Agenda

Part 1 – Presentation
6:00 – 6:30 PM

Introduction/Process

Project Area History
• Inner Belt/I-695
• Southwest Corridor Development Plan
• Roxbury Strategic Master Plan
• Urban Ring
• South Bay Harbor Trail
• Parcels 9 & 10

What We Have Learned

Part 2 – Community Discussion
6:30 – 7:00 PM

• Breakout Groups

Part 3 – Breakout Group
Reports/ Q & A – 7:00 – 8:00 PM

• Group representatives give summaries of breakout group discussion
• Questions and answers
Who was Melnea Cass?

- “First Lady of Roxbury”
- Community activist
- Suffragette
- Helped found the Boston chapter of Brotherhood of Sleeping Car Porters
- President of NAACP, 1962-64
- Chair of Mass. Advisory Committee for the Elderly, 1975-76
- Charter Member of Action for Boston Community Development (ABCD)
- Board of Overseers of Public Welfare
- Founder/Charter Member of Freedom House
Map of Roxbury
c. 1907
Map of Roxbury c. 1931

Madison Park
Inner Belt and Expressway System

- **The Boston Inner Beltway (I-695)**
  - Proposed originally in 1948
  - Circumferential route around Boston
  - Six-lane limited access highway
  - The Southeast and Southwest Expressway connection via Melnea Cass Blvd.

- **Southwest Expressway**
  - Proposed originally in 1948
  - Connect with I-95 at Route 128 and I-695
Proposed Inner Belt
Conceptual Layout of I-695
c. 1962
Artist Rendering

Boston Transportation Department

c. 1962
Community Protest
People Before Highways

Boston Transportation Department
Community Protest
People Before Highways
Community Protests

- Property takings to accommodate highway connections and interchanges
- Outraged communities and organizations
- Both Expressway concepts were abandoned in the early 1970’s.
- Governor Francis Sargent ordered a moratorium on all new expressway construction within MA Route 128.
Proposed Alignment of Inner Belt  c. 1965
Proposed Alignment of Inner Belt  c. 1965
Proposed Alignment of Inner Belt c. 1965
After Inner Belt is cancelled
After Inner Belt is cancelled  c. 1976
Southwest Corridor Development Plan

- Transfer of highway building funds to public transportation.
- Replacing the Orange Line along Washington Street with a rapid transit line located in the Southwest corridor.
- Initiated the Southwest Corridor Development Plan in 1979.
Southwest Corridor Development Plan

- The 1979 plan outlined the development plans for a “Crosstown Street”
  - Parcel-by-parcel development opportunities
  - Planned transit improvements
  - Housing, Supermarkets, offices, community facilities, etc.
  - The “Crosstown Street” was later named Melnea Cass Boulevard.
Southwest Corridor Project
Massachusetts Bay Transportation Authority
October, 1982

Boston Transportation Department
Crosstown Street

Development parcels - Southwest Corridor, c. 1979
Construction of Melnea Cass Blvd.
Summary of Early Planning Efforts

- 1960’s: Community stopped Inner Belt/I-695 (Operation Stop)
- 1960’s-70’s: Southwest Corridor Development Plan and Crosstown Street – community creates Southwest Corridor Coalition
- 1981: Melnea Cass Boulevard construction completed
- 1980’s: Southwest Corridor construction
MELNEA CASS BOULEVARD

The pedestrian environment on Melnea Cass Boulevard and the intersecting streets should be made more inviting. While it will continue to provide a functional link between the neighborhood and the commuter railroad line, its layout should take on some of the characteristics of a true boulevard. Appropriate urban design interventions may include the following:

- wider sidewalks, neck-downs and crossings at key intersections
- regularly spaced trees and light fixtures to define the boulevard
- lower scaled pedestrian-oriented and ornamental lighting and barriers
- a median
- whenever possible, building entries oriented onto Melnea Cass Boulevard

Service entries should generally be located at the rear of parcels. If they are placed next to housing, their delivery hours should be limited to hours that least interfere with neighboring housing.

Building setbacks for new and renovated buildings should reinforce the street wall along Melnea Cass Boulevard.

Surfaces and structured parking should generally be discouraged directly on the Boulevard, should be required to include active ground floor uses. Surface parking should be buffered with attractive fencing and generous landscaping. Structured parking on the Boulevard should be required to include active ground floor uses.

Melnea Cass Boulevard must be multi-modal and any reconstruction must incorporate both transit and bicycle facilities into its design. The Urban Ring and South Bay Harbor Trail projects will each enhance its character and contribute to the importance of Melnea Cass Boulevard. In addition to the dedicated paths for the South Bay Harbor Trail, the roadway cross-section should provide sufficient width for bicycles to travel, without occupying an entire travel lane.
RSMP – Melnea Cass Existing Conditions

Existing conditions
RSMP – Melnea Cass Center BRT

Center median busing option
Summary of RSMP Decisions

- Melnea Cass Boulevard
  - Inviting pedestrian environment
  - Multimodal – incorporate transit and bicycling

- Urban Ring
  - BRT design consistent with urban design guidelines
  - Wide sidewalks, minimize crossing distances
  - Safe, visually distinctive stations
  - Integrate stations into ground floor of new development?
What is the Urban Ring?

- Proposed circumferential – “RING” – transit line
- Connects the “spokes” of the MBTA’s radial system
- Passes through fast-growing neighborhoods outside downtown
- Reaches areas lacking transit service
The Urban Ring in Roxbury
Urban Ring – Current Status

- RDEIR/S for $2.3B project complete in 2008
- Urban Ring dropped from Regional Transportation Plan (RTP) in 2007
- MassDOT suspended environmental review in 2010
- Secretary Mullan outlined MassDOT commitments, including Melnea Cass Boulevard project

- Near term: Existing MBTA service will utilize BRT improvements on Melnea Cass Boulevard
- Long-term: Introduction of new service
South Bay Harbor Trail - Overview
South Bay Harbor Trail

Existing Condition
Melnea Cass Boulevard between Tremont Street and Washington Street

Plan at Section Line A-A'
Scale 1” = 20’

Design Consultants, Inc.

South Bay Harbor Trail
September 9, 2009

Boston Transportation Department
South Bay Harbor Trail

Existing Condition
Melnea Cass Boulevard Approaching Massachusetts Ave at Crosstown

Plan at Section Line B-B'
Scale 1" = 20'

Section B-B'
Scale 1" = 4'

Boston Transportation Department
South Bay Harbor Trail
Development Goals of Parcels 9 and 10

- Implement the Roxbury Strategic Master Plan
- Generate wealth for the Roxbury community
- Catalyze new economic growth
- Reinforce the physical, social, and economic fabric of Roxbury
- Leverage the resources of Roxbury at large
- Create a successful transit-oriented development
- Maximize the value of Parcels 9 and 10 as an economic development asset for Roxbury and the City.
Parcels 9-10 Submissions

Parcel 9

Melnea Hotel + Residences
   Urbanica
   Hotel, Residential & Retail

Shawmut Green
   Nuestra Comunidad & New Atlantic
   Residential & Retail

Washington Crossing
   In-Town & Bauer Properties
   Office, Residential & Retail

Parcel 10

Washington Crossing
   In-Town & Bauer Properties
   Office, Residential & Retail

Madison Tropical
   Madison Park & Tropical Foods
   Office, Residential & Retail

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Estimated Schedules

Parcel 9 & 10 Development
- Selection Process
- Financing/Due Diligence
- Development Final Design
  - Proposal Submitted
  - Team(s) Initial Designation
  - Team(s) Final Designation

Melnea Cass Boulevard Project
- Concept Design
- Preliminary Design
- Final Design
  - Consultant on Board
  - Consensus on Concept Design
  - Submit Preliminary Design
  - Advertise for Construction

Boston Transportation Department
Overall Summary of Previous Planning

- Return the street to the neighborhood;
- Create a new kind of street for the community rather than just for vehicle traffic passing through;
- Emphasize pedestrian access and safety, access to transit, cycling access and safety;
- Create favorable environment for economic development and job creation; and
- Commit to a transparent, open public process.
Next Steps

- Review feedback from tonight’s meeting
- Begin to develop design alternatives based on project goals and community feedback
- Hold next community meeting in late January/early February