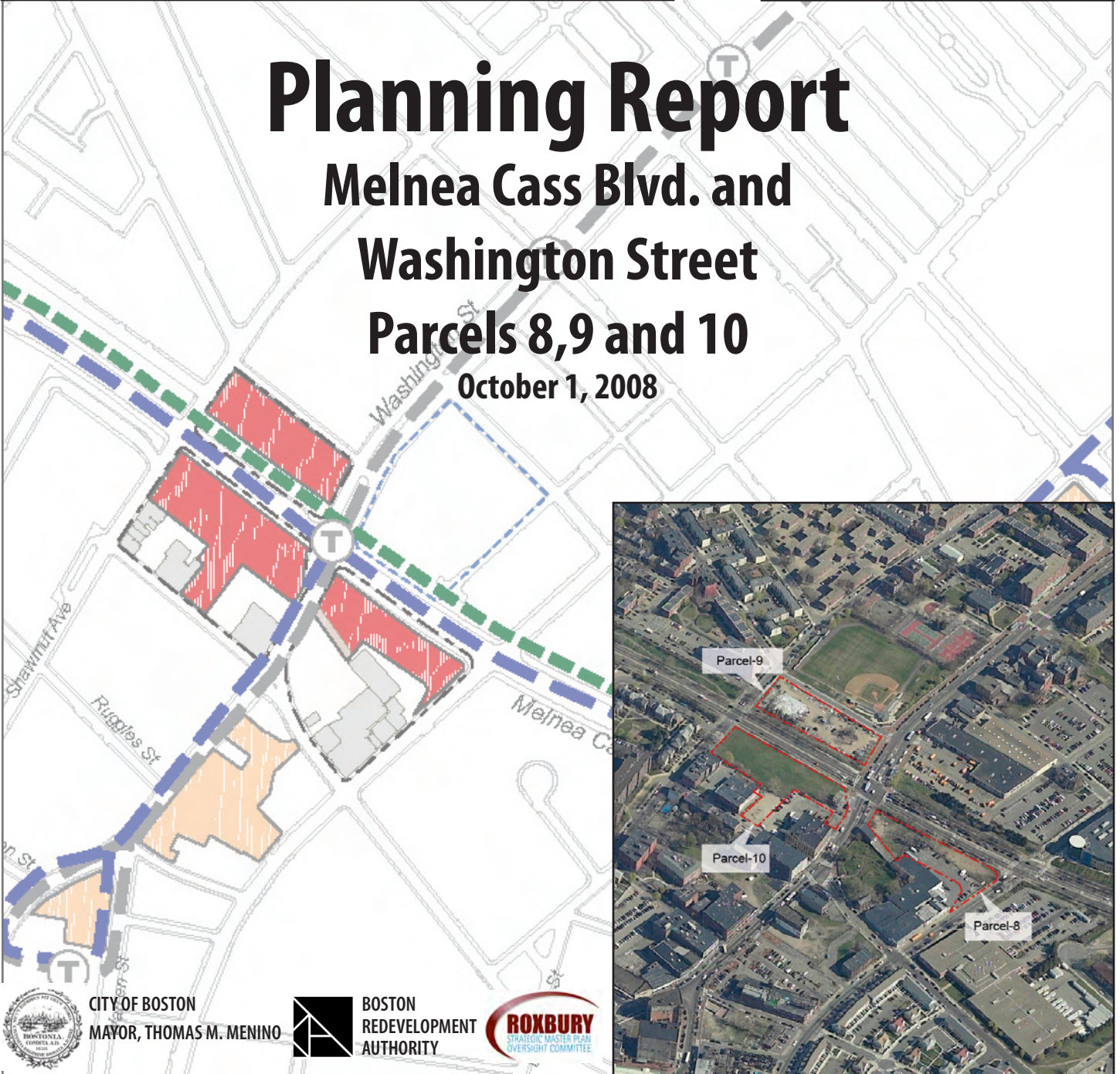




# Planning Report

## Melnea Cass Blvd. and Washington Street Parcels 8,9 and 10

October 1, 2008



CITY OF BOSTON  
MAYOR, THOMAS M. MENINO



BOSTON  
REDEVELOPMENT  
AUTHORITY



# Planning Context

This report presents findings and recommendations from the community visioning and planning process for the publicly owned parcels at Melnea Cass Boulevard and Washington Street in Lower Roxbury. The community process, lead by The Roxbury Strategic Master Plan Oversight Committee (RSMPOC) and The Boston Redevelopment Authority (BRA), focused on development opportunities for the three parcels known as Parcels 8,9, and 10. **This report will directly inform the RFP's for Parcels 9 and 10.**

# Community Workshops

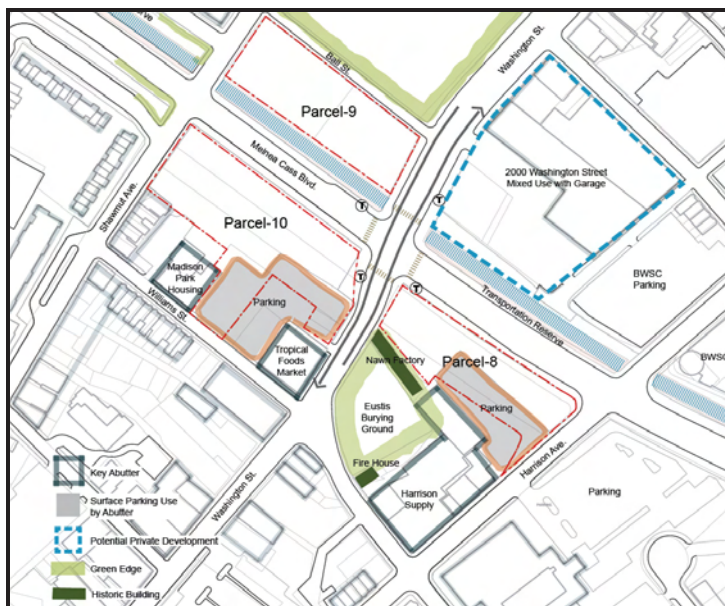
Four open Community Workshops were held between January and July of 2008. During these workshops the Oversight Committee and the BRA gathered input and feedback from the broader community to guide the principles and details of the Planning Report.

Each workshop included a presentation by a member of the BRA staff or an outside professional followed by small group discussions. The recommendations and thoughts from each group were then summarized for the larger audience and used to guide the next steps in the planning process.

The workshops began by identifying area assets as well as opportunities for new uses and improvements in the area. Focusing on wealth generation, the community explored the economic future of the area which



RSMPOC Members Summarizing Group Discussions



Parcel Outlines and Existing Buildings

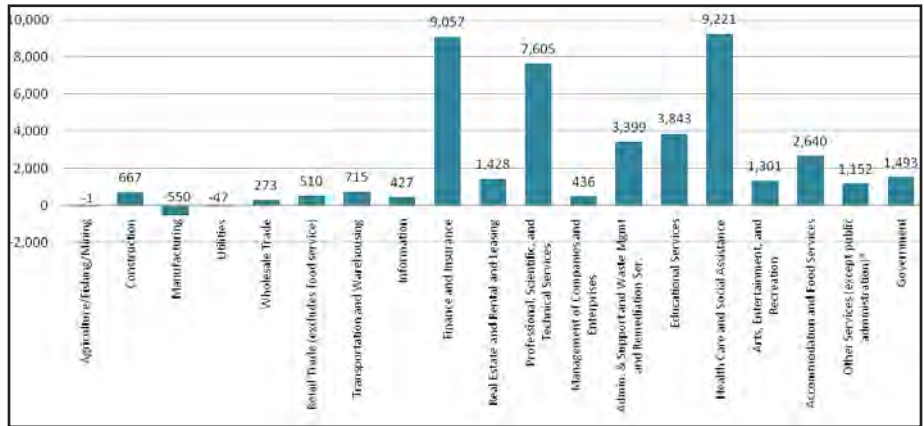


4th Community Workshop Presentation and Breakout Session

lead to discussion of employment strategies, use opportunities and a community vision for a distinct gateway to Dudley Square.

The process culminated in site analysis and feedback on recommendations for site configurations, uses, and design. This report reflects the ideas, concerns, and desires that the community expressed throughout the series of workshops.

### Boston Employment Growth



Projected growth in Boston Employment from 2006 to 2012

## Economic Profile

Particularly invested in wealth generation, the community requested projections for the economic future of the area, job opportunities, and an economic profile of Roxbury.

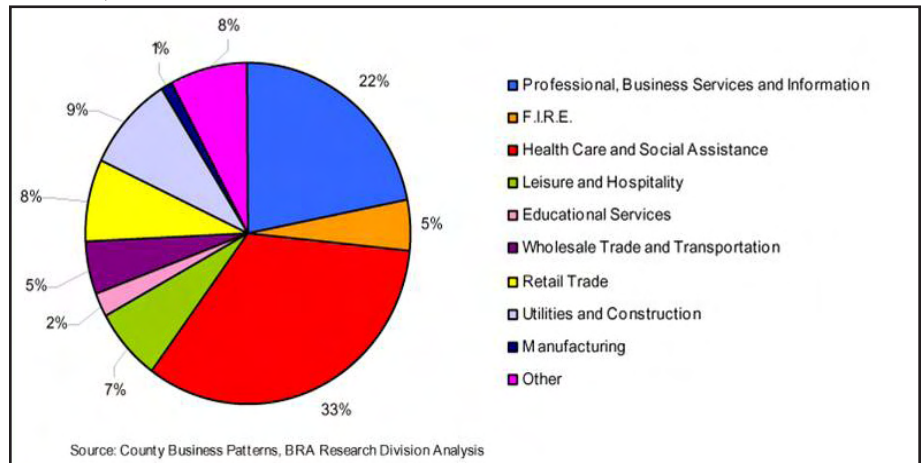
In 2006, the BRA projected that 43,000 new jobs would be created in Boston by the year 2012. The majority of these new jobs are expected to occur in Health Care and Social Assistance, Finance and Insurance, and Professional, Scientific, and Technical Services.

Over 50% of current employment in Roxbury is in the “health care and social assistance” and “professional and business services and information” sectors.

As shown in the Roxbury map, a broad mix of industries are supported in northern Roxbury. Also, “health care and social assistance” nodes, including the Longwood and Boston University Medical Areas exist just outside of Roxbury on either side of Melnea Cass Blvd. and Washington St..

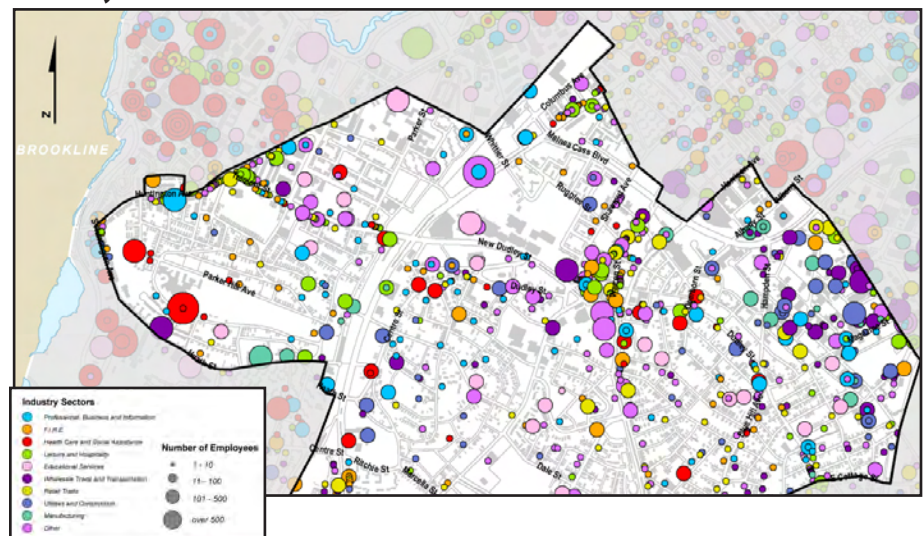
Given that Roxbury has experience in this sector, that it is a growing sector, and that Parcels 8,9, and 10 are conveniently located, health

### Roxbury Job Sector Breakdown



Share of Employment by Industry Sector in Roxbury

### Roxbury Industries



Roxbury Establishments by Industry Sector and Size

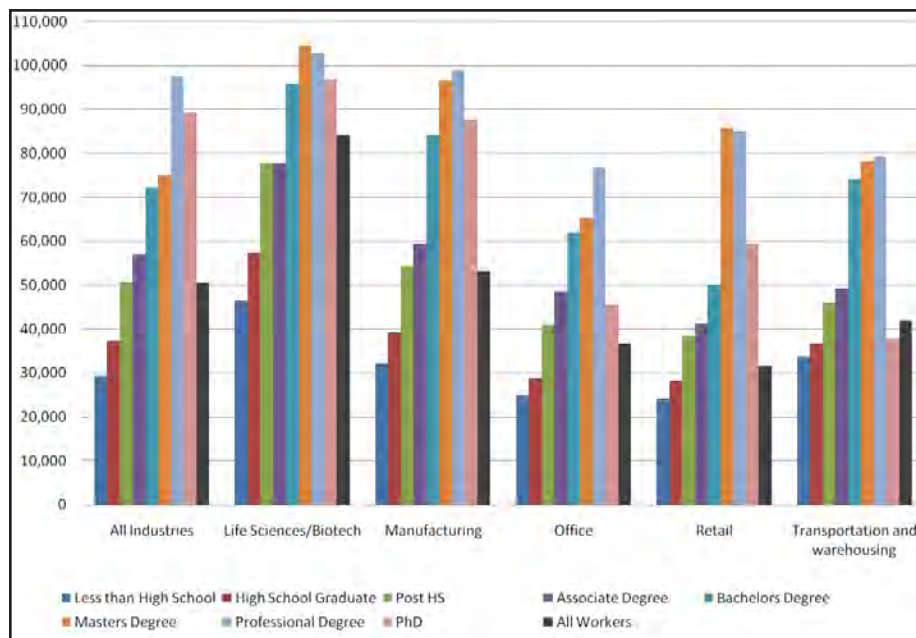
and medical services could function well in this area and corridor. Community members clearly expressed a concern, not only for creating jobs in the area, but also for inviting employment opportunities that matched the needs and skills of Roxbury residents.

Most industries have a mix of jobs that draw from a variety of educational and experience levels. While education increase one's expected salary across sectors, industries differ in how much they pay at given levels. For instance, "life sciences/biotech" jobs pay people with less than a bachelors degree better than retail jobs do. However, a large percentage of employees in that sector need at least a bachelor degree. If choosing to attract companies in sectors such as the life sciences, the community will want to carefully chose support services within these sectors that will supply jobs at a variety of levels.

Roxbury residents also expressed a strong interest in the growing area of "green" or environmentally sustainable jobs. As environmental and energy concerns intensify across the city and the globe, there will be a demand for new skilled workers to implement green solutions. Green jobs also often refer to jobs where environmental impacts on the surrounding community and employee health are carefully considered.

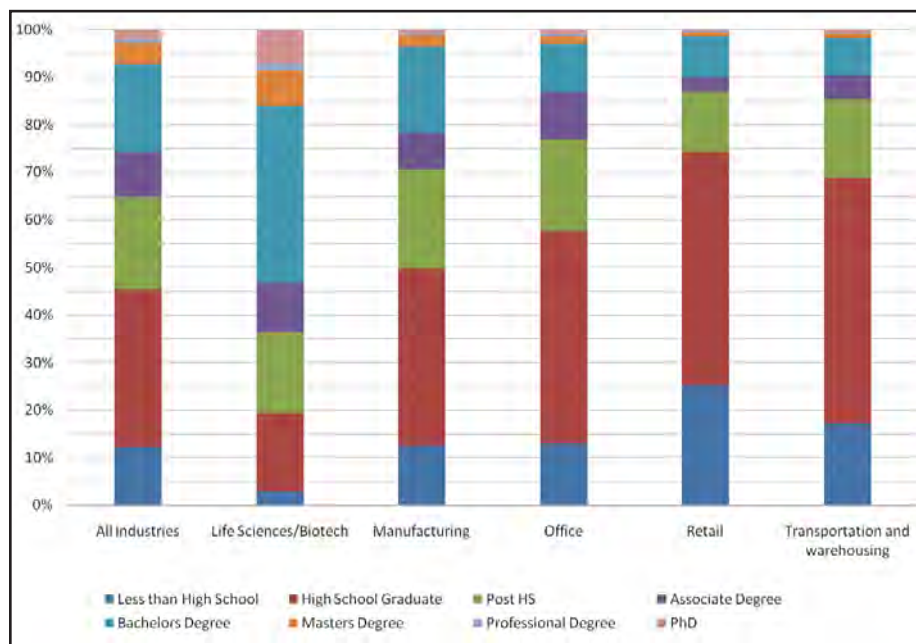
Most importantly, Roxbury residents are looking for job sectors and individual businesses that will hire local employees, offer opportunities for advancement, and have demonstrated a commitment to job and skills training. Such employment strategies have been crucial in proceeding with planning discussions and recommendations.

### Wages By Educational Attainment



Average Boston Wages by Educational Attainment in Different Sectors, 2006

### Employment by Educational Attainment



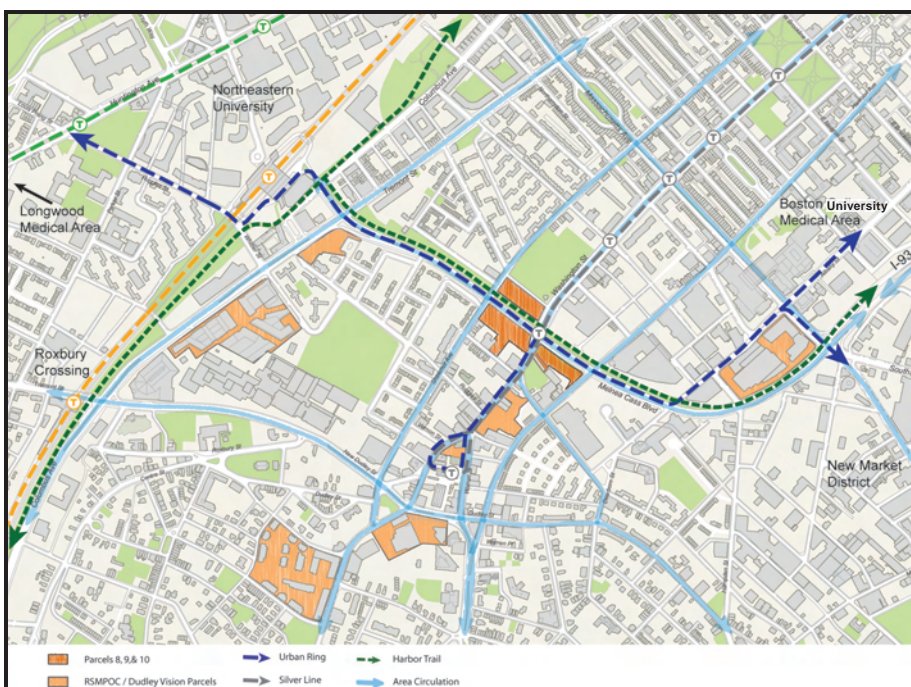
Employment Distribution by Educational Attainment in Different Sectors, 2006

# Area Analysis

## Area Circulation

While Melnea Cass Blvd. has been described as a highway passing through Roxbury, the corner of Melnea Cass Blvd. and Washington St. is becoming a public transportation crossroads. Between the Silver Line and the Urban Ring Roxbury residents will enjoy direct access to and from Longwood Medical Area, Boston University Medical Area and Downtown Boston.

The Harbor Trail will also pass directly between the sites, providing excellent local and area bike access. These developments make the Melnea Cass Blvd. and Washington St. intersection a prime location for lively transit oriented development.



Circulation and Connections

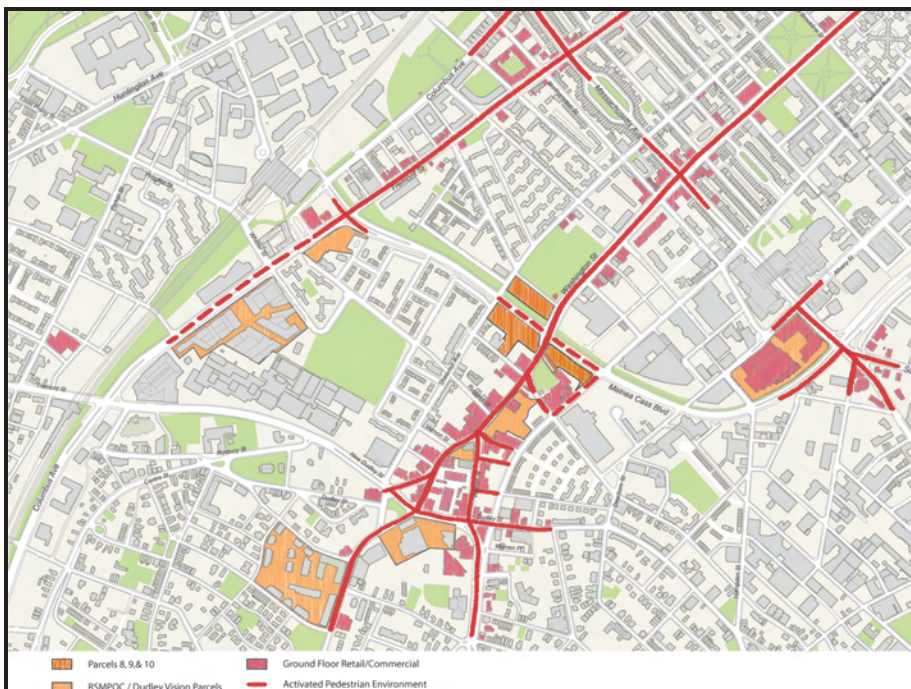
## Active and Retail Use

While retail services do not line the length of Melnea Cass, this boulevard does support nodes of activity where other busy streets cross its path. Such nodes are developing in both the New Market District and along Tremont.

The corner of Washington St. and Melnea Cass Blvd. is a prime node for retail and street level activity. As stores and street life flow down Washington St. from the north, the resurge of retail activity in Dudley Square is converging on the sites from the south. Development of Parcels 8,9 and 10 should recognize development from both end and link these two lively communities together.



Urban Ring: Proposal at Melnea Cass at Washington St.



Activated Pedestrian Environment

# Site Analysis

## Existing Conditions

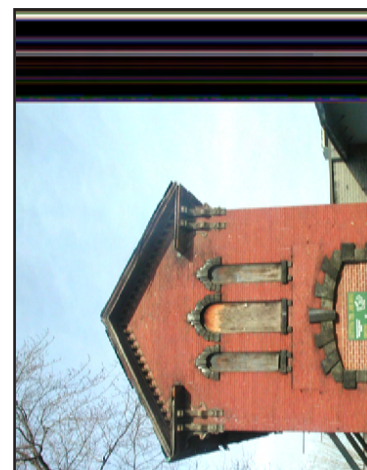
Parcels 8, 9 and 10 and the parcel at 2000 Washington Street are vacant or under-utilized tracts of land at the corners of Washington Street and Melnea Cass Boulevard. The community planning process acknowledges the proposed redevelopment of the privately owned parcel at 2000 Washington Street, but focuses on planning of the public parcels at the other three corners. Lands contiguous to and in the same blocks as parcels 8 and 10 have also been considered along with their built and historical assets.

Parcel 8 is included in the Eustis Street Architectural Conservation District as it is directly adjacent to such historical gems as the Eustis Burial Ground, the Eustis Street Fire House and the Nawn Factory. Harrison Supply, a long time local hardware supplier also has a large presence on the block.

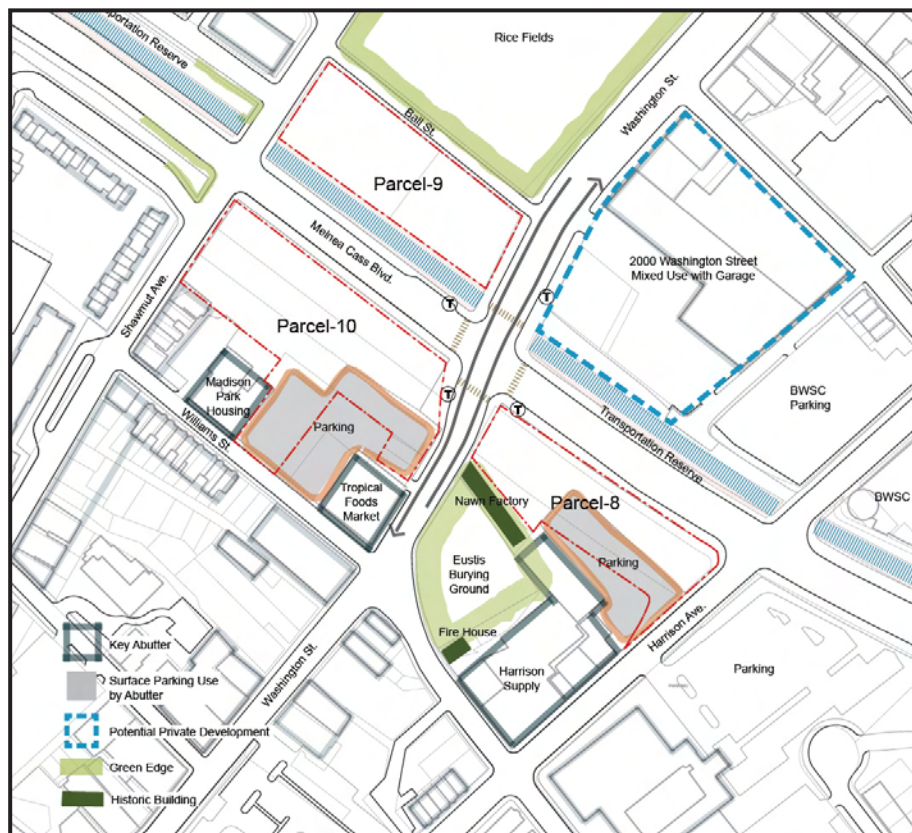
Parcel 9 backs right up to Jim Rice Field, a great neighborhood amenity, particularly for area youth.

Parcel 10 shares a block with residential buildings as well as the long established and well liked independent grocery store, Tropical Foods.

Parking for both Tropical Foods and Harrison Supply currently occupy portions of the publicly owned land making up parcels 8 and 10.



From Top Left Clockwise: Tropical Foods Grocery Store, Jim Rice Field, Eustis Street Fire House, Harrison Supply Hardware



Parcel Outlines and Existing Conditions

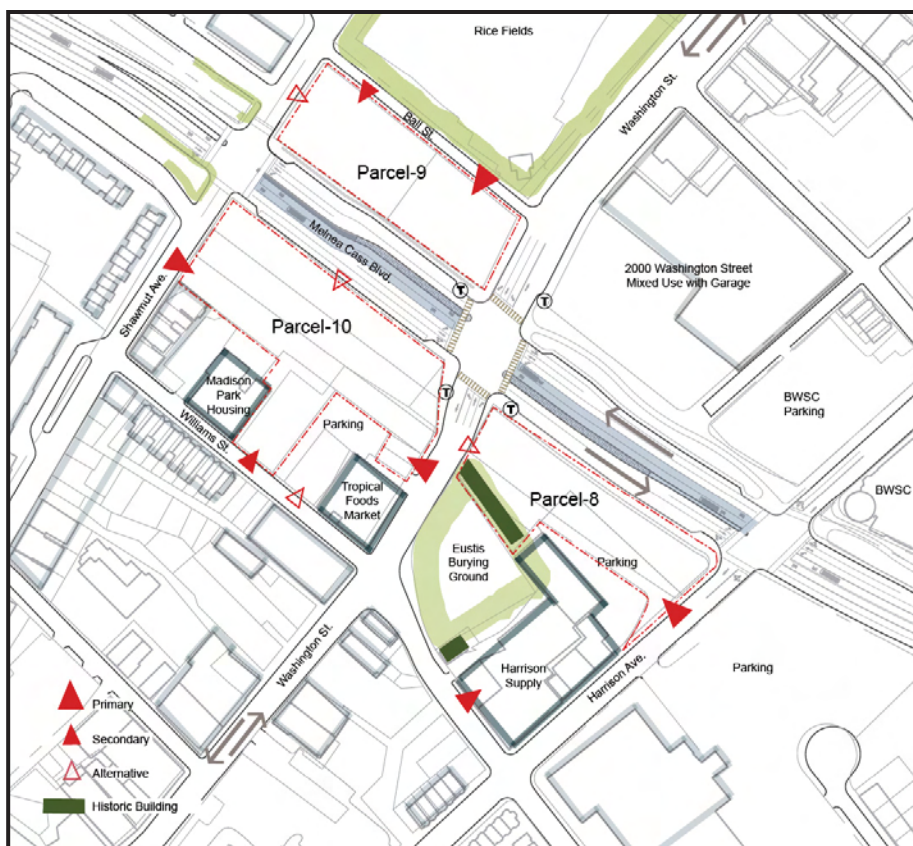
## Access and Circulation

Ease of access and directed circulation are crucial to ensuring that the Melnea Cass Blvd. and Washington St. area will flourish as a pedestrian environment.

Vehicular access should minimize disturbances to area residences and disruptions to traffic flow and the pedestrian experience.

Pedestrians should be able to access and navigate the site easily, particularly from Dudley Square and points north on Washington St. Circulation around and between sites should be safe and pleasant.

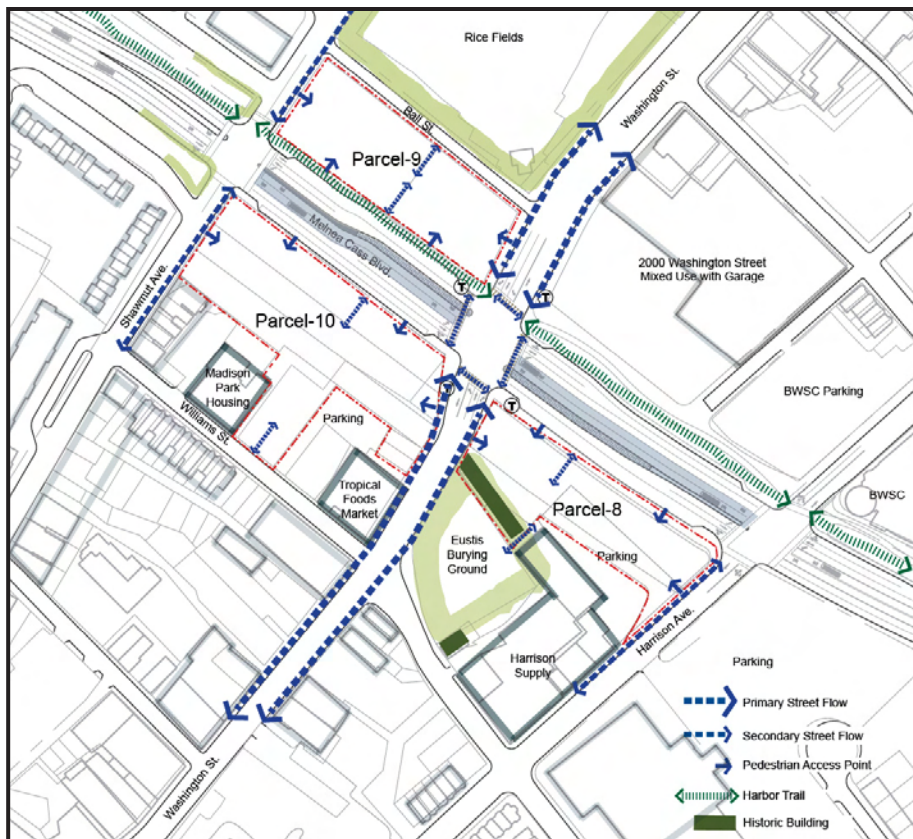
Users should be able to penetrate the site at many different points, particularly along the retail store fronts, making the site feel open and welcoming.



Potential Vehicular Access



Active Pedestrian Streetscapes in the Dudley Square Commercial District



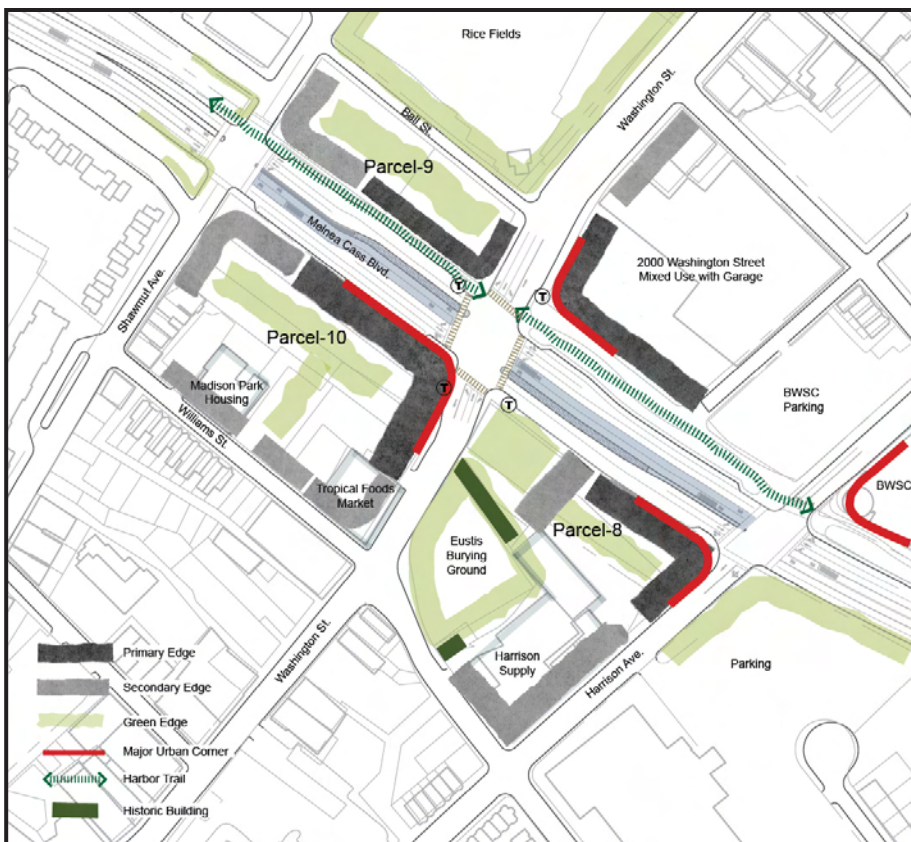
Potential Pedestrian Access and Circulation

## Urban Land Use Concept

The community agreed that while the primary focal area should occur at the corner of Washington St. and Melnea Cass Blvd., there is potential to spread development energy further down Melnea Cass that would create a second gateway at the corner of Melnea Cass Blvd. and Harrison Ave. To do this, building at the Harrison Ave. and Melnea Cass Blvd. corner of parcel 8 will dominate the site with less bold, if equally important, structures and open space filling in the remainder of the site, including the Washington and Melnea Cass Blvd. corner of the site.

Because Parcels 8 and 10 do not share the same major urban corner, it will be easier to energize the gateway intersections one at a time. Thus the plan is flexible and responsive to separate development schedules. This urban concept begins to inform the land use, site configuration and massing of the area.

In addition to symbolically announcing a gateway to Roxbury, the major urban corners should serve as the primary retail focus of the sites. This energy should spread out among the primary edges before engaging the rest of the site. The areas furthest from the major urban centers may want to be commercial or residential. While the community desires nice, affordable housing opportunities, members have expressed a clear priority for wealth generation. The extent to which the sites can be leveraged for retail and commercial activities that provide job and ownership opportunities, they should be used for these purposes.



Urban Concept: Two Focal Areas



Potential Land Use



## Site Configuration

Architectural detail and design should celebrate the significance of the major urban corners and primary edges. Parcel 10 buildings adjacent to the row houses and other residential buildings on Williams St. and Shawmut Ave., should reflect the modest scale of that area. Buildings on Parcel 8 should be particularly considerate of the Heritage Park, Eustis Burial Ground and historic structures in the area.

Building footprints should be wide enough to comfortably accommodate appropriate building uses but narrow enough to take advantage of natural lighting. The major urban corners will likely carry the greatest height and mass with a more moderate scale at the residential edges.

The following Use and Design Guidelines offer more detailed site specific recommendations.



Potential Site Configuration



Mid-rise mixed use buildings with significant corners on Washington St.

Melnea Cass Blvd. and Washington St.



Potential Massing

# Use and Design Guidelines

## Parcel 8 – SE Corner

58,174 SF / 1.3 Acres



<b>Ownership</b>	State DEM/DCR	38,265 SF
	State DEM/DCR (Nawn Parcel) (MOA)	3,781 SF
	City DPW	16,128 SF

**Focus** Wealth creation through:  
 Commercial uses in rising economic areas such as health, medical and green jobs  
 Job placement, training, and career development for the local community  
 Locally owned businesses

**Defining Characteristics** Parcel 8 will play a crucial role in reviving the historical significance of the block by providing a Heritage Park and by framing the Eustis Burial Ground, Nawn Factory and Eustis Street Fire Station. It will also contribute to the Melnea Cass Blvd. and Washington Street Gateway, activating Melnea Cass at both the Harrison Ave. and Washington St. intersections. Adjacent Harrison Supply can be leveraged as an anchor to promote retail in the area.

## Use Guidelines

**Commercial Office Uses** Provide multiple stories of commercial / office space above retail.  
 Consider providing space for the health and medical sector and green jobs.

**Retail Uses** Provide for 18 hour, active ground floor retail and services, particularly facing the open plaza and at the corner of Melnea Cass Blvd. and Harrison Ave.  
 Provide space for locally owned businesses that cater to the community and complement, rather than compete with existing Dudley Square retail.  
 Take advantage of the Harrison Supply Company as a potential retail anchor.

**Open Space** Include an active, managed, open plaza at the corner of Washington St. and Melnea Cass Blvd. A focus of the Roxbury Heritage Park, this space should recognize the historic character of the adjacent Nawn Factory and Eustis Street Burial Ground.

**Community / Cultural Uses** Provide cultural and/or community space, which may reflect the site’s historic significance or provide youth preparatory, skills training, and incubator space.

**Residential Uses** Provide residential units on upper floors oriented toward the corner of Harrison Ave. and Eustis St.

## Design Guidelines

**Street & Block Pattern** Separate built areas to break down the scale of the site and respect the surrounding character.  
 Configure buildings and site features to maximize sunlight and minimize shadows, particularly with respect to the Eustis Street Architectural Conservation District and Protection Area.

<b>Area Circulation &amp; Connections</b>	<p>Promote an accessible pedestrian environment with circulation along active street edges, and into the historic areas of the site.</p> <p>Provide direct access to nearby transit.</p> <p>Use prominent crosswalks, controlled pedestrian signals, and generous median space to comfortably connect the site across Washington and Melnea Cass.</p> <p>Direct service spaces towards the interior of the block with service and truck access from Harrison Ave. or Eustis St.</p>
<b>Streetscape</b>	<p>Provide enhanced streetscapes with landscaped sidewalks, attractive street lighting that will address security, street furniture and enhanced paving.</p> <p>Provide outdoor café seating in the open plaza and other pedestrian area.</p>
<b>Building Height &amp; Massing</b>	<p>The community has expressed interest in 5 to 8 story buildings, though developers should refer to restrictions for building above 60 ft. stated in the Eustis Street Architectural Conservation District Report.</p> <p>Modulate and step massing to reduce the appearance of size and provide breaks for light, air and views, particularly of historically significant areas.</p>
<b>Orientation</b>	<p>Front new buildings along Melnea Cass and Harrison Ave. with an active edge also facing the open plaza.</p>
<b>Edges &amp; Street Wall</b>	<p>Provide minimal set-backs from the street that will allow for comfortable movement without detracting from a lively pedestrian and retail environment.</p> <p>Ensure frequent entrances, transparent facades, tall store and display windows, canopies and attractive building materials.</p>
<b>Building Character &amp; Materials</b>	<p>Vary material to represent different building uses (residential / commercial / community facility).</p> <p>Provide inconspicuous screening of building mechanical equipment and ventilation openings.</p> <p>Provide for high quality materials &amp; detailing throughout that are compatible with the heritage sites.</p>
<b>Landscaping</b>	<p>Provide attractive and well maintained plantings along the open plaza and throughout the site.</p> <p>Use plants appropriate to the region and to all seasons that require minimum irrigation.</p>

## Transportation & Parking

<b>Transportation</b>	<p>Encourage bike and public transit use by visitors, employees, and residents.</p>
<b>Parking</b>	<p>Provide the minimum parking necessary for new uses to flourish. Locate new parking on site in below grade or structured facilities, with surface parking allotted only for short term retail use. Provide:</p> <p>Residential: 0.75 – 1 spaces / unit</p> <p>Commercial: 0.75 -1 spaces / 1,000 SF</p>
<b>Bike Parking</b>	<p>Provide secure, on-site bike racks for residents, visitors, customers, and retailers</p>

# Use and Design Guidelines

## Parcel 9 – NW Corner

60,698 SF / 1.4 Acres



**Ownership** State DPW (included in MOA)  
BRA

27,585 SF  
33,113 SF

**Focus** Wealth creation through:  
Commercial uses in rising economic areas such as health, medical and green jobs  
Job placement, training, and career development for the local community  
Locally owned businesses

**Defining Characteristics** Parcel 9 will play a supporting role in activating and filling out the Washington Street and Melnea Cass Boulevard Gateway. Along Melnea Cass Blvd., it should respond to bikes on the Harbor Trail while on the other, complementary uses should enhance the edge of Jim Rice Field, one of Roxbury’s largest public ball fields.

## Use Guidelines

**Commercial Office Uses** Provide multiple stories of commercial / office space above retail.  
Consider providing space for the health and medical sector and green jobs.

**Retail Uses** Provide for 18 hour, active ground floor retail and services, particularly at the corner of Washington St. and Melnea Cass.  
Provide space for locally owned businesses that cater to the community and complement, rather than compete with existing Dudley Square retail.  
Consider providing a smaller anchor to attract customers to the site.

**Community / Cultural Uses** Provide cultural and/or community space that serves the youth community and complements the seasonal use of adjacent Jim Rice Field.

**Residential Uses** Consider providing residential units on upper floors on the Shawmut Ave. side of the site.

## Design Guidelines

**Street & Block Pattern** Separate built areas to break up the length of the site and respect the surrounding character.  
Configure buildings and site features to maximize sunlight and minimize shadows.

**Area Circulation & Connections** Promote an accessible pedestrian environment with circulation along active street edges.  
Provide direct access to nearby transit.  
Use prominent crosswalks, controlled pedestrian signals, and generous median space to comfortably connect the site across Washington and Melnea Cass.  
Direct support space towards the interior of the block with service and truck access from Ball St.

<b>Streetscape</b>	Provide enhanced streetscapes with landscaped sidewalks, attractive street lighting that will address security, street furniture and enhanced paving.
<b>Building Height &amp; Massing</b>	Provide 5 to 8 story buildings. Modulate and step massing to reduce the appearance of size and provide breaks for light, air and views.
<b>Orientation</b>	Front new buildings along Melnea Cass and Washington St. with a focus at the corner of these two streets.
<b>Edges &amp; Street Wall</b>	Provide minimal set-backs from the street that will allow for comfortable movement without detracting from a lively pedestrian and retail environment. Ensure frequent entrances, transparent facades, tall store and display windows, canopies and attractive building materials.
<b>Building Character &amp; Materials</b>	Vary material to represent different building uses (residential / commercial / community facility). Provide inconspicuous screening of building mechanical equipment and ventilation openings. Provide for high quality materials & detailing throughout.
<b>Landscaping</b>	Provide attractive and well maintained plantings throughout the site. Use plants appropriate to the region and to all seasons that require minimum irrigation.

## Transportation & Parking

<b>Transportation</b>	Encourage bike and public transit use by visitors, employees, and residents.
<b>Parking</b>	Provide the minimum parking necessary for new uses to flourish. Locate new parking on site in below grade or structured facilities, with surface parking allotted only for short term retail use. Provide: Residential: 0.75 – 1 spaces / unit Commercial: 0.75 -1 spaces / 1,000 SF
<b>Bike Parking</b>	Provide secure, on-site bike racks for residents, visitors, customers, and retailers

# Use and Design Guidelines

## Parcel 10 – SW Corner

90,270 SF / 2.1 Acres



<b>Ownership</b>	State DPW (included in MOA)	25,730 SF
	City DPW (included in MOA)	205 SF
	BRA	64,335 SF

**Focus** Wealth creation through:  
 Commercial uses in rising economic areas such as health, medical and green jobs  
 Job placement, training, and career development for the local community  
 Locally owned businesses

**Defining Characteristics** Parcel 10 will serve as the primary focus of the Melnea Cass and Washington St. Gateway, calling attention to and activating the area. New development will help to organize the diverse block while existing Tropical Foods will anchor other retail. The developable area of the site is large enough to activate, not only the edges, but also the interior of the block.

## Use Guidelines

**Commercial Office Uses** Provide multiple stories of commercial / office space above retail.  
 Consider providing space for the health and medical sector and green jobs.

**Retail Uses** Provide for 18 hour, active ground floor retail and services, particularly at the corner of Washington St. and Melnea Cass.  
 Provide space for locally owned businesses that cater to the community and complement, rather than compete with existing Dudley Square retail.  
 Take advantage of Tropical Foods as a potential retail anchor.

**Community / Cultural Uses** Provide cultural and/or community space that serves local residents.

**Residential Uses** Provide residential space along Williams Street at a scale appropriate to the immediate surroundings. Consider residential use at the corner of Melnea Cass and Shawmut Ave.

**Open Space** Provide open space and green space to serve residential uses and break up the site along its longer dimension.

## Design Guidelines

**Street & Block Pattern** Separate built areas to break down the scale of the site and respect the surrounding character.  
 Configure buildings and site features to maximize sunlight and minimize shadows.

- Area Circulation & Connections** Promote an accessible pedestrian environment with circulation along active street edges.  
 Provide direct access to nearby transit.  
 Use prominent crosswalks, controlled pedestrian signals, and generous median space to comfortably connect the site across Washington and Melnea Cass.  
 Direct support space towards the interior of the block with service and truck access that minimizes impact on surrounding residential areas.
- Streetscape** Provide enhanced streetscapes with landscaped sidewalks, attractive street lighting that will address security, street furniture and enhanced paving.
- Building Height & Massing** Provide 5 to 8 story buildings. For the far eastern portion of the site, refer to height restrictions in the Eustis Street Architectural Conservation District Report, which speaks to minimizing shadows in the adjacent historical area.  
 Limit Williams Street building height to four stories.  
 Modulate and step massing to reduce the appearance of size and provide breaks for light, air and views.
- Orientation** Front new buildings along Melnea Cass and Washington St. with a prominent feature at the corner of these two streets.
- Edges & Street Wall** Provide minimal set-backs from the street that will allow for comfortable movement without detracting from a lively pedestrian and retail environment.  
 Ensure frequent entrances, transparent facades, tall store and display windows, canopies and attractive building materials.
- Building Character & Materials** Vary material to represent different building uses (residential / commercial / community facility).  
 Provide inconspicuous screening of building mechanical equipment and ventilation openings.  
 Provide for high quality materials & detailing throughout.
- Landscaping** Provide attractive and well maintained plantings in the open space and throughout the site.  
 Use plants appropriate to the region and to all seasons that require minimum irrigation.

## Transportation & Parking

- Transportation** Encourage bike and public transit use by visitors, employees, and residents.
- Parking** Provide the minimum parking necessary for new uses to flourish. Locate new parking on site in below grade or structured facilities, with surface parking allotted only for short term retail use. Provide:  
 Residential: 0.75 – 1 spaces / unit  
 Commercial: 0.75 -1 spaces / 1,000 SF
- Bike Parking** Provide secure, on-site bike racks for residents, visitors, customers, and retailers

# Use and Design Guidelines

## Parcels 8, 9 & 10

## Sustainable Development & Transportation

### Sustainable Development & Green Buildings

**Community Expression** The Community’s Vision is that Dudley Square be a model for sustainable development and green building including healthy, energy efficient buildings and transit-oriented, neighborhood-scaled development that reduces building and transportation based pollution and carbon emissions.

**Sustainable Development** The redevelopment of these parcels should enhance the overall sustainability of Dudley Square and the Roxbury neighborhood through a careful mix of new uses and compact, low impact development strategies.

Both parcels must comply with the US Green Building Council (USGBC) Leadership in Energy & Environmental Design for Neighborhood Development (LEED - ND) standard. While projects must at minimum achieve USGBC Certification at the Silver level, the Community’s vision is for model practices with Certification at the Gold level or better.

**Green Buildings** All new buildings must be planned, designed and constructed to meet the most appropriate USGBC LEED building standard and comply with City of Boston Green Building Zoning Articles 37 and 80. While projects must at minimum achieve USGBC Certification at the Silver level, the Community’s vision is for model practices with USGBC Certification at the Gold level or better and comply with DND Healthy Homes Standards.

Specific Green Building strategies should include a focus on the following:

- On-site Renewable Energy & Distributed Generation
- Energy Efficiency
- Transportation Demand Management
- Stormwater Management & “Green Streets”
- Sustainable Landscaping

**Transit** Encourage pedestrian, bicycling, and public transit use by residents, employees, shoppers, and visitors.

### Vehicle Parking & Service Access

**Community Expression** The community has expressed an interest in reduced car dependency by requiring the minimum parking necessary to allow new uses to flourish. The community also encourages shared parking strategies to maximize off-hours use of parking spaces and the provision of spaces for car sharing to minimize the overall need and cost for off street parking.

**Off Street Parking** The following are use specific requirements; fewer parking spaces may be provided for unique uses with low car ownership such as senior residential development.

- Retail / Services: Business spaces less than 5,000 Sq. Ft. – curb side only; businesses spaces greater than 5,000 Sq. Ft. – min. 0.75 spaces to max. 1.0 per 1,000 Sq. Ft.



- Commercial / Non-retail: Min. 0.75 to max. 1.0 spaces per 1,000 Sq. Ft.
- Residential: Min. 0.75 to max. 1.0 spaces per dwelling unit and, for building with more than 10 units, 1 visitor space per 10 dwelling units. "Jamaica Plain Resident Parking Permits" will not be available for new residents.

Locate new parking on site in below grade or structured facilities, with surface parking allotted only for short term retail uses.

**Car Sharing** A set-aside for dedicated parking spaces for shared vehicles (such as Zipcar) accessible to the general public (including local residents and businesses) is required.

**Demand Management** Develop programs to encourage owner / tenant / employee use of public transit, bicycling and walking for transportation including free or subsidized T passes, unbundling of parking from housing sales/leases, bicycling or walking bonuses and other strategies that discourage use of personal vehicles.

**Loading & Service Access** All service loading and unloading facilities should be located off-street and designed to prevent truck back-up maneuvers in the public right-of-way.

## Bicycle Storage

**Community Expression** The community has expressed an interest that all new buildings and uses should promote bicycle use.

**Bicycle Racks and Storage** The following are use specific requirements which may vary for unique uses.

- Residential: Minimum of one (1) accessible, indoor, secure bicycle storage space per dwelling unit. And on-site, secure visitor bike rack(s) with a minimum of one (1) bike space per 10 dwelling units but no less than four (4) bike spaces per site.
- Retail: At minimum one (1) accessible, indoor, secure bicycle storage space per 10,000 SF of net building area, or fraction thereof. And on-site, secure visitor bike rack(s) with a minimum of one (1) bike space per 10,000 SF but no less than four (4) bike spaces per site.
- Commercial Non-retail: At minimum one (1) accessible, indoor, secure bicycle storage space per 10,000 SF of net building area, or fraction thereof. And on-site, secure visitor bike rack(s) with a minimum of one (1) bike space per 10,000 SF but no less than four (4) bike spaces per building.

Visitor and customer bicycle racks must be positioned in areas with active visual surveillance and night lighting, and be protected from damage by nearby vehicles. Bicycle racks must be located within 50 feet of each buildings main entry. For buildings with multiple main entries, bicycle racks must be proportionally disbursed within 50 feet of business and other main entries.

# Acknowledgements

The Boston redevelopment Authority would like to thank the hundreds of members of the community who have devoted their time and effort to working with us in developing the vision for parcels 8, 9, and 10. Many of your ideas have been incorporated in this plan and will enhance the city for generations to come.

## Roxbury Strategic Master Plan Oversight Committee

Mr. Darnell Williams	Urban League of Eastern Mass
Ms. Barbara Barrow-Murray	Boston Neighborhood Network News
Mr. Joseph Cefalo	Newmarket Business Associations
Mr. Michael Miles	Roxbury Resident
Mr. Norman Stembridge	Roxbury Resident
Ms. Marilyn Lynch	Highland Park Neighborhood Association
Mr. Daniel Richardson	Garrison-Trotter Neighborhood Association
Ms. Charlotte Nelson	Exc. Committee on Diversity, Northeastern University
Mr. John Barros	Executive Director of DSNI
Mr. Donovan Walker	Roxbury Resident
Mr. Frank Williams	Roxbury Resident
Mr. Reginald Jackson	Roxbury Resident
Ms. Dorothea Jones	Roxbury Resident
Ms. Beverly Adams	Roxbury Resident
Mr. Jorge Martinez	Project Right

## Ex-officio Members

Councilor Chuck Turner  
 Senator Dianne Wilkerson  
 Representative Gloria Fox  
 Representative Byron Rushing

## City of Boston

Boston Redevelopment Authority  
 Boston Transportation Department  
 Mayor's Office of Neighborhood Services  
 Department of Neighborhood Development  
 Parks and Recreation Department

