BARTLETT YARD
COMMUNITY WORKSHOP

ROXBURY
STRATEGIC MASTER PLAN
OVERSIGHT COMMITTEE

SHELBURNE COMMUNITY CENTER, 2700 WASHINGTON ST. THURSDAY MARCH 2, 2006

WELCOME

- Roxbury Community
- Roxbury Strategic Master Plan Oversight Committee, Ex-officio Elected Officials and Committee Members
- Hugues Monestime BRA, Senior Planner
- BRA, BTD & MBTA Staff

TODAY'S AGENDA

I. Welcome and Introduction

II. Planning Survey

III. Community Workshop Notes and Recommendations

IV. DRAFT Use & Design Guidelines

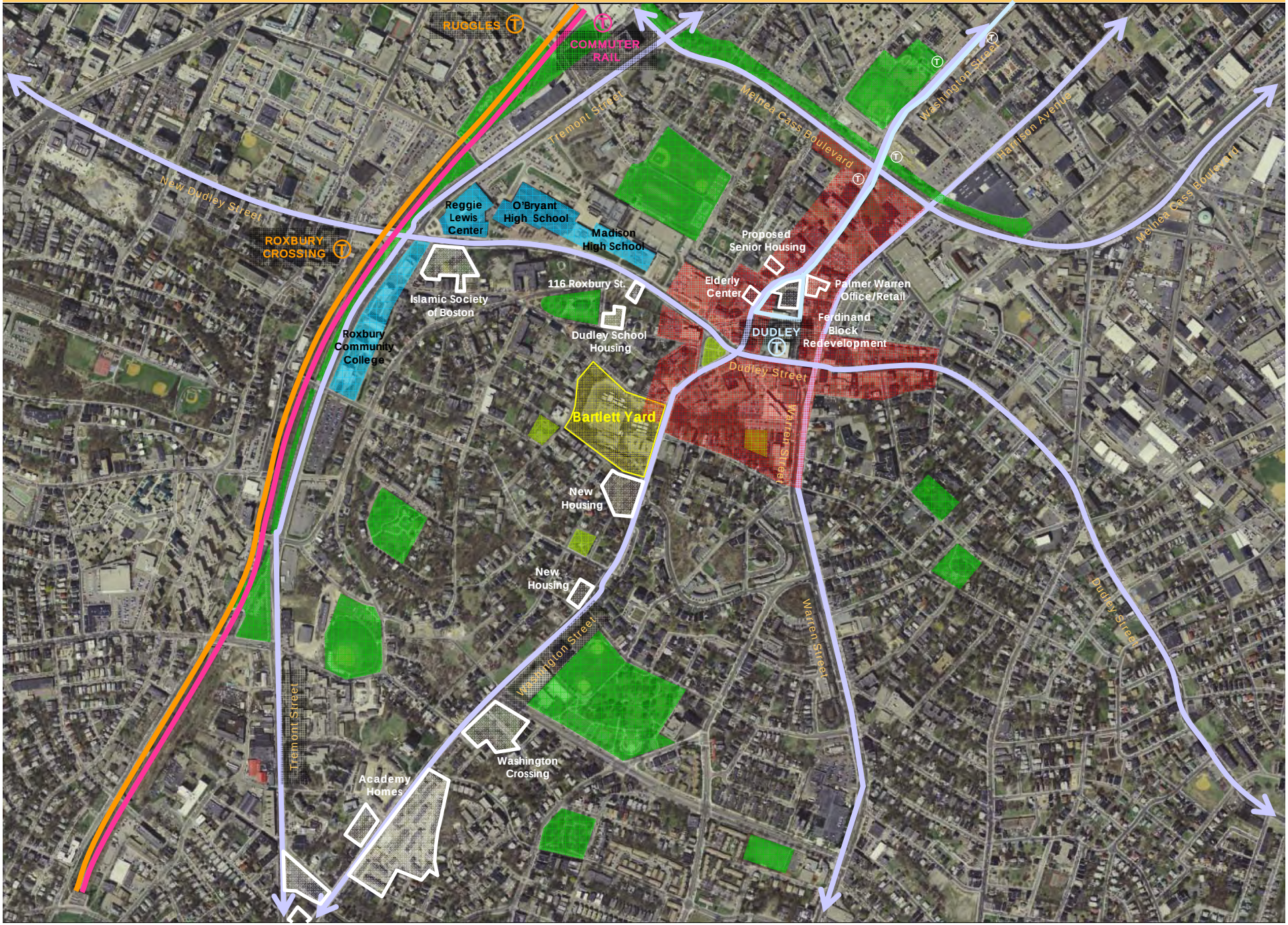
IV. Development and Design Illustrations

IV. Outline and Illustration Review – Small Group Breakout Sessions

IV. Group Reports – Each Group Reports Their Recommendations
- Review Comments
- Final Recommendations

- Closing Remarks

The next RSMPOC/Community Meeting is scheduled for: **Monday, March 5th , 2006 from 6PM – 8PM**


RUGGLES
COMMUTER RAIL
Tremont Street
Melnea Cass Boulevard
Washington Street
Harrison Avenue
New Dudley Street
ROXBURY CROSSING
Reggie Lewis Center
O'Bryant High School
Madison High School
Proposed Senior Housing
Islamic Society of Boston
116 Roxbury St.
Elderly Center
Palmer Warren Office/Retail
Roxbury Community College
Dudley School Housing
DUDLEY
Ferdinand Block Redevelopment
Dudley Street
Bartlett Yard
Warren Street
New Housing
New Housing
Washington Street
Warren Street
Dudley Street
Tremont Street
Washington Crossing
Academy Homes

BARTLETT YARD

Planning Survey

8. 6. What types of uses would you like to see on the Bartlett Yard site? (check all uses desired)		
	Response Percent	Response Total
Residential	**73.2%**	**60**
Retail	68.3%	56
Office	31.7%	26
Recreation	36.6%	30
Event/Entertainment	34.1%	28
Healthcare	13.4%	11
Services (haircut, car care, post office)	36.6%	30
Other (please specify)	22%	18
Total Respondents		**82**
(skipped this question)		6

9. 7. If redevelopment of the site includes new residential uses, who should live there? (check desired residents)		
	Response Percent	Response Total
Seniors	63.4%	52
Families	**80.5%**	**66**
Singles	52.4%	43
Professionals	63.4%	52
Other (please specify)	9.8%	8
Total Respondents		**82**
(skipped this question)		6

10. 8. How important is it to have a mixed income community?		
	Response Percent	Response Total
Very Important	**63.4%**	**52**
Important	25.6%	21

Planning Survey

- 88 Respondents
- Summary Reports at the back table

MBTA BARTLETT YARDS REDEVELOPMENT
DRAFT USE AND DESIGN GUIDELINES – March 2, 2006

PURPOSE
These guidelines have been developed by the BRA in collaboration with the Roxbury Community, the Roxbury Strategic Master Plan Oversight Committee, and the MBTA. They are intended to provide potential developers with an understanding of the characteristics of development desired by the community and the BRA in the redevelopment of the Bartlett Yard parcel. They do not replace but rather augment current zoning. Where they differ from zoning they are intended to set forth variations that would receive strong consideration from the Roxbury Community, RSMPOC, and the BRA. The guidelines are also intended to guide proponents with respect to the application of City of Boston housing policy and regulation. They will be used by the BRA and the RSMPOC as the basis for their comments to the MBTA in its consideration of the responsiveness of development proposals to the RFP. Secondly, they will be used by the BRA in reviewing the selected developer's submissions under Article 80 of the Zoning Code.

REDEVELOPMENT GUIDELINES – DRAFT
Italicized quotes where taken from the January 28 Community Workshop - Group Notes.

Connectivity & Neighborhood Structure
A. Access – how people, bikes, cars, and trucks get to and depart from new uses on the site.

1. Site access
"All 4 sides should be accessible, through the use of steps and overlooks, ideally where the intersecting streets meet the site's edges."
- All four edges of the site should provide pedestrian access including the use of steps and overlooks. Access locations should build on the existing network of streets and paths.
- Principal vehicle access into the site should be via Washington and Bartlett Streets.
- Service and truck access should be from Washington St and generally limited to the front of the site.

2. Parking and loading
"No heavy vehicles/trucks should be allowed to circulate through the site- their access should be limited to a few key locations."
- Loading areas should be internal to commercial buildings and include screening and landscaping to improve the appearance.
- New development should employ a range of parking solutions including residential driveways, on-street parking, and parking garages. Surface parking lots should be fully landscaped, limited in size, and limited to commercial uses only.

Community Workshop Notes & Recommendations

- Separate notes for each group
- Topic format:
  - I. Connectivity & Neighborhood Structure
  - II. Use & Density
  - III. Quality of Life & Sustainability

RSMPOC – Bartlett Yard Community Workshop
Saturday, January 28, 2006

Group Meeting Notes

The following notes were compiled from the first Community Workshop held on January 28th at the Shelburne Community Center. These notes are organized by group and intended to reflect the discussion of each group.

GROUP ONE
Recommendations

Connectivity & Neighborhood Structure
- Guild Street access is too prohibitive.
- Utilize the existing grades to screen parking uses.
- Provide pedestrian access to Guild and Blanchard Streets where street connections are prohibitive (specifically to connect with Millmont St. Park).
- Edge conditions should be a continuation of the existing conditions surrounding the site.
- Create a tree lined condition along Guild and Blanchard Streets as a recreation of and tribute to the days when the area was predominantly pear and apple orchards (hence Bartlett Street).

Use & Density
- Small scale retail along Washington Street
- Market rate owner occupied housing with traditional 15% affordability component
- Mix between low and moderate density housing – single, two and three families
- Residential over retail along Washington Street
- Gradual reduction in density towards back of the site
- Senior/assisted living could be a higher density mid-rise component
- Neighborhood services

Quality of Life & Sustainability
- Need to maximize the economic benefits of the site's redevelopment and ensure that they are distributed throughout the rest of the neighborhood
- Homeownership leads to wealth building
- Need to balance aesthetics with economic sustainability
- Encourage the utilization of the unique grades

DRAFT
Use & Design Guideline

- Based the recommendations collected at the January Community Workshop and Planning Survey
- Same format
- Italic quotes are from small group notes

PERSON TRIP GENERATION

For comparison daily trip rates by use are:

- Residential - 5.85 trips per unit/1,000 sq.ft.
- Office - 11.01 daily trips per 1,000 sq.ft.
- Retail - 44.32 daily trips per 1,000 sq.ft.

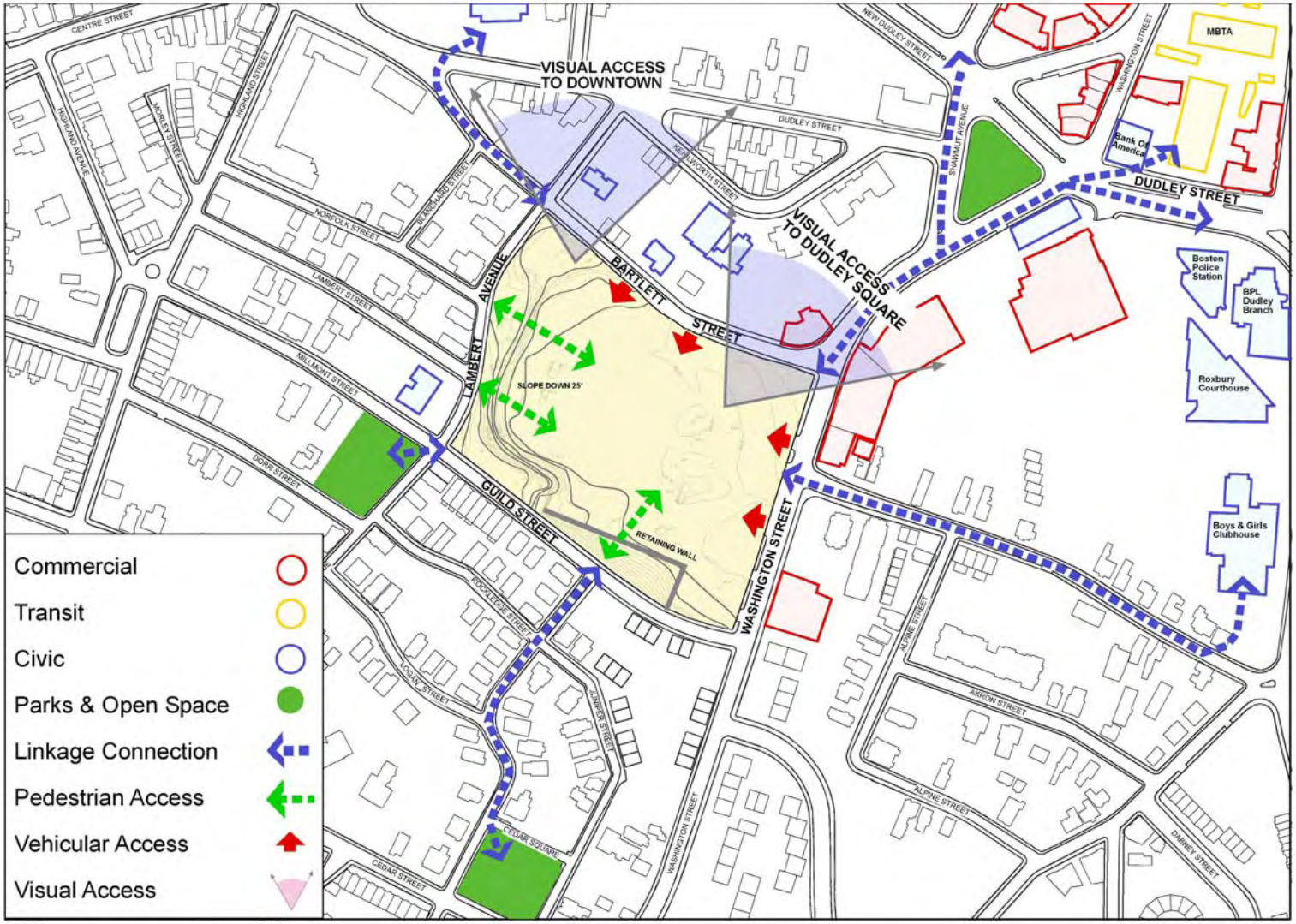
PARKING RATIOS

Residential - .75 to 1.5 spaces per unit

Commercial - .75 to 1.5 spaces per 1,000 sq.ft.

BARTLETT YARD SITE STUDY

Site Access and Linkage



Roxbury Strategic Master Plan Oversight Committee

City of Boston

Massachusetts Bay Transportation Authority

Boston Redevelopment Authority

March 2, 2006

BARTLETT YARD SITE DEVELOPMENT CRITERIA

Access & Circulation
- Build on the existing network of neighborhood paths & streets

Neighborhood Structure
- Reduce site size
- Replicate area St. scale

Open Space
- Site organizing element
- Private & shared space

Block Pattern
- Back to back residential
- Defined private & shared open spaces
- Corner gateway

Edges
- Unique edge conditions
- Enhance street wall

Residential Uses
- Variety of housing choice
- Related supportive uses

Commercial Use
- Limited and small scale
- Oriented to Dudley Sq.

Topography
- Utilize strategically to improve development and parking opportunity

BARTLETT YARD

Massing Study
FAR = 1.0

Plan View

Roxbury Strategic Master Plan Oversight Committee

City of Boston

Massachusetts Bay Transportation Authority

Boston Redevelopment Authority

March 2, 2006

BARTLETT YARD

Massing Study
FAR = 1.0

Model View
Washington Street

Roxbury Strategic Master Plan Oversight Committee

City of Boston

Massachusetts Bay Transportation Authority

Boston Redevelopment Authority

March 2, 2006

BARTLETT YARD

Massing Study
FAR = 1.0

Model View
Bartlett Street

Roxbury Strategic Master Plan Oversight Committee

City of Boston

Massachusetts Bay Transportation Authority

Boston Redevelopment Authority

March 2, 2006

BARTLETT YARD

Massing Study
FAR = 1.5

Plan View

Roxbury Strategic Master Plan Oversight Committee

City of Boston

Massachusetts Bay Transportation Authority

Boston Redevelopment Authority

March 2, 2006

BARTLETT YARD

Massing Study
FAR = 1.5

Model View
Washington Street

Roxbury Strategic Master Plan Oversight Committee

City of Boston

Massachusetts Bay Transportation Authority

Boston Redevelopment Authority

March 2, 2006

BARTLETT YARD

Massing Study
FAR = 1.5

Model View
Bartlett Street

Roxbury Strategic Master Plan Oversight Committee

City of Boston

Massachusetts Bay Transportation Authority

Boston Redevelopment Authority

March 2, 2006

BARTLETT YARD

Massing Study
FAR = 2.0

Plan View

Roxbury Strategic Master Plan Oversight Committee

City of Boston

Massachusetts Bay Transportation Authority

Boston Redevelopment Authority

March 2, 2006

BARTLETT YARD

Massing Study
FAR = 2.0

Model View
Washington Street

Roxbury Strategic Master Plan Oversight Committee

City of Boston

Massachusetts Bay Transportation Authority

Boston Redevelopment Authority

March 2, 2006

BARTLETT YARD

Massing Study
FAR = 2.0

Model View
Bartlett Street

Roxbury Strategic Master Plan Oversight Committee

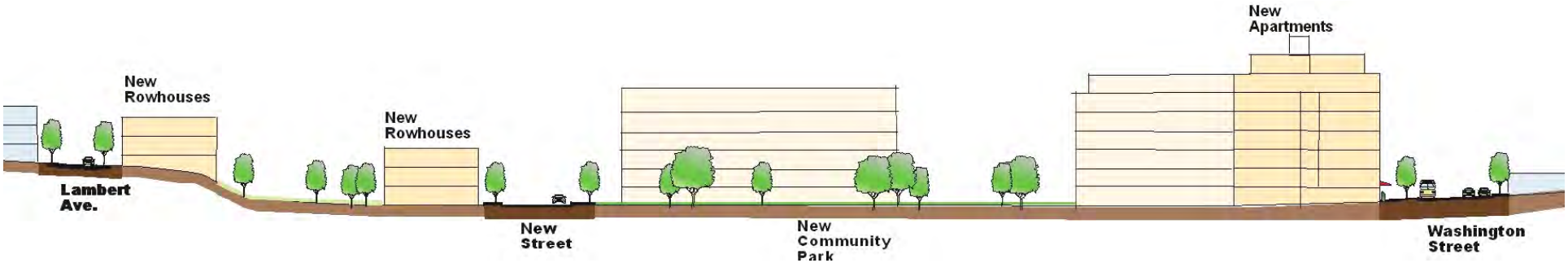
City of Boston

Massachusetts Bay Transportation Authority

Boston Redevelopment Authority

March 2, 2006

BARTLETT YARD



Site Section A-A

Roxbury Strategic Master Plan Oversight Committee

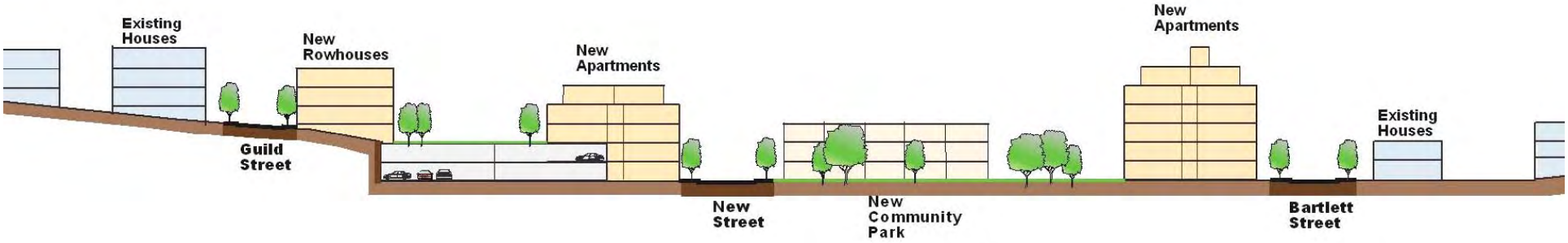
City of Boston

Massachusetts Bay Transportation Authority

Boston Redevelopment Authority

March 2, 2006

BARTLETT YARD



Site Section B-B

Roxbury Strategic Master Plan Oversight Committee

City of Boston

Massachusetts Bay Transportation Authority

Boston Redevelopment Authority

March 2, 2006

BARTLETT YARD

Comparisons of Massing Studies

Massing FAR = 1.0

Total Development Sq.ft.: 369,300

Commercial Uses Sq.ft.: 52,300

Residential Sq.ft.: 317,000 (250 units)

Open Spaces Sq.ft.: 113,500

Parking Required: Res:188, Comm: 39

FAR: **1.00** (29 units per acre)

Building Types: Three-family houses, Rowhouses and Multi-family Apartments

Building Heights: **2-5** stories

Massing FAR = 1.5

Total Development Sq.ft.: 544,280

Commercial Use Sq.ft.: 64,400

Residential Use Sq.ft.: 479,880 (366 units)

Open Space Sq.ft.: 135,500

Parking Required: Res: 275, Comm: 48

FAR: **1.47** (46 units per acre)

Building Types: Three-family houses, Rowhouses and Multi-family Apartments

Building Heights: **3-7** stories

Massing FAR = 2.0

Total Development Sq.ft.:705,750

Commercial Use Sq.ft.: 64,400

Residential Use Sq.ft.: 641,350 (481 units)

Open Space Sq.ft.: 135,500

Parking Required: Res: 360, Comm.: 48

FAR: **1.91 (61** units per acre**)**

Building Types: Rowhouses and Multi-family Apartments

Building Heights: **3-8** stories

Roxbury Strategic Master Plan Oversight Committee

City of Boston

Massachusetts Bay Transportation Authority

Boston Redevelopment Authority

March 2, 2006