2007
RUDY BRUNER AWARD FOR URBAN EXCELLENCE

RUDY BRUNER AWARD FOR URBAN EXCELLENCE
**PROJECT DATA**

Please answer questions in space provided. Applicants should feel free to use photocopies of the application forms if needed. If possible, answers to all questions should be typed or written directly on the forms. If the forms are not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds, and the length of each answer should be limited to the area provided on the original form.

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Talbot Bernard Family &amp; Senior Housing</th>
<th>Location</th>
<th>Dorchester, MA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner</td>
<td>Talbot/Bernard Housing LLC, Codman Square Neighborhood Development Corporation</td>
<td></td>
<td></td>
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<tr>
<td>Project Use(s)</td>
<td>Family Housing, Senior Housing, Community &amp; Office Space</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Size</td>
<td>48,600 square feet (44 units)</td>
<td>Total Development Cost</td>
<td>$7,800,000</td>
</tr>
<tr>
<td>Annual Operating Budget (if appropriate)</td>
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<td></td>
<td></td>
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<tr>
<td>Date Initiated</td>
<td>2000</td>
<td>Percent Completed by December 1, 2006</td>
<td>100%</td>
</tr>
<tr>
<td>Project Completion Date (if appropriate)</td>
<td>August 2003</td>
<td></td>
<td></td>
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<tr>
<td>Application submitted by:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Yuling Wang</td>
<td>Title</td>
<td>Marketing Coordinator</td>
</tr>
<tr>
<td>Organization</td>
<td>Mostue &amp; Associates Architects, Inc.</td>
<td></td>
<td></td>
</tr>
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<td>Address</td>
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<td>E-mail</td>
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<td>Weekend Contact Number (for notification): (214) 766-6290</td>
<td></td>
</tr>
</tbody>
</table>

**Key Participants** (Attach an additional sheet if needed)

<table>
<thead>
<tr>
<th>Organization</th>
<th>Key Participant</th>
<th>Telephone/e-mail</th>
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</thead>
<tbody>
<tr>
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<td>617.994.8522, <a href="mailto:jlothrop@hud.gov">jlothrop@hud.gov</a></td>
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<td>David Salomon</td>
<td>617.864.1859, <a href="mailto:constructiveadvisors@comcast.net">constructiveadvisors@comcast.net</a></td>
</tr>
</tbody>
</table>

Community Group

Other

Please indicate how you learned of the Rudy Bruner Award for Urban Excellence. (Check all that apply).

- [X] Direct Mailing
- [ ] Magazine Advertisement
- [ ] Previous RBA entrant
- [ ] Professional
- [ ] Online Notice
- [ ] Previous Selection Committee member
- [ ] Organization
- [ ] Bruner/Loeb Forum
- [ ] Other (please specify)

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Signature ____________________________

Please provide the signature of the person submitting the application.
The Talbot Bernard Family and Senior Neighborhood is a new vibrant affordable family housing and senior living development, consisting of forty-four family living units and thirty-one senior living units located in Codman Square, one of the poorest neighborhoods in Boston. The original site was situated between a mass transit rail line and an elementary school and consisted of an abandoned field strewn with industrial rubble, abandoned construction trailers, and an auto salvage business. Even though the site was fenced off from the general public, the fence was not maintained and illegal activities conducted there made it a very dangerous area for kids and the school.

By surveying the surrounding neighborhoods and borrowing existing historic archetypes, Mostue & Associates Architects design team's main goal was to extend a rich fabric of new safe housing, community rooms, and office spaces into what was a previously sterile, unusable, Brownfield site. Many community meetings were conducted to gain valuable input from the local residents and to engage them in developing this extension to their neighborhood. The long narrow parcel was designed with a new perimeter 'loop' street with on street parking. The buildings were situated on the interior of the 'loop', as if the housing was 'circling the wagons' to protect the inner area of the site for outdoor family activities and circulation. The interior grassy court was left open on one side to take advantage of a long vista towards a very large tract of open land used for town outdoor sports. The end of the site adjacent to the existing public street was reserved for the Senior building, utilizing the seniors’ eyes for monitoring the activities in the new neighborhood yet offering some separation for the elders.

The family living units consist of five different building types with attractive features such as articulated facades, inviting entryways, intimate landscaping, and individual bold colors defining and enhancing these 1, 2, 3, 4 and 5-bedroom rental apartments. The project involved a full spectrum of housing development, from master planning studies of the 2-acre site, to a multi-layered strategy for financing and approvals. In addition to the family housing, federally funded elderly housing occupies the same site on an adjacent parcel. By implementing five building types in addition to a senior center, the project offers a variety of aesthetic styles, public and private common spaces, and a sense of security while integrating intergenerational families to create a richer, more diverse community.

2. Why does the project merit the Rudy Bruner Award for Urban Excellence? (You may wish to consider such factors as: effect on the urban environment; innovative or unique approaches to any aspect of project development; new and creative approaches to urban issues; design quality.)

The Talbot Bernard Family and Senior Neighborhood merits the Rudy Bruner Award for Urban Excellence because its success is a reflection of the community, design, and development team's vision and affinity to see this abandoned and dangerous parcel of land transformed into a viable community neighborhood. This synergy resulted in new streets, walkways, landscaping, and buildings that are integrated on the site to create a safe and self-monitored environment for family living.

This development is a force for healthy neighborhood change. The Talbot Bernard Neighborhood design and development team conducted several community meetings to identify the needs of the people who work and live in the neighborhood, including sustainability, affordability, density, and project conception. Thus the project team worked to meet these issues, all the while revitalizing the area, increasing the safety of the neighborhood, and allowing room for the growth of an "intergenerational community".

Talbot Bernard also greatly impacted the economic stability of the area. A significant number of those working on the construction site also live in the neighborhood. Therefore the construction generated livable wages for these families, circulating the money within in the neighborhood.

In addition, the future of public transportation also plays an integral role in the development of Talbot Bernard. Currently, plans are underway to open a commuter line stop on Talbot Avenue, adjacent to this site, where the commuter rail line currently lies. The Talbot Bernard community is partially designed in response to this "smart-growth" potential.
2007 RUDY BRUNER AWARD PROJECT DESCRIPTION
PROJECT DESCRIPTION

Please answer questions in space provided. Applicants should feel free to use photocopies of the application forms if needed. If possible, answers to all questions should be typed or written directly on the forms. If the forms are not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds, and the length of each answer should be limited to the area provided on the original form.

1. Describe the underlying values of the project. What, if any, significant trade-offs were required to implement the project?

Located at a highly visible locale on Talbot Avenue, it was clear that whatever was built on this former brownfield site would have a major impact and significant change upon the Codman Square/Franklin Field neighborhoods. Therefore, the community planning process rallied for the participation of those who work and live in the area to create their collective vision for the future of the neighborhood. Accordingly, significant, neighborhood input was wanted throughout the review process.

Talbot/Bernard aims at addressing the immediate needs of the neighborhood, including the shortage of affordable housing for families and seniors, and providing safety to a site located in the vicinity of schools, playfields, a teen center, commercial areas, and mass transit.

Most tradeoffs were due to budget restrictions, for most affordable housing projects have limited available funds, which dictate construction costs. The challenge for the design team is to stretch the available funds as much as possible to end up with a quality product that is architecturally pleasing with low maintenance costs. Simple details and building massing were used to help articulate the buildings but not exceed the project budget.

2. How has the project impacted the local community? Please include relevant information on urban context.

Talbot/Bernard addresses the desperate need for affordable housing. Through the implementation of family units, as well as a full-service senior center within the same site, a coexistence of multi-varying generations occurs.

Perhaps more subtle, but nonetheless an important impact, is the creation of extensive open space, a well designed internal walkway system, numerous sitting areas, landscaped amenities, and ample parking. A landscaped common area with pathways provides access throughout the grounds and encourages the use of variously scaled green spaces for community and private activities.

The common space is centrally organized among the housing units, creating a semi-private outdoor-shared space that is under constant observation by the tenants. The units themselves are arranged to focus the eyes of the inhabitants outward towards the common, thus allowing a more secure place for children to play. This is accomplished within the units by arranging the commonly occupied spaces, such as kitchens, living areas and porch decks towards the interior landscaped common space. Overall, the design of this safe, pedestrian-friendly ground encourages and provides means for interactions between the generations.
3. Describe the key elements of the development process, including community participation where appropriate.

The impetus of the Talbot/Bernard development was the goal to revive a sterile, unusable brownfield site to meet the needs of a diverse area population. Through various meetings with the funding sources and several community meetings with the neighborhood to solicit their input, the design of the project was refined to achieve the appropriate density and to serve the needs of low-income seniors, for a walkable, secure urban environment. A value-engineering process with the funding agencies made sure that the project stayed within the proposed budget and available funding.

In addition, various meetings were held with the Boston Housing agency (DND), Massachusetts Housing agency (DHCD), Boston Utility Department, Boston Streets Commission, Boston Redevelopment Authority, and the Zoning Board of Appeals.

4. Describe the financing of the project. Please include all funding sources and square foot costs where applicable.

The fruition of the Talbot/Bernard Family and Senior Living project was made possible through blended funding sources. Numerous contributors financed $7.8M of construction at a cost of approximately $145 per square foot.

The planning and development was funded by the Department of Housing and Community Development (DHCD) HOME, Housing Innovations Fund II, State Affordable Housing Trust funds, City of Boston HOME funds, Low-Income Housing tax credits, Housing Opportunities for People with Aids (HOPWA) funds, Neighborhood Reinvestment Corporation equity funds, and Developer's Fee note/Deferred Developer fee. In addition, the Massachusetts Housing Partnership Fund provides permanent financing.

5. Is the project unique and/or does it address significant urban issues? Is the model adaptable to other urban settings?

Talbot/Bernard is unique in that it is a multi-generational, smart-growth, brownfield development designed through a great community synergy. It offers a variety of aesthetic styles, public and private common spaces, and a sense of security while creating a richer, more diverse community. In addition, the completed development created an impetus for the expansion of the public transportation system.

Another unique trait of Talbot/Bernard is the recycling of the refuse materials found while clearing the brownfield site. Instead of carting off all of the brownfield materials to a landfill, which would be very expensive, those materials were reclaimed within the site. Large 4'x4'x4' concrete blocks, discovered during excavation were used to form a necessary earth retaining wall. Also, self-supporting structural slabs were designed to allow for pits underneath the homes to be filled with the disposable harmless materials. These creative means of reuse saved the developers a lot of money, and also allow the site to retain some of its "history".

While Talbot/Bernard is situated at a highly visible location, it also maintains a sense of privacy for its residents. The two-acre site embodies the transition from a wholly public space to the interior private/shared common green space. The hierarchy of public and private spaces is an integral component of the Talbot/Bernard community.

We believe that Talbot/Bernard is a good model for compatible, blighted urban settings. A smart-growth, multi-generational, affordable housing development with easy access to transportation is a sustainable solution worth repeating.
2007
RUDY BRUNER AWARD
ARCHITECT
OR DESIGNER
PERSPECTIVE
1. Describe the design concept of this project, including urban design considerations, choice of materials, scale, etc.

Our primary design concept was to create a new, vital, multi-generational community on a site long considered undevelopable. Even though it is close to important neighborhood amenities (public transportation, elementary school, churches, town square, passive and recreational open space, historic cemetery site), through misuse (dumping ground for demolished building materials, junked autos, etc.) the site had degenerated into an unsafe, polluted, urban dead zone.

To integrate the site into the surrounding area, our first design effort was to photographically “farm” the community for building types, scale, materials, and details. These images were vetted by the design team and with critical neighborhood stakeholders. Ultimately, the proposed structures and outdoor amenities were deployed on the site so as to create a hierarchy of public, semi-public, and private spaces, with an emphasis on keeping “eyes on the street” to create a secure environment. As a further means of tying our site to its surroundings, pedestrian access to offsite amenities was carefully reinforced by the site plan.

2. Describe the most important social and programmatic functions of the design.

The development of the Talbot/Bernard site permanently transformed a blighted, brownfield into 75 units of affordable housing for seniors and families. By doing so, the project also helped to ensure the long-term survival of the nearby urban amenities.
3. Describe the major challenges of designing this project and any design trade-offs or compromises required to complete the project.

Probably the most challenging aspect of the design process was the coordination required to satisfy requirements of the multitude of invested public and private agencies at the city, state, and federal level. Between the ten funders, the MBTA (the site abuts a railroad right-of-way), and various environmental regulators, reaching consensus on certain design issues was laborious.

As is the case with most developments that rely heavily on public subsidy, most trade-offs were related to preserving the project budget. In some cases, longer-life materials could have been provided if more money had been available (e.g., countertops, floor finishes, etc.). An exception to the budget-based tradeoff was a compromise that we were forced to make on the design of the large, organizing green space between the family housing and the cemetery. Due to the size of the detention tank that was required to control storm-water runoff, it was not possible to keep that area as flat as we wanted.

4. Describe the ways in which the project relates to its urban context.

As noted in question #1 above, our primary design goal was to knit our development into the existing context. Bernard Street, formerly an abandoned dead-end street, is now re-connected with the rest of the Street on the other side of Talbot Avenue. The new, dense, pedestrian friendly environment, with easy access to public transportation, passive and active green space, and a rich retail environment makes Talbot/Bernard a great example of Smart Growth.
2007
RUDY BRUNER AWARD
COMMUNITY REPRESENTATIVE PERSPECTIVE

RUDY BRUNER AWARD
FOR URBAN EXCELLENCE
COMMUNITY REPRESENTATIVE PERSPECTIVE

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This sheet is to be filled out by someone who was involved, or represents an organization that was involved, in helping the project respond to neighborhood issues.

Name ___________________________ Title ___________________________

Organization __________________________________________ Telephone (_____) _______ _______

Address ___________________________________________ City/State/ZIP ___________________________

Fax (_____) _______ _______ E-mail __________________________

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Signature ___________________________ Sheila Dillon (Deputy Director of Dept. of Neighborhood Development)

1. How did you, or the organization you represent, become involved in this project? What role did you play?

The project's developer, Codman Square Neighborhood Development Corporation (CSNDC), applied to the City of Boston's Department of Neighborhood Development (DND) during our May 2000 Request for Proposal (RFP) funding round.

DND is charged with administering the City's federal housing dollars through the HOME, Community Development Block Grant (CDBG), and Housing Opportunities for People with AIDS (HOPWA), as well as the City's own "Leading the Way" and Neighborhood Housing Trust program funds. We work with for and not for profit developers, as well as community development corporations, to provide gap financing to assure the maximum amount of sustained affordability. The City provides many different types of assistance, including technical assistance, environmental assessments, site surveys, acquisition, and direct capital subsidies.

2. From the community's point of view, what were the major issues concerning this project?

By virtue of it's highly visible locale on Talbot Avenue, it was clear from the outset that whatever was built on this blighted site would have a major impact in the Codman Square/Franklin Field neighborhoods. Therefore, the community meetings called to discuss issues and concerns were well attended and participation was lively and informed.

The major issues identified were project conception, density, affordability and design. Reflecting its heritage as one of the oldest and proudest neighborhoods in Boston, community residents were particularly vehement that the project serve both families and elders. Although DND partners in the development of innumerable rental and homeownership projects of all shapes and sizes, seldom have we worked simultaneously on housing designed for such disparate needs. This was "instant community".

3. What trade-offs and compromises were required during the development of the project? How did your organization participate in making them?

The vision that the community had for the site was broader in scope than had been anticipated, with different styles of housing serving different populations and divergent needs. Also, such a large scale project demanded infrastructure changes and additions that would lengthen construction and drive up costs.

Beyond being a major funder, DND works with development teams on their designs and budgets. In this instance the challenge was to integrate housing types into a cohesive whole while controlling costs. We believe that we, and the entire team, were successful.
4. Has this project made the community a better place to live or work? If so, how?

The answer is a resounding "yes". The project has transformed a former industrial and commercial site into a campus-style, low-density, multi-use affordable housing development. The project was exceedingly well conceived with extensive open space, a well designed internal walkway system, numerous sitting areas and landscape amenities, and ample parking.

5. Would you change anything about this project or the development process you went through?

We can always look back and think that some parts of the project could have gone smoother and faster, been less expensive and trouble free. But now, from the vantage point of time, we can see that the Talbot Bernard development marked a literal and figurative turning point in the Codman Square/Franklin Field neighborhoods.
**DEVELOPER PERSPECTIVE**

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This sheet is to be filled out by the person who took primary responsibility for project financing or is a representative of the group which did.

Name: Gaill Latimore
Title: Executive Director
Organization: Codman Square Neighborhood Development Corporation
Telephone: (617) 825-4224
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E-mail: gaill@csndc.com

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Signature: __________________________

1. What role did you or your organization play in the development of this project? Describe the scope of involvement.

The Codman Square Neighborhood Development Corporation (the "NDC") is the sponsor/developer of Talbot-Bernard Homes (TBH) and Talbot Bernard Senior (TBS). The NDC, a nonprofit community development corporation, with a mission of stabilizing the inner city neighborhood of Dorchester, MA, was incorporated in 1981. Since that time, the NDC has developed over 700 units of affordable rental and homeownership housing and 30,000 square feet of commercial space.

Talbot Bernard Homes is also a key component of a comprehensive neighborhood plan to revitalize the Codman Square/Franklin Field neighborhood. The use of vacant lots was the topic of the Codman Square/Four Corners Millennium Project, a community planning process aimed at getting people who live and work in the area involved in creating a collective vision for the future of the neighborhood. The re-use of vacant land in the neighborhood for the production of affordable housing was a stated priority in the final plan unveiled at a large community meeting attended by Mayor Menino and over 200 community residents on January 3, 2000.

The NDC's role as sponsor/developer, was to bring all aspects of the project together, from site control, to project financing, to selection of the development team, to transition of the project into the property and asset management phase.

2. What trade-offs or compromises were required during the development of the project?

We initially envisioned the project as a 100+ unit family only development. As a result of community input, we revised the project to have less density as well as to serve a very vulnerable population: low income seniors. Talbot Bernard Senior, a HUD 202-funded development, is now home to 31 low income seniors. We partnered, at TBS, for a third time, with a leading elder service provider, Kit Clark Senior Services, to provide on-site case management support to the seniors, some of whom are formerly homeless, to help stabilize them in this permanent housing.

In developing the family and senior side, we had to move from a single site, single legal owner configuration, to a dual-site, dual ownership design. This created some challenges (site remediation, design, legal, and financial), as relates to the interrelationship between these components.

3. How was the project financed? What, if any, innovative means of financing were used?

The sources of financing included:
- DHCD HOME
- Housing Innovations Fund II
- State Affordable Housing Trust funds
- City of Boston Leading the Way Funds
- City of Boston HOME funds
- Low Income Housing Tax Credits
- Housing Opportunities for People with AIDS (HOPWA) funds
- Neighborhood Reinvestment Corp equity funds
- Developer's Fee Note/Deferred Developer Fee.
- Permanent financing provided by the Massachusetts Housing Partnership Fund
DEVELOPER PERSPECTIVE

4. How did the economic impacts of this project on the community compare with or differ from other projects you have been involved in?

This project sits on a former brownfields site. The 117,000 s.f. site had been used for decades, as a junkyard and auto tow yard. The clean up and replacement of these underutilized uses, with 75 new units of affordable housing has had a huge economic impact on the site. During construction, over $7.5 million in construction activity in the form of livable wage jobs was generated from the project. A significant number of those working on the construction site also live in the area, thus this money was circulated within the community.

Along with the aesthetic beauty of a bucolic and landscaped cemetery located across the street (on the western boundary of TBS/TBH), and the well-maintained and landscaped Franklin Field Park, immediately east of the cemetery, is the Joseph Lee Elementary School and community center. These amenities serve hundreds of children and families on a daily basis. The addition of the Talbot Bernard Homes and Senior developments has served to further the vitality of the Talbot Ave corridor, which is also dotted with unsightly, (and often illicit), automotive uses. Where there was blight, there are now over 150 people, who collectively bring over $2.2 million in income into the neighborhood. The residents of TBH/TBS are now actively engaged in a new resident association that works on quality of life issues such as transit equity (see next paragraph), and other issues.

The site is also an example of "pre-transit" oriented development. An MBTA commuter rail line forms the site’s eastern border. The line goes straight into downtown Boston, in 10 minutes, yet it bypasses TB. Codman Square NDC is now heavily involved in advocating that a stop be placed on the Fairmount commuter rail line, that runs alongside of the development, right at Talbot Bernard. Fifty years ago, there was a rail stop in this location, (you can still see the remnant of stairs from the last stop). As the community evolved into more of a low/moderate income community of color, the stops were taken out. As a result of community advocacy, the Mass Bay Transit Authority commissioned, in 2000, a community transit needs assessment, and has agreed to bringing a new stop in, at Talbot Bernard. We are working with the state to identify the funding to install the new station. The economic implications for residents of TB and this Codman Square area as a whole, are significant, as this line is developed, as at least 30% of the service area population works in downtown Boston. Increasing their transit access (it currently takes about 40-60 minutes to commute to downtown), will therefore, increase their economic mobility, and that of the community.

5. What about this project would be instructive to other developers?

- Brownfields redevelopment
- Transit oriented development
- Multi-site developments (two separate developments on one site)

6. What do you consider to be the most and least successful aspects of this project?

The most successful aspects of the project are:
- Re-develop of a former brownfield junk yard and auto tow lot, into a thriving, beautiful, sub-neighborhood and community asset
- "Pre-transit" oriented development
- Transit oriented development and advocacy
- Economic vitality and the beginning of a wave of development in the Talbot corridor that looks to replace the illicit and toxic automotive uses, with environmentally sound uses

Challenges include:
- Working with existing businesses (e.g., the gas station that sits at the corner of Bernard Street and Talbot Avenue, abutting the senior housing), to do façade renovations, to further the revitalization of the corridor
- Getting the funding to develop the transit stop at TB.
PROFESSIONAL CONSULTANT PERSPECTIVE

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This sheet is to be filled out by a professional who worked as a consultant on the project, providing design, planning, legal, or other services. Copies may be given to other professionals if desired.

Name  David Salomon  Title  Owner

Organization  Construction Advisors  Telephone  (617) 864-1859

Address  58 Pleasant Street  City/State/ZIP  Cambridge, MA 02139

Fax  (617) 864-2008  E-mail  constructiveadvisors@comcast.net

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Signature  

1. What role did you or your organization play in the development of this project?

I was engaged by Codman Square NDC to act as their Owner’s Representative in the fall of 2001, when the Mostue & Associates was completing their construction drawings. My involvement included, reviewing of the plans and specifications, management of environmental and civil engineers, obtaining final site plan approval from the City as well as participation in the bid process and contractor selection. Once construction began I attended all construction meetings, made periodic inspections of the work, processed all change order information for the owner and provided them with analysis and recommendations regarding necessary scope and design revisions. In addition, I coordinated communications and contractual issues with all utilities and public agencies. Constructive Advisors played a key role in guiding the development team and in ensuring clear and timely communication among all participants.

3. Describe the project’s impact on its community. Please be as specific as possible.

The primary benefit of this project is clearly the provision of desperately needed affordable family and senior apartments in Dorchester, one of the City’s poorest and most neglected areas. Less obvious, but equally important from my point of view is the fact that Codman Square NDC took an abandoned, contaminated dumping ground between the railroad and a school and turned it into an attractive, lively residential development that serves to repair the torn fabric of a neighborhood. This was not a site that was going to attract a private developer and would have languished as a public nuisance without the foresight and determination of a community based organization.

Instead of school kids wandering across the lead infested, oil soaked no man’s land to the railroad tracks and instead of cars being stripped, there are now landscaped, handsome buildings with residents who have a stake in their homes and keep an eye on the street. Building a healthy community doesn’t show up on the pro-forma and it certainly doesn’t come cheap. However, it’s the intangible, long lasting benefit of targeted investment of public funds in affordable housing.
What was instructive to me, and therefore what may be useful to other professionals, is how important it is to be very careful when forming the development team and selecting who you want to work with for the next two to three years. This may seem obvious, but there needs to be an emphasis on teamwork and timeliness as well as on initial fees when choosing your partners. Design shortcomings can be overcome, but only when people stay focused, keep communicating and know how to laugh. It is a lesson that I am constantly re-learning.

The most successful architectural, engineering and accounting accomplishment of this project involved the long retaining wall along the railroad right of way. Instead of following the original design, we were able to recycle the massive concrete blocks that littered the site to construct a wall that rivals those of the Incas. It is handsome, saved us at least $50,000 and will be there a very long time. I only wish we could have found a use for the thousands of granite Belgian paving blocks that we uncovered during excavation.

As far as less successful ventures, I would have to say that our communication with city agencies during design review and approval was incomplete at best. It is always difficult to navigate large bureaucracies (including utilities), but our failure to fully engage our civil engineers with the DPW staff when designing the extensive roadway improvements came back to haunt us during construction. Particularly painful was the loss of the front yards on Bernard St. due to misinterpreted street and sidewalk layout dimensions on the approved drawings.
2007
RUDY BRUNER AWARD
VISUALS
BUILDING A COMMUNITY

The site for the Talbot / Bernard Family Housing and Senior Living is located in the heart of Dorchester, Massachusetts, adjacent to community functions such as schools, markets and the vibrant Codman Square area. Through borrowing existing archetypes from the surrounding neighborhoods, Talbot / Bernard extends this rich fabric into what was previously a sterile, unusable Brownfield site. By implementing five building types in addition to a senior center, Talbot / Bernard offers a variety of aesthetic styles, public and private common spaces, and a sense of security while integrating inter-generational families to create a richer, more diverse community.

The future of public transportation plays an integral role in the development of this new community. Plans are underway to extend the MBTA Trolley rails and create a public transit/commuter rail stop adjacent to this site, where the commuter rail currently lies. The Talbot / Bernard community is partially designed in response to this smart-growth potential.
existing brownfield conditions

proposed transit station

bus stop

senior housing

new streets

retaining wall

family housing

playground

site plan

common green space

*underground stormwater system
PREPARING FOR GROWTH

The existing Brownfield site underwent substantial environmental remediation as it supported no trees, had no pervious surfaces, and generated a range of environmental issues to the surrounding community.

The Brownfield site was cleaned for safe public use. Site engineering included the removal of hazardous soil and replacement with clean topsoil, including the stockpiling, testing, and disposal of hazardous soils.

The site clean-up was critical to this idea of establishing a healthy community by allowing the landscaped ground plane to be open to recreation and child play. The final grading was carefully designed to limit storm water runoff and to contain excess storm water within an underground retention system during extreme weather conditions.

Large stone blocks being used as storage containers for various waste materials were found within the existing Brownfield site. The blocks were cleaned, prepared and implemented along the West perimeter of the site as a retaining wall separating the parking area from the commuter rail.
Housing Types

- Family Housing Type 1
- Senior Housing
- Type 2
- Type 4
- Type 3
- Type 5
PUBLIC TO PRIVATE

The hierarchy of public and private spaces is an integral component of the Talbot/Bernard community. The arrangement of the community embodies the transition from wholly public space to interior private/shared common green space. This green space completes the transition from public to private, while also creating a play between interior and exterior.

Family housing entries interact with the common green space & pedestrian paths

accessible entry/patio

PUBLIC
building section

PRIVATE/SHARED
The senior center, located on Talbot Avenue, is comprised of 31 total units and employs a variety of design strategies intended to enhance the quality of living for the senior residents. To the front of the structure lies a versa-lok retaining wall which serves to raise the senior center from the level of the street, providing both a sense of privacy and security to the residents, and enhancing the public walkway at the street. Residents enjoy watching street activity from their units while providing "watch-dog" security for the neighborhood. Residents can easily access the bus stop and proposed rapid transit station. The ground level utilizes outdoor garden spaces for use by the tenants and generous sitting patios for intergenerational interaction with the family housing.
THE "INTER-GENERATIONAL COMMUNITY"

Through implementing the use of 1, 2, 3, and 4-bedroom family units as well as a full-service senior center within the same site, a co-existence of multi-varying generations occurs. Interaction between generations within the community is promoted through the abundance of green space and safe, pedestrian-friendly grounds.

typical 3-bedroom townhouse units (building type 5)