



# THE ROXBURY LATIN SCHOOL

## INDOOR ATHLETIC FACILITY + ATHLETIC IMPROVEMENTS

SUPPLEMENTAL SUBMITTAL

Article 80 | Small Project Review and Site Plan Approval Application



*Submitted by:*  
The Trustees of  
The Roxbury Latin School

June 19, 2015



19 June 2015

Mr. Brian Golden  
Director  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

RE: Supplemental Submission - Request for Article 80, Small Project Review  
The Roxbury Latin School  
101 St. Theresa Avenue  
Boston, MA 02132

Dear Mr. Golden,

On behalf of the Trustees of the Roxbury Latin School, we are submitting a supplemental submission in regards to the Section 80-E-5, Small Project Review application filed April 27, 2015.

From the start, Roxbury Latin provided a comprehensive master plan illustrating all proposed improvements (including horizontal projects such as athletic fields), even those not typically subject to Small Project Review. This path was intended to signal a collaborative and transparent approach to the design review process, and to further that goal, the school has engaged in an equally comprehensive dialogue with residents.

The enclosed documents represent the culmination of this significant design work and the numerous concessions offered by the school. When we heard concerns around drainage, we designed systems that will not only accommodate our proposal, but also improve existing conditions. When we heard concerns about proximity, we increased setbacks well beyond the requirements set forth by Article 56 (approximately 50 percent for the IAF, 500 percent for buffer associated with the proposed parking areas, and up to 200' at the Quail St. tennis location). In fact, the location of the proposed facilities and the associated design comply with all uses and dimensional requirements set forth in Article 56. When we heard concerns around landscaping, we increased both the density and size of the proposed buffer, agreed to improve upon existing landscaping so that it might benefit other areas of the property, and modified the site plan to maintain as much existing vegetation as possible. When we heard concerns around noise, we moved the Zamboni and mechanical systems indoors. When we heard concerns about lighting for parking areas, we agreed to a design that would lower the fixtures and direct lighting within our campus. When we heard concerns for traffic and safety, RL abandoned the concept of a new curb on St. Theresa Avenue and has been hard at work to make possible a secondary access point on Centre Street that will alleviate pressure on the St. Theresa Avenue side of the campus. When we heard concerns about zoning, we revised the proposed line to represent less than an acre of increased CFS and to encapsulate an existing wetland resource area into the CPS. When we heard concerns about tennis lighting, RL removed these features from the design entirely. And when we heard concerns about a neighborhood being hemmed in by the school, we responded by moving an entire program to a more challenging area of our campus. The school has listened, considered, and compromised to the fullest. And we believe we have done everything asked of us by the City and the BRA.



*The Roxbury Latin School*



*Founded 1645 by John Eliot*

Since the BRA community meeting held May 18, Roxbury Latin has focused on three specific topics regarding the proposed improvements to our campus: the chosen location of the IAF, the proposed map amendment regarding zoning, and transportation access. To that end, RL has organized or participated in multiple meetings with the BRA staff, the Boston Transportation Department, and neighborhood groups to further a collaborative approach, provide additional information on relevant topics such as zoning, and to refine our plans. In response to these topics, the submission includes a letter explaining the location of the IAF, updated zoning exhibits, and fully realized plans for a discrete access point to the campus from Centre St.

Throughout the development of our proposal, The School has remained committed to our mission: to provide the best possible education to the students of greater Boston, and to be a generous resource for the West Roxbury community. We are confident that our proposal today reflects the best of these worthy goals, and we are eager to further both endeavors through the completion of these projects. We are grateful for your consideration.

Sincerely,

Glen Patrick Ryan  
Superintendent of Buildings & Grounds



# TABLE OF CONTENTS

COVER LETTER

TABLE OF CONTENTS

PROJECT TEAM

SUPPLEMENTAL LETTER REGARDING INDOOR ATHLETIC FACILITY LOCATION

REVISED ZONING PLANS

- REVISED ZONING LINE PLAN
- WETLAND AREA PLAN

REVISED TRANSPORTATION ACCESS PLANS

- PROPOSED CENTRE ST. ENTRANCE
- TECHNICAL MEMO REGARDING CENTRE STREET ENTRANCE

EXHIBITS

- REVISED OVERALL SITE PLAN
- REVISED MAP AMENDMENT
- NEIGHBORHOOD ENGAGEMENT

## PROJECT TEAM



### PROPERTY OWNER

The Trustees of The Roxbury Latin School  
101 St. Theresa Avenue  
West Roxbury, MA 02132  
617.325.4920  
Contact: Kerry P. Brennan | Headmaster



### ARCHITECTURE

Hastings Architecture Associates, LLC  
127 Third Avenue South  
Nashville, TN 37201  
615.329.1399  
Contact: Dave Powell | Principal  
Leigh Fitts | Project Manager



### CIVIL ENGINEERING + LANDSCAPE ARCHITECTURE

Stantec Planning & Landscape Architecture  
226 Causeway St., 6th Floor  
Boston, MA 02114  
617.226.9234  
Contact: Joseph Geller | Senior Principal



### GENERAL CONTRACTOR

Shawmut  
560 Harrison Avenue  
Boston, MA 02118  
617.622.7000  
Contact: Randy Catlin



### LEGAL COUNSEL

Wilmer Hale LLP  
60 State Street  
Boston, MA 02109  
617.526.6216  
Contact: Katharine Bachman



### TRANSPORTATION ENGINEERING

Howard Stein Hudson  
11 Beacon Street, Suite 1010  
Boston, MA 02108  
617.348.3350  
Contact: Michael Santos | Senior Transportation Engineer



19 June 2015

Mr. Christopher Tracy  
Project Manager  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

RE: Supplemental Submission - Request for Article 80, Small Project Review  
Re: location of IAF  
The Roxbury Latin School  
101 St. Theresa Avenue  
Boston, MA 02132

Dear Mr. Tracy,

Thank you for your feedback following the community meeting May 18, 2015.

Over the past six months, Roxbury Latin has engaged our immediate neighbors in robust conversations about the proposed improvements to our campus. Our commitment has been to transparency and collaboration. We have focused on ensuring that these essential advancements in our buildings, grounds and, above all, our program reflect a true partnership: one that considers the clear needs of the school, the feedback of our neighbors, and, more broadly, the benefits for West Roxbury.

It is crucial to the future and longevity of Roxbury Latin that we continue to evolve our program and that we support our students by improving the campus within its boundaries. With that foundation, the essential feature of our campus is the connectedness of our buildings. It is not simply tradition, but rather a fundamental characteristic of who we are and what we do. It is this core feature that enables RL to sustain a rigorous program in the academics, athletics, arts and extracurriculars, and to do so without compromising the safety and security of the school community. And it allows us to support our generalist culture. It is with these goals in mind – program and safety - that the school has chosen the location for its Indoor Athletic Facility.

Following the BRA meeting held May 18, the school was asked to consider an alternative site, namely Bogandale Field. This location does not meet the programmatic needs of the school. First, it will preclude the students and faculty from using the facility during the academic day for fitness classes, school gatherings, physical education, and lectures. This will be especially true with inclement weather in the shoulder seasons and during winter conditions when students are not able to travel from the academic campus to the new facility and back in an efficient manner. We ask much of our students during the day, and time is our most sensitive resource. Second, development in this location will require the school to replace an active athletic field that supports two soccer teams and two baseball teams. Third, vehicular access and parking is problematic. This impact is not suitable and the chosen location for the IAF resolves all of these significant characteristics of the school program.



*The Roxbury Latin School*



*Founded 1645 by John Eliot*

Most of all, we are entrusted with the safety of our community. A connected campus is not just about making good use of resources; it is about living up to our responsibility to provide a safe environment. This past winter, we were able to continue to educate in safety with record snowfall. During athletic events, a connected athletic facility allows our training staff to quickly respond and provide appropriate care for injuries. And although we wish this were not the case, being a connected campus means that we are able to practice and perform crisis procedures (evacuation, shelter-in-place, and lock downs) in an efficient, timely and organized manner. That we be able to deliver on our commitment to safety is essential to our students, staff and their families.

When considering alternative locations, there is no other site that meets the most urgent and essential programmatic needs of the school. Further, all other sites come with complicated logistical provisions that compromise the safety of the school community. Through the many meetings the school has organized and with BRA guidance, we have refined the designs and offered meaningful and numerous concessions. We do believe in the pursuit of a “win-win” for RL and the community. In fact, we believe that we have arrived at this middle ground with our current proposal. We appreciate your leadership through this process and remain available to address any questions or concerns.

Sincerely,

Glen Patrick Ryan  
Superintendent of Buildings & Grounds



# REVISED ZONING PLANS





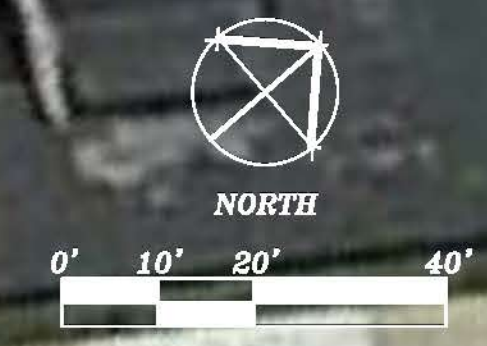






# REVISED TRANSPORTATION ACCESS PLANS









---

To:	Mr. Glen Patrick Ryan The Roxbury Latin School	DATE:	June 18, 2015
FROM:	Michael Santos, P.E., PTOE Michael Littman	HSH PROJECT NO.:	2014171.00
SUBJECT:	The Roxbury Latin School Transportation Evaluation Centre Street Driveway Analysis		

---

## Introduction

---

Howard Stein Hudson (HSH) has conducted an analysis of the impacts of relocating and consolidating The Roxbury Latin School points of access to a single driveway located along Centre Street, south of Spring Street. The analysis expands on a preliminary analysis of the relocation of the driveway presented in memorandum dated May 4, 2015 and June 11, 2015 and includes an evaluation of traffic operations at the intersection of Centre Street/Spring Street/Temple Street, vehicle speed observations, and sight distance measurements. This memorandum summarizes the findings of the evaluation.

### TRAFFIC OPERATIONS ANALYSIS

At the request of the Boston Transportation Department (BTD), a traffic operations analysis was conducted for the intersection of Centre Street/Spring Street/Temple Street, located approximately 250 feet north of the proposed Roxbury Latin driveway along Centre Street. The operations analysis was conducted for both the weekday a.m. and p.m. peak periods. Traffic signal timing information, traffic counts, and Synchro files were provided by the BTD and form the basis of this analysis.

**Table 1** presents the results of the operations analysis. The detailed analysis sheets are provided as an attachment to this memorandum.

As shown in **Table 1**, the intersection of Centre Street/Spring Street/Temple Street was shown to operate at an overall LOS D during both the weekday a.m. and p.m. peak hours under the existing conditions. The Centre Street northbound approach is the critical movement in relation to the location of the proposed Roxbury Latin driveway due to the potential for vehicular queuing to extend beyond the driveway. Based on the results of this analysis and supported by field observations, the 50<sup>th</sup> percentile vehicle queues along the Centre Street northbound approach range from 53 feet for the left/through movements to 169 feet for the right-turn movements during the a.m. peak hour and 53 feet for the left/through movements to 95 feet for the right-turn movements during the p.m. peak



hour. The 50<sup>th</sup> percentile queues represent the queues that will be experienced at the intersection approximately half of the time. The 95<sup>th</sup> percentile queues at the intersection range from 94 feet for the left/thru movements to 244 feet for the right-turn movements during the a.m. peak hour and 114 feet for the left/thru movements to 158 feet for the right-turn movements during the p.m. peak hour. The 95<sup>th</sup> percentile queues present a worst case scenario and will generally be experienced for a signal cycle or two during the peak hours. The 95<sup>th</sup> queues will not be present at the intersection for the majority of the time during the peak hours.

Based on the results of this analysis, the vehicular queues will not extend to the proposed Roxbury Latin driveway location along Centre Street during the peak hours. The driveway's location will not be impacted by the queuing at the Centre Street/Spring Street/Temple Street intersection.

*Table 1. | Intersection Capacity Analysis – Centre Street/Spring Street/Temple Street*

Movement	LOS	Delay (seconds)	V/C Ratio	50 <sup>th</sup> Percent Queue (feet)	95 <sup>th</sup> Percent Queue (feet)
<i>Weekday a.m. Peak Hour</i>					
<b>Centre Street/Spring Street/Temple Street</b>	<b>C</b>	<b>24.4</b>	-	-	-
Centre Street northbound left/thru	D	35.2	0.33	53	94
Centre Street northbound right	C	32.0	0.64	169	244
Temple Street southbound left/thru/right	D	36.6	0.41	74	105
Spring Street northeastbound left/thru thru/right	C	31.4	0.79	184	#455
Centre Street southwestbound left	B	13.9	0.41	29	109
Centre Street southwestbound thru thru/right	B	13.5	0.47	116	314
<i>Weekday p.m. Peak Hour</i>					
<b>Centre Street/Spring Street/Temple Street</b>	<b>C</b>	<b>22.9</b>	-	-	-
Centre Street northbound left/thru	E	63.7	0.60	53	#114
Centre Street northbound right	C	32.6	0.39	95	158
Temple Street southbound left/thru/right	E	69.9	0.77	113	#197
Spring Street northeastbound left/thru thru/right	C	24.0	0.69	173	#454
Centre Street southwestbound left	C	21.1	0.76	56	#307
Centre Street southwestbound thru thru/right	A	8.8	0.44	94	299

# 95<sup>th</sup> percentile volume exceeds capacity. Queue shown is maximum after two cycles



## VEHICLE SPEED MEASUREMENTS

Vehicle speed observations were conducted on Sunday June 7, 2015 along Centre Street in the vicinity of the proposed driveway. A total of 25 observations were collected using a car-following method. Based on the observations, the average vehicular speed for both directions was approximately 31 miles per hour, with a median speed of 30 miles per hour, and an 85<sup>th</sup> percentile speed of 36 miles per hour. These observations indicate that vehicular speeds are generally safe for this type of roadway and for the available sight lines.

## SIGHT DISTANCE MEASUREMENTS

Sight distance measurements were conducted along Centre Street at the approximate location of the driveway. Adequate sight lines are provided to the signalized intersection of Centre Street/Spring Street to the north, approximately 250 feet from the proposed driveway location. Adequate sight lines are provided approximately 340 feet to the south of the proposed location, extend just beyond Bogandale Road. In order to maintain the adequate sight lines at the driveway, vegetation along the east side of Centre Street should be removed and maintained as needed. Based on the 85<sup>th</sup> percentile speed of 36 mph, the required stopping sight distance needed along Centre Street at the proposed driveway location is 257 feet. The available sight lines along Centre Street accommodate the required stopping sight distance for the 85<sup>th</sup> percentile speed. Photographs of the site lines from the proposed driveway location are also provided as attachments to this memorandum.

## Attachments

---

### INTERSECTION CAPACITY ANALYSIS WORKSHEETS

### CONCEPTUAL DRIVEWAY PLAN

### SIGHT DISTANCE PHOTOGRAPHS



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR	ø2
Lane Configurations		↕	↕		↕		↕	↕	↕	↕	↕		
Volume (vph)	38	48	286	23	36	44	15	626	15	135	724	28	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	13	13	12	13	12	12	10	12	10	11	12	
Storage Length (ft)	0		70	0		0	0		0	65		0	
Storage Lanes	0		1	0		0	0		0	1		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	
Ped Bike Factor											1.00		
Frt			0.850		0.943			0.997			0.994		
Flt Protected		0.978			0.989			0.999		0.950			
Satd. Flow (prot)	0	1613	1406	0	1648	0	0	2804	0	1391	2846	0	
Flt Permitted		0.831			0.919			0.693		0.287			
Satd. Flow (perm)	0	1371	1406	0	1531	0	0	1945	0	420	2846	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)													
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		703			651			940			511		
Travel Time (s)		16.0			14.8			21.4			11.6		
Confl. Bikes (#/hr)													1
Peak Hour Factor	0.85	0.85	0.85	0.74	0.74	0.74	0.87	0.87	0.87	0.90	0.90	0.90	
Heavy Vehicles (%)	16%	0%	6%	0%	0%	0%	0%	7%	27%	9%	3%	4%	
Bus Blockages (#/hr)	0	0	2	0	0	0	0	2	0	0	4	0	
Parking (#/hr)											1	1	
Adj. Flow (vph)	45	56	336	31	49	59	17	720	17	150	804	31	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	101	336	0	139	0	0	754	0	150	835	0	
Turn Type	Perm	NA	pt+ov	Perm	NA		Perm	NA		pm+pt	NA		
Protected Phases		3	3 4		3			1		4	1 4		2
Permitted Phases	3			3			1			1 4			
Detector Phase	3	3	3 4	3	3		1	1		4	1 4		
Switch Phase													
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0			4.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0		14.0			28.0
Total Split (s)	28.0	28.0		28.0	28.0		30.0	30.0		14.0			28.0
Total Split (%)	28.0%	28.0%		28.0%	28.0%		30.0%	30.0%		14.0%			28%
Maximum Green (s)	22.0	22.0		22.0	22.0		24.0	24.0		8.0			24.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0			3.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0			1.0
Lost Time Adjust (s)		-2.0			-2.0			-1.0		-3.0			
Total Lost Time (s)		4.0			4.0			5.0		3.0			
Lead/Lag	Lead	Lead		Lead	Lead		Lead	Lead		Lag			Lag
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0			2.0
Recall Mode	None	None		None	None		C-Max	C-Max		None			None
Walk Time (s)													7.0
Flash Dont Walk (s)													17.0
Pedestrian Calls (#/hr)													6
Act Effct Green (s)		22.3	37.3		22.3			49.1		62.1	63.1		
Actuated g/C Ratio		0.22	0.37		0.22			0.49		0.62	0.63		
v/c Ratio		0.33	0.64		0.41			0.79		0.41	0.47		
Control Delay		35.2	32.0		36.6			31.4		13.9	13.5		
Queue Delay		0.0	0.0		0.0			0.0		0.0	0.0		
Total Delay		35.2	32.0		36.6			31.4		13.9	13.5		
LOS		D	C		D			C		B	B		
Approach Delay		32.7			36.6			31.4			13.6		
Approach LOS		C			D			C			B		
Queue Length 50th (ft)		53	169		74			184		29	116		
Queue Length 95th (ft)		94	244		105			#455		109	314		
Internal Link Dist (ft)		623			571			860			431		
Turn Bay Length (ft)			70							65			
Base Capacity (vph)		329	521		367			954		367	1794		
Starvation Cap Reductn		0	0		0			0		0	0		
Spillback Cap Reductn		0	0		0			0		0	0		
Storage Cap Reductn		0	0		0			0		0	0		
Reduced v/c Ratio		0.31	0.64		0.38			0.79		0.41	0.47		

Intersection Summary

Area Type: CBD  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 90 (90%), Referenced to phase 1: NESW, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 24.4 Intersection LOS: C  
 Intersection Capacity Utilization 68.3% ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 275: Spring Street & Centre Street







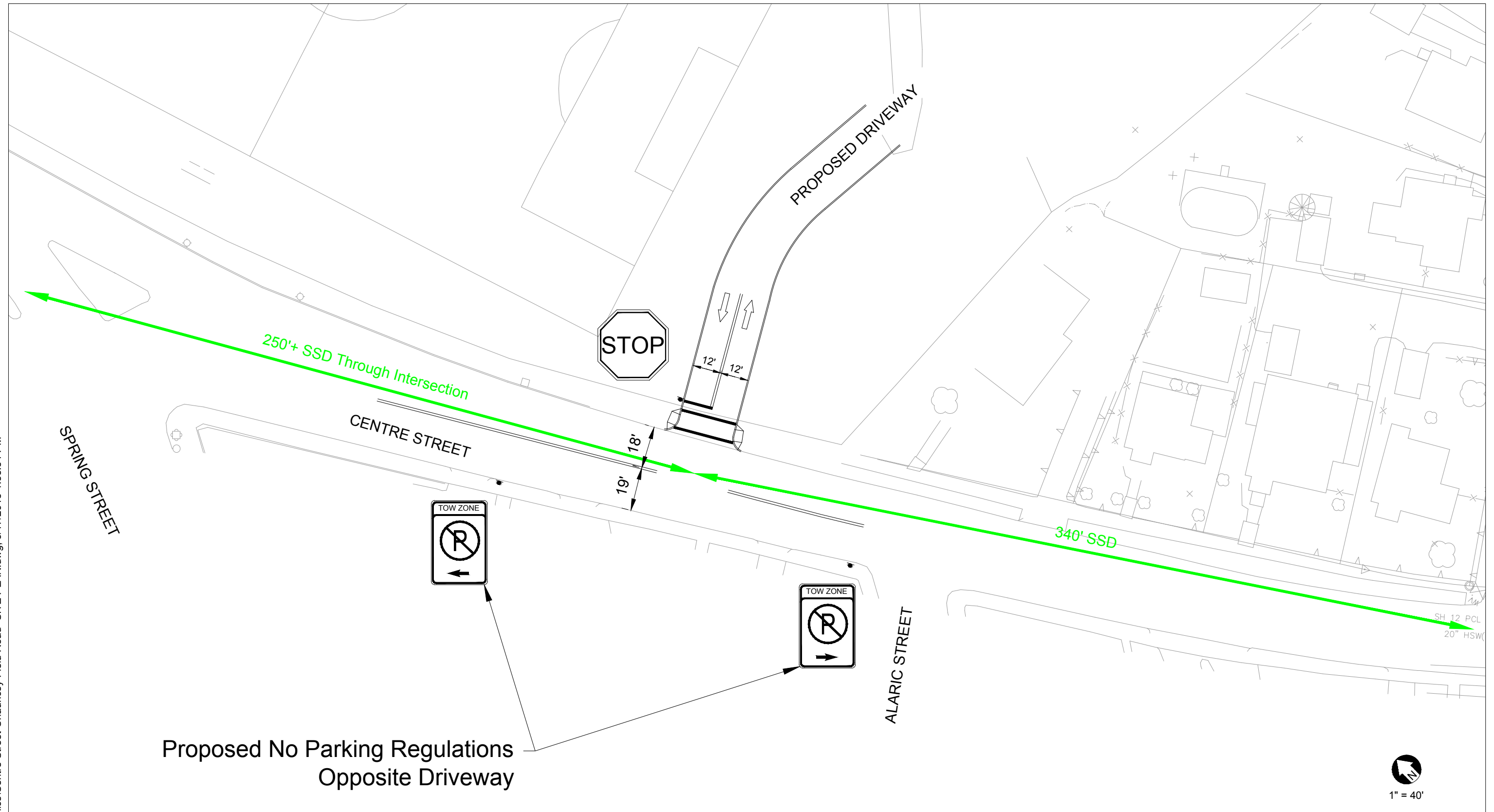
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR	ø2
Lane Configurations		↕	↕		↕		↕	↕	↕	↕	↕		
Volume (vph)	42	33	162	28	72	41	19	678	29	321	799	30	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	13	13	12	13	12	12	10	12	10	11	12	
Storage Length (ft)	0		70	0		0	0		0	65		0	
Storage Lanes	0		1	0		0	0		0	1		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	
Ped Bike Factor								1.00			1.00		
Frt			0.850		0.961			0.994			0.995		
Flt Protected		0.973			0.990			0.999		0.950			
Satd. Flow (prot)	0	1719	1433	0	1668	0	0	2934	0	1472	2880	0	
Flt Permitted		0.549			0.919			0.677		0.298			
Satd. Flow (perm)	0	970	1433	0	1548	0	0	1988	0	462	2880	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)													
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		703			651			940			526		
Travel Time (s)		16.0			14.8			21.4			12.0		
Confl. Bikes (#/hr)									1			1	
Peak Hour Factor	0.93	0.93	0.93	0.86	0.86	0.86	0.93	0.93	0.93	0.90	0.90	0.90	
Heavy Vehicles (%)	0%	0%	4%	4%	0%	0%	0%	2%	7%	3%	2%	0%	
Bus Blockages (#/hr)	0	0	2	0	0	0	0	2	0	0	4	0	
Parking (#/hr)											1	1	
Adj. Flow (vph)	45	35	174	33	84	48	20	729	31	357	888	33	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	80	174	0	165	0	0	780	0	357	921	0	
Turn Type	Perm	NA	pt+ov	Perm	NA		Perm	NA		pm+pt	NA		
Protected Phases		3	3 4		3			1		4	1 4		2
Permitted Phases	3			3			1			1 4			
Detector Phase	3	3	3 4	3	3		1	1		4	1 4		
Switch Phase													
Minimum Initial (s)	8.0	8.0		8.0	8.0		10.0	10.0		8.0			4.0
Minimum Split (s)	14.0	14.0		14.0	14.0		16.0	16.0		14.0			28.0
Total Split (s)	20.0	20.0		20.0	20.0		44.0	44.0		18.0			28.0
Total Split (%)	18.2%	18.2%		18.2%	18.2%		40.0%	40.0%		16.4%			25%
Maximum Green (s)	14.0	14.0		14.0	14.0		38.0	38.0		12.0			24.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0			3.0
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0			1.0
Lost Time Adjust (s)		-2.0			-2.0			-1.0		-3.0			
Total Lost Time (s)		4.0			4.0			5.0		3.0			
Lead/Lag	Lead	Lead		Lead	Lead		Lead	Lead		Lag			Lag
Lead-Lag Optimize?													
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0			2.0
Recall Mode	None	None		None	None		C-Max	C-Max		None			None
Walk Time (s)													7.0
Flash Dont Walk (s)													17.0
Pedestrian Calls (#/hr)													1
Act Effct Green (s)		15.2	34.2		15.2			62.2		79.2	80.2		
Actuated g/C Ratio		0.14	0.31		0.14			0.57		0.72	0.73		
v/c Ratio		0.60	0.39		0.77			0.69		0.76	0.44		
Control Delay		63.7	32.6		69.9			24.0		21.1	8.8		
Queue Delay		0.0	0.0		0.0			0.0		0.0	0.0		
Total Delay		63.7	32.6		69.9			24.0		21.1	8.8		
LOS		E	C		E			C		C	A		
Approach Delay		42.4			69.9			24.0			12.3		
Approach LOS		D			E			C			B		
Queue Length 50th (ft)		53	95		113			173		56	94		
Queue Length 95th (ft)		#114	158		#197			#454		#307	299		
Internal Link Dist (ft)		623			571			860			446		
Turn Bay Length (ft)			70							65			
Base Capacity (vph)		141	437		225			1124		470	2100		
Starvation Cap Reductn		0	0		0			0		0	0		
Spillback Cap Reductn		0	0		0			0		0	0		
Storage Cap Reductn		0	0		0			0		0	0		
Reduced v/c Ratio		0.57	0.40		0.73			0.69		0.76	0.44		

Intersection Summary

Area Type: CBD  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 36 (33%), Referenced to phase 1:NESW, Start of Green  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 22.9 Intersection LOS: C  
 Intersection Capacity Utilization 75.1% ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 275: Spring Street & Centre Street





L:\14171\Graphics\Centre Street-Chauncey Field Road- SITE PLAN.dwg, 6/17/2015 1:35:34 PM

Proposed No Parking Regulations  
Opposite Driveway

### Centre Street and New Chauncey Field Driveway



1" = 40'





## Sight Distance Photographs

---

Proposed Centre Street Driveway Location – Looking South



Proposed Centre Street Driveway Location – Looking North



# EXHIBITS





0 80' 160' 320'



Map Amendment Application No. \_\_\_\_  
Map 11C; West Roxbury Neighborhood District

MAP AMENDMENT NO. \_\_\_\_\_

THE COMMONWEALTH OF MASSACHUSETTS

CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956, as amended, after due report, notice and hearing, does hereby amend "Map 11C, West Roxbury Neighborhood District", as follows:

1. By adding to the area currently designated "Roxbury Latin School Community Facilities Subdistrict" [CF] and reducing the area currently designated "Conservation Protection Subdistrict" [CPS] by adjusting the district designation line as shown on Appendix A.

Map Amendment Application No. \_\_\_\_\_

Map Amendment No \_\_\_\_\_

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Vice Chairman

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

In Zoning Commission

Adopted: \_\_\_\_\_, 2015

Attest: \_\_\_\_\_  
Secretary

Map Amendment No. \_\_\_\_\_

\_\_\_\_\_  
Mayor, City of Boston

Date: \_\_\_\_\_

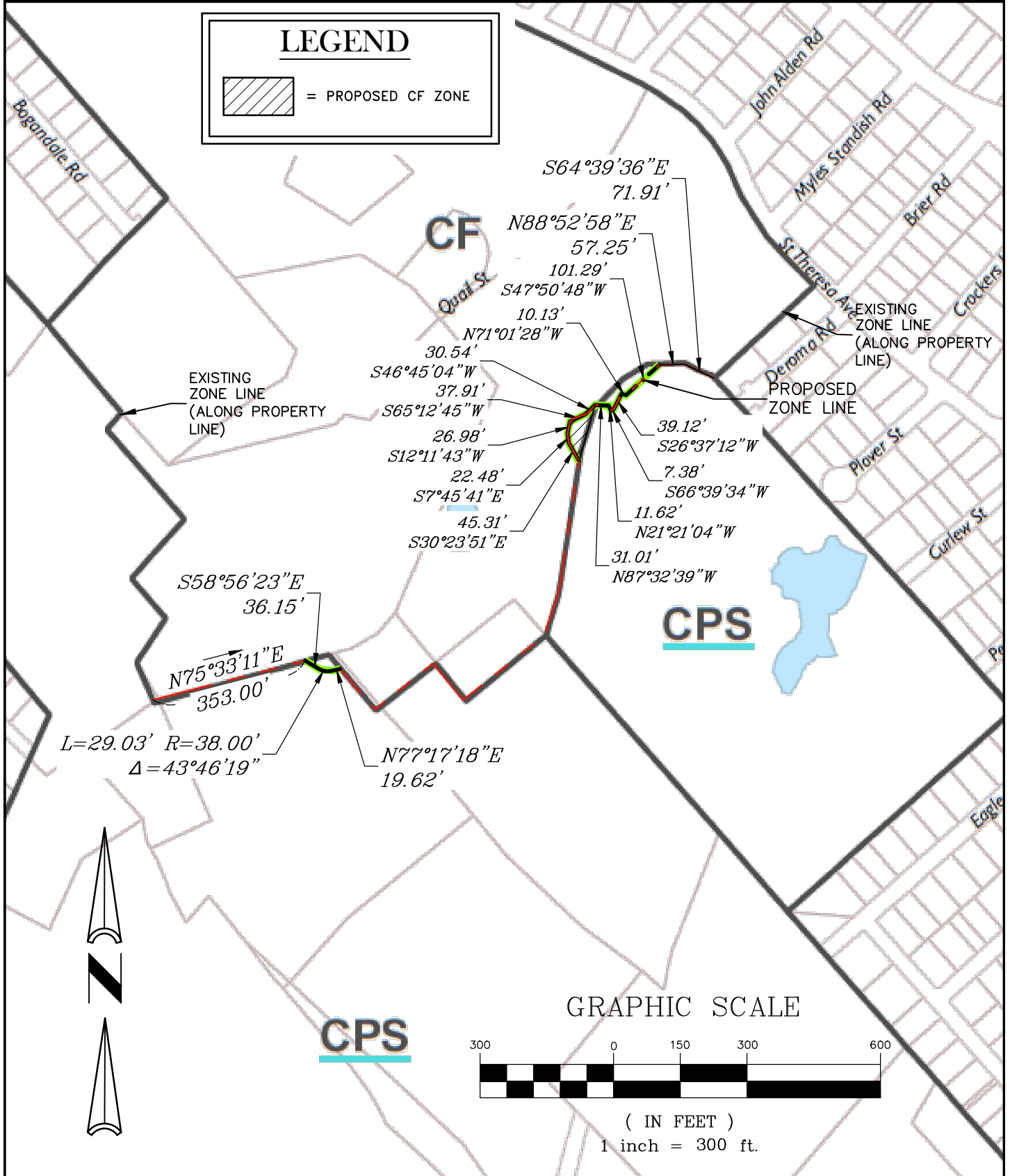
\_\_\_\_\_  
The foregoing amendment was presented to the Mayor on \_\_\_\_\_ and was signed by him on \_\_\_\_\_, whereupon it became effective on \_\_\_\_\_ in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest: \_\_\_\_\_  
Secretary to the Zoning Commission



# LEGEND

 = PROPOSED CF ZONE



DATE: 06/18/15

SCALE: 1' = 300'

ROXBURY LATIN SCHOOL  
WEST ROXBURY, MA

ZONING CHANGE  
EXHIBIT  
SHEET 1 OF 1

**KELLY ENGINEERING GROUP, INC.**  
CIVIL ENGINEERING CONSULTANTS



0 CAMPANELLI DRIVE • BRAINTREE • MA 02184  
PHONE: 781 843 4333 FAX: 781 843 0028

2014-090-MI01

Zoning Amendment Application No. \_\_\_\_  
West Roxbury Neighborhood District  
Boston Redevelopment Authority

ZONING AMENDMENT NO. \_\_\_\_

THE COMMONWEALTH OF MASSACHUSETTS

CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956, as amended, after due report, notice and hearing, does hereby amend Article 56 (West Roxbury Neighborhood District), as follows:

Footnote 3(2) to Table C of Article 56 is hereby amended to add the parenthetical language set forth in the following: “(2) the use is essential to service in the residential area in which it is located (provided, however, that this subsection (2) shall not apply to elementary or secondary school uses in the Roxbury Latin School Community Facilities Subdistrict);”.

Zoning Amendment No. \_\_\_\_\_

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Vice Chairman

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

In Zoning Commission

Adopted: \_\_\_\_\_, 2015

Attest: \_\_\_\_\_  
Secretary

Zoning Amendment No. \_\_\_\_\_

---

Mayor, City of Boston

Date: \_\_\_\_\_

---

The foregoing amendment was presented to the Mayor on \_\_\_\_\_ and was signed by him on \_\_\_\_\_, whereupon it became effective on \_\_\_\_\_ in accordance with Section \_\_\_\_ of Chapter 665 of the Acts of 1956, as amended.

Attest: \_\_\_\_\_  
Secretary

TABLE C - Continued

	<u>Community Facilities Subdistricts</u>	<u>Neighborhood Institutional Subdistricts</u>
<u>Cultural Uses</u>		
Art gallery	C	A
Art use	C	C
Auditorium	C	C
Cinema	C	F
Concert hall	C	F
Museum	A	A
Public art, display space	A	A
Studios, arts	C	C
Studios, production	C	C
Theatre	C	C
Ticket sales	C	C
<u>Dormitory and Fraternity Uses</u>		
Dormitory not accessory to a use	F	F
Fraternity	F	F
<u>Educational Uses</u>		
College or university <sup>1</sup>	C	C <sup>2</sup>
Elementary or secondary school <sup>3</sup>	A	A
Kindergarten	A	A
Professional school	A	C
Trade school	A	C

TABLE C - Continued

1. "College or University," "Hospital," and "Nursing or Convalescent Home" (collectively, "Institutional Uses") are defined in Article 2A to include subuses (offices, parking, etc.) that also appear as main uses in this Table C. Pursuant to the provisions of Article 2A, the subuses of an Institutional Use are regulated as part of that Institutional Use and not as a separate main use or as an accessory or ancillary use.
2. Where an Institutional Use is designated "A," a Proposed Institutional Project for such use is allowed, provided that such Proposed Institutional Project does not result in the addition of an aggregate gross floor area of fifty thousand (50,000) or more square feet, and provided further that such area is not a phase of another Proposed Institutional Project; otherwise conditional.
3. Provided that, where such use is located in an area where residential uses are permitted: (1) the requirements of St. 1956, c. 665, s.2, where applicable, are met; (2) the use is essential to service in the residential area in which it is located; and (3) in the case of a pumping station, sub-station, or automatic telephone exchange, no storage building or yard is maintained in connection with such use.
4. Provided that any such use shall comply with all the guidelines and standards promulgated by the National Institutes of Health concerning the care and use of laboratory animals.
5. Where designated "A" or "C," provided that Dwelling Units are forbidden in Basements.
6. Small: total gross floor area not exceeding one thousand (1,000) square feet per restaurant; Large: total gross floor area exceeding one thousand (1,000) square feet per restaurant.
7. Small: storage of less than thirty thousand (30,000) gallons of flammable liquids or less than ten thousand (10,000) cubic feet of gases; Large: storage of thirty thousand (30,000) gallons or more of flammable liquids or ten thousand (10,000) cubic feet or more of gases.

## NEIGHBORHOOD ENGAGEMENT

RL has sponsored, participated in and/or organized over thirty meetings within the past seven months with the greater West Roxbury community. These meetings have ranged from group presentations held at the school to one-on-one meetings with residents in their homes; public meetings organized by neighbors, the school and the BRA; walkthroughs of the campus with architects and engineers; and meetings with the BRA and other city departments to ensure that the proposal is responsive to feedback.

Approximately one third of these meetings were held prior to filing the Article 80 – Small Project Review submission April 27. The following list represents the significant meetings that the school has participated in and/or organized:

- December 9, 2014: RL presents initial proposal to residents from St. Theresa Avenue (and adjacent side streets), Bogandale Road and Centre Street.
- December 16, 2014: RL attends the first of two pre-file meetings with the BRA.
- January 17, 2015: RL organizes walkthrough of the property with residents from Bogandale Road and Centre Street.
- February 12 – March 4, 2015: RL hosts five one-on-one meetings with residents from Bogandale Road.
- February 24, 2015: RL attends West Roxbury Neighborhood Association meeting and responds to questions regarding design and use.
- March 5, 2015: RL attends meeting at Irish Social Club organized by residents of Bogandale Road.
- March 12, 2015: RL attends second of two pre-file meetings with the BRA.
- April 7, 2015: RL provides Q&A document to residents responding to questions of use and design.
- April 7, 2015: RL hosts large community meeting to present significant updates to the proposal based on feedback from group and one-on-one meetings with residents.
- April 15, 2015: RL attends first of two meetings with St. Theresa Avenue Association.
- April 25, 2015: RL organizes walkthrough of revised tennis proposal with residents from upper St. Theresa Avenue/Quail Street neighborhood.
- May 3, 2015: RL issues written response to upper St. Theresa Avenue/Quail Street neighborhood regarding topics discussed during walkthrough and requested via email.
- May 8, 2015: RL attends first of three meetings with the BRA & BTB regarding access to proposed facilities.
- May 13, 2015: RL organizes second meeting with residents from St. Theresa Avenue/Quail Street neighborhood to review written response issued May 3, 2015.
- May 14, 2015: RL hosts meeting with residents of Bogandale Road.
- May 18, 2015: RL presents updated plans at the first BRA Community hearing held at West Roxbury Education Complex.
- June 6, 2015: RL issues written response to residents from upper St. Theresa Avenue/Quail Street neighborhood regarding questions about zoning.
- June 8 – June 11, 2015: RL meets with BRA & BTB for the second and third time regarding access to proposed facilities.
- June 11, 2015: RL helps organize third meeting with Quail Street neighbors to review the updated zoning plan, the Boston Conservation Commission process, and site work.
- June 17, 2015: RL hosts meeting with St. Theresa Avenue Association regarding access to proposed facilities.