extend to a height without limits, and there are certainly view corridors (from Faneuil Hall, for example) which would be less impeded by a lower height than a greater height.

Therefore, on the issue of the height of the non-market building, the Blackstone Market proposal exhibits substantial weakness and the Haymarket Hotel proposal exhibits substantial strength.

It should also be mentioned that the preference of the committee for the architecture of the Blackstone Market proposal rests to a great extent on the perceived contextual nature of the design. That is, the entire structure repeats the brick of its neighbors. As I interpret the Haymarket Hotel's March 15, 2013, submission, the hotel building which was originally clad in tile is now clad in brick. The hotel's market hall building, on the other hand, shows itself as a separate presence by being of glass and steel, which recalls the market halls of 150 years ago from which the Parcel 9 market hall takes its cue. Speaking personally, I do not find it inappropriate to distinguish the exterior of the market hall from the non-market building on the same site. Additionally, I have confidence that, through the BRA Article 80 process and the Boston Civic Design Review process, an appropriate exterior design of a separately-presenting market hall can be assured.

3. Other Concerns.

(1) Hotel Use vs. Residential Use.

The opportunity to have a hotel for the non-market building on the site, open and staffed 24/7, would seem to be something to take advantage of. This is especially so, considering the presence of the adjacent pushcart market and the inevitable noise and confusion which accompanies its operation. Hotel guests are short-term and residential tenants are longer-term, which on the face of it would give the latter greater opportunity to mobilize and to present complaints. The committee feels differently – that a rental community would celebrate the noisy activities of the pushcart vendors. None of us is expert on the subject. The best we can do is to make predictions based upon educated guesses. I would once again suggest that MassDOT take advantage of the expertise of PPS, and request the BRA to obtain from them an opinion based on their market studies of which use, hotel or residential apartments, would be the better use for this site.

(2) The Retail Program for the Market Hall.

In the discussions of the committee there was agreement that the products sold in the market hall must not compete with the products sold by either the pushcart vendors or the public market vendors. They must of course be food products, or perhaps food-related products, only. This issue was always present in the minds of the committee members during our many meetings, but I do not recall that it was ever thoroughly discussed and a position taken. As for the retail programs suggested by the proponents, I personally do not put much weight on them. I would expect that under the lease terms to be drafted by MassDOT there would be explicit, strict and appropriate terms describing what could and what could not be sold in the market hall, which the lessee would be obliged to adhere to. I will trust to MassDOT to achieve the appropriate balance between the retail activities taking place in Blackstone Street, the public market and the market hall. I also refer MassDOT to the recommendations of PPS on pages 6 and 7 of its report.

(3) Market Hall Size.

I received via e-mail a few moments ago two plan views purporting to show the area in square feet devoted to the market itself in the first floor of the market hall. It appears to show that the Blackstone Market proposal assigns 17,108 square feet to the market and Haymarket Hotel proposal assigns only 8,716 square feet to the same function. I would like the opportunity to analyze and discuss this further with the two proponents, to make sure that the comparison is fair and that I am reading the two drawings correctly. Unfortunately, there is not time to do so, as the hour when these comments are due is soon to arrive. I do note, however, that a large portion of the Haymarket Hotel's first floor - 5,128 square feet - is devoted to Winter Garden and retail use. The generous area and height of the Winter Garden provides an attractive public benefit, and the retail portion appears to be only a small part of the Winter Garden area. This means that a very large part of the area difference between the two proposals is accounted for by a public benefit, which it would be difficult for me, on behalf of the North End/Waterfront community, to reject. In the many meetings held by the committee, an appropriate size for the specifically market portion of the market hall was never discussed. On balance I might agree that larger is better, but to do so I would have to give up a generous public benefit which at this time I am unwilling to do. I also note that the Haymarket Hotel's restaurant takes up what appears to be over 2,000 square feet in the area under discussion, in a first floor corner location which I favor. I would not readily give that up

either. Therefore, I am content to leave any adjustment in the layout of the market hall to the expertise of MassDOT, the BRA and perhaps PPS .

(4) Support of Elected Officials.

At the public meeting on March 20, 2013, a letter was read stating that the Blackstone Market proposal was supported by the North End/Waterfront's State Senator, State Representative, and City Councilor. Copies of the letter were not distributed at the meeting and I have not seen it, which makes it difficult at this point for me to comment upon it. I do not know whether the signers of the letter were aware of the major changes and improvements in the Haymarket Hotel proposal which were contained in the hotel's response to Addendum 3, nor do I know whether or in what way the sentiments of the North End/Waterfront community were gauged before the letter was written. I can surely state that I was not contacted. I state as well that if MassDot sees fit to award the development contract to Haymarket Hotel, the North End/Waterfront community will work with MassDOT to obtain any support from elected officials which may be required at that time.

(5) The Haymarket Pushcart Association.

There is no doubt that the requirement of the Parcel 9 developer to work harmoniously with the Haymarket Pushcart Association must be assured. In the words of PPS, "The historic Haymarket is the heart of the proposed Boston Market District." (PPS Boston Market District Feasibility Study, p. 21.) We are told that there exists a written agreement between the Haymarket Pushcart Association and the Blackstone Market group, but that agreement has not been made available to the committee. The likely reason is that it contains financial information or commitments. Throughout the committee's existence, financial matters have been kept apart by MassDOT from the committee's discussions.

Once again, it is difficult to comment upon what one has not seen. However, I can at least make the recommendation that, assuming that MassDOT finds the terms of the Blackstone Market-Haymarket Pushcart Association agreement to be appropriate, such terms would be incorporated into the lease obligations between MassDOT and whichever proponent receives the award of the development contract for Parcel 9.

Thank you for your attention to these comments, which I hope will prove helpful in the making of MassDOT's decision on the award.

Sincerely,

Victor Brogna

Cc: Members of the Parcels 7 and 9 Advisory Committee
Massachusetts Governor Deval Patrick
Boston Mayor Thomas M. Menino
Boston Redevelopment Authority Director Peter Meade
Kairos Shen, Boston Redevelopment Authority
Lauren N. Shurtleff, Boston Redevelopment Authority
Senator Anthony Petrucelli, Representative Aaron Michlewitz, Councilor Salvatore
LaMattina

From: [Stephanie Hogue](mailto:Stephanie.Hogue@dot.state.ma)
To: massdot.re@dot.state.ma
Subject: COMMENT: Parcel 9 proposals
Date: Saturday, January 01, 4501 12:00:00 AM

To Whom It May Concern:

I am writing to support the Haymarket Square development proposal for Parcel 9. The proposed 180-room hotel and 50-seat restaurant are a better fit with the North End neighborhood than the Blackstone Market proposal.

I have lived in the North End for over eleven years and am an active member of the North End/Waterfront Residents' Association (NEWRA). Having served four terms in various NEWRA officer positions, including two terms as president, I have participated in and chaired many discussions of building proposals and their effects on residential quality of life. While this letter expresses only my personal opinion, that opinion is based on my experience and familiarity with the neighborhood.

The Blackstone Market proposal includes 70 residential apartments and three restaurants with a combined total of 400-500 seats, including some service on open balconies.

The developers claim that people move to the city for the activity the city provides. They also state that the Parcel 9 side of the Greenway needs more restaurants.

I agree that one of the reasons people move to the city is to enjoy the activity of life in the city. However, it's my experience that, while people are willing to tolerate some city noise, they don't expect that noise to become an overwhelming intrusion into their private living space, and they expect to be able to sleep when they want. The condominiums at 44 Prince Street were advertised as an opportunity to live amidst all the activity the North End offers. During the first year or two of their occupancy, NEWRA assisted 44 Prince Street's new residents with some of the issues they experienced due to the North End activity.

My route to and from work takes me through the Parcel 9 area every weekday. The Haymarket Pushcart operation and activity is similar to that of the North End Feasts. Many people, both residents and visitors, enjoy the Feasts and look forward to them every year. However, some of the residents who live in the areas where the Feasts are staged, regularly plan to be away during the Feasts, because they find the operations too disruptive. My impression of the Haymarket Pushcart activity is that it will be an appealing and novel experience for a visitor to the area, staying in the proposed hotel. However, unlike the Feasts, the Haymarket Pushcart vending occurs Thursday through Saturday every week, not once a year. I think the experience will lose its charm for someone living above it.

As to the ?need? for restaurants on the Parcel 9 side of the Greenway, I think any need for restaurants in the area of the North End Greenway parcels, is already sufficiently met. There are approximately 100 restaurants within walking distance of Parcel 9, including the Union Oyster House, a major tourist attraction. The North End neighborhood certainly doesn?t need the additional restaurant capacity of 400-500 new seats or the noise of the open balcony dining.

The hotel with its 50-seat, enclosed restaurant is more compatible with the surrounding neighborhood and its current activities. Visitors will be drawn to explore the area and to patronize the local North End businesses and restaurants. The Haymarket Square proposal also includes gym facilities and a pool for the use of North End residents. With the loss of the proposed Greenway YMCA, as well as the loss of the community?s use of the facilities at the Long Wharf Marriott, these amenities will be a welcome addition. Normandy Partners & Jones Lang LaSalle have demonstrated that they are responsive to community input, and I think their proposal best serves the interests of the neighborhood. I strongly urge Mass DOT to accept the Haymarket Square proposal for Parcel 9.

Very truly yours,
Stephanie Hogue

UNITEHERE!

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March 29, 2013

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Anas Laroussi
Chui Lin Law
Marie Gina Louis
Guerda Phillipe
Maria Semedo
Jean Soulouque
Henrique Fernandes
Latifa Bekhechi
Jody Ho
Rhode Howe

William Tuttle, Director of Real Estate
Massachusetts Department of Transportation
Office of Real Estate and Asset Development
Ten Park Plaza, Suite 4470
Boston, MA 02116

RE: PARCEL 9 PROPOSAL

Dear Mr. Tuttle,

I am writing in support of Normandy Real Estate Partners' Haymarket Square Hotel proposal for Parcel 9.

Under Mayor Menino's leadership, Boston has become one of the top tourist and convention destinations in North America. Thousands of hotel rooms have been developed which complement our city's two convention centers. While progress has been made in developing our city's convention and tourism infrastructure, Boston is still at a competitive disadvantage with other North American cities due to a lack of hotel rooms.

Normandy's hotel proposal for Parcel 9 addresses this deficit. Normandy has a proven track record of quality hotel development. The Ames Hotel, located less than half a mile from Parcel 9, is the latest example of this.

Normandy's proposal creates a truly public parcel with a Market Hall on the ground floor, a "Winter Garden" lobby with 24 hour pedestrian access and a 2500 sq. ft. community room. It will also provide more quality jobs in Boston.

At a recent community forum a number of residents asked what measures would be put into place to mitigate any potential noise pollution. The Haymarket Square hotel has inoperable windows, as well as a single food and

beverage outlet on the ground floor. In addition, hotels have a vested interest in maintaining a quiet environment for their guests. If guests find that they cannot sleep due to noise pollution at any level, they will not return to that hotel. Hotel use on this parcel is therefore the greatest safeguard from noise pollution.

UNITE HERE Local 26 strongly supports the proposal brought forward by Normandy Real Estate Partners and hopes that the Department of Transportation carefully considers the benefits this project will bring to the City of Boston.

Sincerely,



Brian Lang
President

UNITE HERE Local 26, AFL-CIO



April 4, 2013

William Tuttle

Office of Real Estate & Assets Management
MassDOT
10 Park Plaza, #3170
Boston, MA 02116

The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

RE: Proposals for Parcel 9, Boston / Central Artery Project

Dear Mr. Tuttle:

The Massachusetts Historical Commission (MHC) is in receipt of a CD containing information regarding two finalist proposals and two eliminated proposals for the redevelopment of Parcel 9 located along the Surface Artery and Blackstone Street, which was received at this office on April 1, 2012. In your cover letter, you have requested MHC's comments by April 5, 2013.

Under the terms of the project MOA and the Joint Development Guidelines, the MHC and the Boston Landmarks Commission must be given an opportunity to comment on the proposals, in relation to the design guidelines set forth in the Joint Development Guidelines, *prior to the selection of a proposal by the MassDOT*. Under the terms of the MOA, the MHC has 30 days to respond to submittals.

Since you have not given MHC adequate time to complete a thorough review of the proposals, the MHC can only offer the following, incomplete comments at this time.

Review of the two finalist proposals by Blackstone Market LLC and by Normandy Real Estate Partners indicates that both proposals violate the Joint Development Guidelines for Parcel 9, by exceeding the height limit of 55 feet.

Review of the two proposals that MassDOT has eliminated indicates that those two proposals also violate the Joint Development Guidelines for Parcel 9, by exceeding the height limit of 55 feet.

I understand that the Boston Redevelopment Authority had requested that all of the proposals be revised to exceed the 55-foot height limit.

These comments are offered to assist in compliance with the terms of the project MOA pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800). If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Brona Simon".

Brona Simon
State Historic Preservation Officer
Executive Director
Massachusetts Historical Commission

xc: Rick Marquis, FHWA
John McVann, FHWA
Ellen Lipsey, BLC