

Urban Design Workshop Table Report Backs

November 27, 2017

Table 1

- Put scale of building in to context to what we have been talking about for more than 10 years
- Corners of Melnea Cass and Washington the Gateways to Dudley
- Buildings a little taller than what we are considering tonight to help create the gateway we are hoping to create for the corner
- For Blair lot, we can negotiate in terms of height; did talked about it being a little larger because we when you into town from the west after you leave the old tropical site there is nothing going on until you reach the Rio Grande tower

Table 2

- Bike parking and access
- Locally owned retail along main streets
- Concerns about retail given currently open main streets
- Support for entrepreneurs and also thinking about needs for student residents
- Focus on low-income housing
- Need to support greenways, keeping mature trees, continuous tree-pits
- Providing community garden/large open space for residents
- If every parcel cannot have their own open space then larger public open space
- Consideration on the consequences for the vulnerable populations including the homeless pop
- Consideration to Harrison Avenue

Table 3

- Blair Lot – Central location, thus important, could also benefit from Ruggles being a pedestrian thoroughfare
 - Single large dense development, built to the edges or a destination in the center to allow more people on foot though the space, place-making
- Parcel 8 - Nawn Factory preservation

- Protect historic resources and places including burial ground
- Consultants be engaged on behalf of the community as projects come in on the impacts including financial of the development
- Reflects Roxbury Cultural Districts guidelines
- Caution market competition that is evolving dynamically in the immediate vicinity; sensitivity to neighboring markets so we are not competing in a way which will not help this neighborhood thrive; a differentiator
- Equity; balance in different uses; who benefits from the development; private development without displacement possible?
- Can some ownership be maintained for public benefit
- Land trust for holding or designating parcels to benefit community on a long-term basis

Table 4

- Not so afraid of height and density; gives purchasing power
- Comfortable with 10-12 stories so long as the buildings are designed to reinforce the pedestrian realm
- Considerations for parking and biking
 - Young people have a different relationship with cars due to Uber, etc.
- Melnea Cass and Washington Ave important gateway
- Both architecture and landscape architecture can help support gateway; special consideration should be taken
- Stores have become a more complex conversation given web shopping
- Possibility of parking below-grade; bold and expensive but also energizing; similar to Post Office Square
- Entertainment, something that will bring people in and also keep those who are here

Urban Design Workshop Table Activity Board Notes

Table 1:

Notes

- Malnea-Cass/Harrison as gateway -> should be attractive, should take height
- Consider impacts of education on economic development (partnerships, synergy, etc.)
- Keep the schools on Malcom X blvd. in the conversation
- Historically Wash. Capped on 6 stories -> should keep in mind
- Willing to go higher for right tenant/community benefit/commercial oriented use
- Sensitivity to how height -> costs -> affordability are interrelated
- Bring in mixed use, jobs
- Think of community already have
- Consider transportation impacts
- Parking behind buildings -> replace existing parking on Blair lot
- Does height = more institutional neighbors
- Mass to max. Community benefit
- Height has to connect to the people here
- (6-12) stories in middle of Washington
- Gateway bigger than 12
- Why not Rox? → build for more business more housing

Urban Design Concepts: Blair Lot, 22147 Washington & Parcel 8 Board

- No notes

Typical Development: 5-6 stories Board

- No notes

Increased Benefits: 10-12+ stories Board

- No notes

Balanced Opportunities: Mix of scales (6-12+ stories) Board

- No notes

Table 2:

Notes

- Locally owned retail along main streets
- Two-way cycle track along Shawmut Ave.
- Look into specific uses w/ higher foot traffic/activity
- Concerns about retail given the # of empty store fronts currently
- Support Harrison ave. -> access through Blair lot
- The need is for housing for low-income residents
- Car parking inside buildings to sell to local car owners to generate revenue to support low-income housing
- Electric outlet for car charging
- Maintain/increase tree line -> keep healthy, mature trees -> continuous tree pit supports 100+ year old trees
- Warm, welcoming environment
- Important to consider students/entrepreneurs to support community, innovation, co-working space
- Consideration for open-space along w/ housing + buildings -> on site ideal but can see either
- Lower height on Washington St. on Haley House side
- -Larger scale along Melnea Cass Blvd.; more residential scale as you move in
- Consideration for shadows along main streets
- Consideration for consequences on these developments on vulnerable populations including homeless population

Urban Design Concepts: Blair Lot, 22147 Washington & Parcel 8 Board

- Reference board scan for sketches on top of concept

Typical Development: 5-6 stories Board

- No notes

Increased Benefits: 10-12+ stories Board

- No notes

Balanced Opportunities: Mix of scales (6-12+ stories) Board

- No notes

Table 3:

Notes

- Blair lot as a destination from Ruggles
- Ruggles as pedestrian + bicycle thoroughfare + gateway
- Accommodation for parking / net +/- parking
- Blair lot as larger building/focal point from Ruggles
- Should it (Blair) look like one mass or multiple (one development, multiple buildings)
- *mini Faneuil Hall @ BlairLot
- Nawn Factory as visitor orientation center
- Accessibility issues @ Burial Ground entrance
- Nawn Factory to get in @ grade
- P8 shadow/wind concerns for burial ground
- Paper street through parcel 8?
- Outside resources to educate residents about local development outside/different cities to make the case
- Debates, what is the adequate timeline
- what are the guidelines that support the cultural designation? (funds, the development itself, other?)
- Caution w/adding too many requirements
- What comes needs to be exciting. Will compete w/ south Bay mall – know the competitive landscape
- Balance residential/commercial, but with character eg. Beacon Hill, Back Bay
- Can developer windfall exist without displacement?
- Smaller parcels to allow small developers
- Maintain value of public parcels for the people eg. Maintaining ownership of land
- East Boston affordable artist live/work space
- Equity for POC/Roxbury ownership
- Can there be development w/o displacement
- Land trust? Commercial industrial park? (things that go along w/ ownership like 15% Boston employees)
- Land publicly owned, building privately owned
- What can commercial entities add to benefits?

Urban Design Concepts: Blair Lot, 22147 Washington & Parcel 8 Board

- Reference board scan for notes

Typical Development: 5-6 stories Board

- No notes

Increased Benefits: 10-12+ stories Board

- What does the cultural district mean?
- Define cultural!
- How do we change without changing the people?
- Ownership, equity, development w/o displacement
- Landtrust + marine park industrial
- History: south end being pushed out -> maintained diversity
- Want a mix of markets, rent to own
- Jobs that override 9 gentrification
- Mix of markets
- Something different: direct bike connection to innovation districts

Balanced Opportunities: Mix of scales (6-12+ stories) Board

- Reference board scan for notes

Table 4:

Notes

- There is a tendency to put tall buildings on Melnea Cass – need to be stepped back in height. Ped. Scale.
- Presses down, Mandarin Oriental on Boylston human scaled
- Retail spaces too big. How can small businesses make it? 5000 st. only chain. Mom & pop street scape feel
- Parking behind buildings, for retail (JP)
- Haley house- trouble finding parking for customers
- Concern about safety, drive to Dudley/ retail exemption?
- Less concern about height, but Washington is narrow... feels not inviting to people coming in
- Public realm/sidewalk important. Bolling Building Crosswalks
- What are trends for newer generations? Blair, Parking underneath a green area
- Legacy Place consideration that faces those houses
- Attract foot traffic. Not a long walk. Courtyard in middle. Restaurants and retail on ground floor, ped between
- Purchasing power + density. Coordinated w/ retail plan: why do people go to Coolidge Corner?
- Come home to Dudley + spend money Blair lot as key lot
- P 10 needs sorely on 4 corners, Gateway of Dudley. How do P9/P10 as a big building, not a gateway. Architecture Design, Quality entertainment. 125th street Harlem. Quality stores. Data on year/age
- Post office square vision, central parcel w/ open space
- Melnea improvements, bicycle/ped friendly
- Dudley Sq gateway – landscaping + art + lighting
- Why are stores struggling/ brick + mortar? People who can spend/ live there. Realistic about ground floor uses. How to activate?
- Future city, museum street (MFA); artists involved in process. It has to respect its place, modern/ any style. This building (Central Elders) not iconic
- What is long-term vision for transportation (public transit, complete streets), connectivity
 - Ruggles Corridor improvement as part of Choice Grant
 - Open-up Washington St and Ruggles (e.g. windows)
 - Lights
- Why stop at 12 ft, you can scale, 12+ to the human scale @ street + proper setbacks
 - Respect to light/ pedestrian shadow
- 1. Density and height – 10-12+ is okay as long as it:
 - Respects light/ shadows

- Human scale of sidewalk
 - Respects surrounding residential context
- 2. 4 corners gateway
 - Iconic entrance to Dudley
 - Landscaping/ art/ light
 - Entertainment as an example use
- 3. Sustaining retail; mom and pop
- 4. Parking needs of retail district
 - Trends of mobility
 - Can we replicate Coolidge Corner or JP center activity
- 5. Blair
 - Parking underneath
 - New active connections within, lined with active uses; do development

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