



Meeting Notes  
November 21, 2005  
6:00pm-7:45 PM  
65 Warren Street  
Dudley Branch Library

**Attendance:** Darnell Williams, Donovan Walker, Charlotte Nelson, Joseph Cefalo, Jose Alicea, Michael Miles, Norman Stembridge, Reginald Jackson, Barbara Barrow-Murray, Daniel Richardson, Public- 40 plus

**Welcome and Introductions:**

Darnell Williams opened the meeting. Oversight Committee members and BRA staff introduced themselves.

Marilyn Lynch and Ricardo Quiroga have excused themselves from this meeting.

Meeting Notes from 10/24/05 were not available; they will be reviewed at the 12/5/05 meeting.

**MBTA Presentation on Bartlett Yard:**

The MBTA's Director of Real Estate, Mark Boyle, introduced himself and began the presentation on Bartlett Yard. He then turned the presentation over to Andrew Brennan, also from the MBTA. Mr. Brennan then went through an extensive presentation on the environmental history of the site. The environmental issues were first identified in 1999 and assessment and cleanup has been occurring since then. The cleanup of sites with environmental issues is regulated by the State Department of Environmental Protection (DEP). Once the issues are documented, the formal procedure is to hire a LSP (licensed site professional) who is in charge of managing and monitoring the cleanup of the site. LSP's are granted their license through the state, and are regulated by the DEP. The goal of any cleanup is to be able to declare it "remediated". This means that the site has been deemed not a threat to public health, public welfare, and the environment. Work continues on the site until this designation has been achieved.

In the case of Bartlett yard, three LSPs were hired to oversee the cleanup of the site. The site had contamination from 5 separate underground diesel fuel tanks. The tanks were upgraded in the late 1990's and in this process, the contamination was identified. When any contamination is found, a mandatory report is issued to the DEP and a tracking number is assigned. *(Note: At this point Darnell asked for clarification on the site map of the 5 tanks.)* When the LSPs were brought in to clean up the site, they determined that the contamination was due to petroleum products and began to work to detect the level and extent of the contamination. All contaminated soil was removed and backfilled with

gravel. During this process, groundwater testing found no contamination. The cleanup process has been concluded, there is no further contamination on the site, and a report has been issued by the LSPs to the DEP. A Response Action Outcome (RAO) on the site has been issued and will be made available to the Oversight Committee. The executive summary of this report specifically details the cleanup process and outcome. The MBTA wanted to stress the fact that there are no Activity and Use Limitation (AUL) on this property but fully expected any perspective buyer to want complete their own study in the interest of due diligence. It should also be noted that all five fuel tanks have been removed in the last month.

*Questions/Comments:*

-Barbara (OC) asked who monitored the MBTA and LSPs during the cleanup. Mr. Brennan replied that all cleanup projects are regulated by the DEP and reiterated that LSPs receive their license from the state as well. There are thousands of site cleanups throughout the state each year and the DEP audits 20% of these. To date, the Bartlett Yard project has not been selected for an audit.

-How deep in the ground were the tanks? The tanks were 6-8 feet under ground. Testing was done laterally and vertically until no contamination was found. Testing is done to the limits of the contamination. The specifics are covered in the RAO.

-Darnell (OC) asked if the DEP had signed off on the cleanup. Mr. Andrews replied that the state licensed LSPs sign off on the cleanup and the DEP audits 20% of all projects completed. This site has not been selected for audit to this point.

-Darnell put forth the environmental issue as one for further discussion and study.

-Audience Question regarding further study and Mr. Andrews indicated that the perspective buyer was responsible for further study.

-Darnell (OC) stated that contrary to press reports, there are no existing development plans for this site. This collaborative process is designed to develop those plans.

-Joe (OC) brought up the possibility of more contamination and there should be stipulations to allow any potential developers to do some preliminary evaluations on the land. The MBTA indicated that there would be a due diligence period to allow the buyer to do some testing.

-Darnell (OC) asked the BRA about these issues in relation to P-3. Kairos Shen (BRA) indicated that P-3 and Bartlett Yard are very different because (-3 is owned by the city and Bartlett is owned by the MBTA, so the process will be different. The MBTA is beholden to a Board and has different requirements.

-Audience member asks about the long-term history of the site (pre-MBTA). The LSPs did look at this issue and determined that there were no previous environmental issues.

-Barbara (OC) asked for more clarification on how the DEP policed cleanup. Mr. Andrews replied that the DEP established the current LSP process in 1991. LSPs are licensed by the state and 20% of all cleanups are audited.

-Audience member (Bruce) asked if there would be a time for general comments. Darnell (OC) replied that this was an introductory meeting on this parcel and that all issues will be looked at extensively as the RFP is developed. There are no deadlines for this process. Darnell also stressed that the lessons learned from the P-3 process will be applied here and hopefully the RFP development will not take 18 months.

**BRA Presentation on Bartlett Yard:**

John Dalzell from the BRA made a presentation on the basic characteristics of the Bartlett Yard parcel. In brief, the site is slightly larger than P-3 and located just outside of the Dudley Square business district on Washington Street. The area is a “transitional” zone between commercial and residential areas and is bordered by Washington Street, Lambert Avenue, Gilbert (Guild) Street, and Bartlett Street. Due to the previous use of the site, much of the site is paved. Washington and Bartlett Streets provide good vehicular access to the site. The site is zoned for residential development, 3 family homes. The site also has a large hill in the rear. Mr. Dalzell’s presentation went on to show various possibilities for development of the site. Topics included roadways, possible block patterns, green spaces and highlighted the benefits of the unique topography of the site. The presentation concluded with pictures highlighting the unique architectural characteristics of the Roxbury neighborhood. This presentation was intended to show a full range of possibilities for the site and reflects no pre-determined plans.

*Questions/Comments:*

-Donovan (OC) expressed concern that tall buildings on Washington Street could affect views from residents from other parts of the site. Mr. Dalzell replied that this was a good point and stressed that the presentation was intended to generate this type of discussion and highlight how the unique topography could be utilized with various building heights.

-Darnell (OC) made the point that Washington Street is already a busy street and that when examining scenarios, traffic impact is going to have to be considered. Mr. Dalzell commented that a residential site would have less impact on traffic.

-Mike (OC) would like a copy of the BRA presentation emailed to the OC.

Joe (OC) wanted to know how this site was zoned. Hugues from the BRA stated that it is currently zoned for 3 family homes and with the parcel size, this could work out to 30 units per acre and by zoning, you could have 240 units of housing.

-Darnell (OC) stated that it could be less due to green spaces and roadways.

-Daniel (OC) brought up the topic of public transportation. The hill partly located on this site is difficult to navigate in winter. In addition, he feels that the public transport on Washington Street needs to be improved.

-Audience member (Bruce) felt that this development needs to be discussed in the context of other ongoing projects nearby. In addition, this site is near a historical zone.

-Audience member (Denise G.) also addressed Washington Street traffic concerns, especially pedestrians being able to cross Washington Street. She feels traffic needs to be slowed down as it approached Dudley Square.

-Audience member (Joyce Stanley) would like the OC to know that Dudley Square Main Streets has done some visioning for the area and would like the chance to share those ideas with the OC in the near future. Their proposals focus on creating a jobs engine, a “lifestyle” commercial area on Washington Street to compliment Dudley Square as well as mixed income housing. Darnell (OC) stated that there will be a chance during future meetings for groups to make their ideas known.

-Audience member (Jim Gallagher) from Highland Point would like to get as many other Roxbury neighborhood groups involved in this process. Darnell (OC) replied that any interested groups should get in touch with the OC members or the BRA and encouraged the involvement of these groups in the process.

-Audience member (Mike) was concerned with what he felt was joint MBTA/BRA ownership. Kairos (BRA) reiterated that the site is owned by the MBTA. The MBTA has entered into a Memorandum of Agreement with the BRA to develop the RFP for this land. He referred to the P-3 process and hoped that the community would take a similarly active role in the development of this RFP. The MBTA understands this and will use this process to guide the sale of the land.

-Darnell (OC) stated that time was running short. He wanted to make sure the next meeting was scheduled (December 5<sup>th</sup> at 6 PM) and wanted a P-3 update.

-Audience Member (Bob Terrell) stated that he would be hosting a meeting to discuss neighborhood traffic concerns and issues.

-Donovan (OC) had several questions about the sale of Bartlett Yard. Kairos (BRA) indicated that the MBTA will follow the RFP and follow this criteria for development. The highest responsible bidder will get the land. The MBTA has an obligation to take the highest bidder who falls within the RFP guidelines.

-Donovan (OC) also made the point that there was a recent article claiming the BRA did not follow through on some development concerns at another site. Kairos (BRA) agreed and said that the situation should have been handled better at the other site. He also stated that the more specific the RFP is, the more the community will be able to control the development.

-John (OC) mentioned the MBTA's obligation to its Board of Directors for disposing of this land and will ultimately sign off on the final deal.

-Kairos (BRA) stated that there will be a new PRC formed for the Bartlett Yard project.

-Audience member (Michael) asked about the BRA/MBTA commitment to the community. Darnell (OC) stated that during the 18 months of work on P-3, the OC worked very hard to ensure the needs of the community were met and will continue to do so in this case.

**-Next Meetings: December 5<sup>th</sup>, January 16<sup>th</sup>, February 6<sup>th</sup>**, (all meetings be at Dudley BPL unless otherwise noted)

-Jose (OC) asked if the Bartlett Yard development was in the Roxbury Strategic Master Plan Document and feels that other parcels of land should be developed first.

**P-3 Update:**

Hugues (BRA) stated that the RFP has been approved and will go public on December 2, 2005. There will be two scheduled site visits for interested parties. He also presented a draft timeline for the project (a copy will be sent to OC members).

-Darnell (OC) asked that a RFP copy be sent to all OC members. Hugues (BRA) will get a copy sent out to RSMPOC members and RNC chairman.

**Meeting Adjourned**

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