



**Task Force Working Meeting #15**  
**Thursday, July 9<sup>th</sup>, 2009**  
**Location: Boston College High School,**  
**150 Morrissey Boulevard, Dorchester, MA**

**Task Force Attendees:**

Fr. George Carrigg, St. Christopher's Church  
Bill Cotter, Columbia-Savin Hill Civic Association (CSHCA)  
Annissa Essaibi-George, McCormack Civic Association  
Matt Gordy, CSHCA  
Chris Hart, Adaptive Environments  
John Lowe, McCormack Civic Association  
Paul Nutting, CSHCA  
Phil Strazzula, Phillips Family Hospitality  
Don Walsh, CSHCA/Dorchester Bay Economic Development Corporation (DBEDC), Chair

**Ex-Officio Attendees:**

Mike Christopher, Office of Representative Martin Walsh  
Jane Lindsay, JFK Presidential Library & Museum  
Meagan Maloy, Office of Senator Jack Hart  
Michael Manning, Office of Councilor Maureen Feeney  
Patricia McCormack, Commonwealth Museum & State Archives

**City of Boston Attendees:**

David Black, Vanasse Hangen Brustlin, Inc.  
Tad Read, BRA  
Carole Schlessinger, Crosby, Schlessinger & Smallridge  
Lauren Shurtleff, BRA  
Skip Smallridge, Crosby, Schlessinger & Smallridge  
Lauren Smyth, Mayor's Office of Neighborhood Services

**Members of the Public:**

David Greaney, Synergy  
Tim Love, Utile, Inc.  
John Kane, KeyPoint Partners  
Seth Riseman, Utile, Inc.  
Louise Tardif, St. Christopher's Church  
Gary Walker, IBEW Local 103

**Meeting Summary**

On Thursday, July 9<sup>th</sup>, 2009, the fifteenth meeting of the Columbia Point Master Plan Task Force was called to order at approximately 5:10 p.m. in the Loyola Function Room Boston College High School by Don Walsh, CSHCA/DBEDC and Chair of the Task Force.

Tad Read, BRA Senior Planner, then outlined the expectations and role of the Task Force in the Master Plan's review. He noted that while ultimately, the BRA Board of Directors adopts the Master Plan, the Task Force serves as an advisory body to the BRA, and it is hoped that when BRA presents its recommendation to the Board the Task Force will go before the BRA Board to express support for the Master Plan. Tad stressed that the purpose of tonight's meeting is to

discuss the Task Force's comments about specific changes to the Draft Master Plan. Another Task Force meeting will be held in late July with the same purpose, and then the BRA and the Task Force will host a community-wide meeting. After that, a final Task Force meeting will be held to discuss how to respond to comments from the community-wide meeting. He added that the BRA will not produce any additional drafts of the Master Plan between now and the final version of the document; nevertheless, the BRA would be preparing a running list of changes recommended by the Task Force.

Don Walsh suggested that the Task Force vote as a whole at the final Task Force meeting. Those Task Force members with minority opinions can write a letter to the BRA Board.

Tad then gave a brief PowerPoint presentation (which can be found on the BRA's Columbia Point Master Plan website) with a specific focus on four chapters in the Master Plan that will be discussed further tonight: Land Use & Urban Design; Multi-Modal Transportation; Open Space, Recreation & Watersheet Activation; and Community Benefits.

Questions and comments about the Draft Master Plan followed and included:

- John Lowe, McCormack Civic Association, asked that the Master Plan 1) include the portion of Columbia Road between the Interstate 93 (I-93) access ramps and the intersection of Dorchester Avenue and Columbia Road, both in terms of future traffic study and bicycle route planning; and 2) recommend pedestrian improvements to Crescent Avenue between Sydney Street and Dorchester Avenue. Tad noted that no planning was performed for this street because it was outside the study area.
- Paul Nutting, CSHCA, expressed his opinion that the one-way connection through Patten's Cove from Savin Hill should be eliminated from the Master Plan since a traffic study was not performed for this operation. A lengthy discussion ensued. Don Walsh stated that this is a connection that several people in the neighborhood support, and agreed that it should be the subject of a traffic study in the future. David Black, BRA Consultant, noted that the connection is not meant to attract cut-through traffic, but rather provide a local connection. He added that there are several design options that can create a roadway layout that would not encourage cut-through traffic, and also noted that the road's use could be restricted during weekday rush hours.
- Jane Lindsay, JFK Presidential Library & Museum, asked that the portion of Columbia Road between the I-93 access ramps and intersection with Dorchester Avenue be included as part of the "corridor" to be studied as part of Implementation Action 6.10 in the Multi-Modal Transportation Chapter.
- Don Walsh stated that a traffic study for I-93, Morrissey Boulevard, and Kosciuszko Circle should be performed as a follow-up to the Master Plan.
- In response to a question from Jane Lindsay, Tad indicated that the BRA and its consultants have met with the Department of Conservation and Recreation (DCR) throughout the Master Planning process and stated that the discussions have reached a level where DCR is generally supportive of the Master Plan's recommendations.
- Matt Gordy, CSHCA, expressed his opinion that the re-imagining of Morrissey Boulevard is one of the Master Plan's best aspects.
- In response to a question from Patricia McCormack, Commonwealth Museum & State Archives, Tad replied that Boston College High School is supportive of the Master Plan's proposal to remove the frontage road in front of the school.

- Philip Strazzula, Phillips Family Hospitality, expressed his concern that all of the development associated with the Master Plan will result in significant traffic impacts to the area. David Black noted that due to the fact that a number of agencies own various sections of Columbia Point's roadway network, this study was unable to perform a truly comprehensive traffic study. He added that traffic issues in the Study Area are complicated by the high proportion of regional (as opposed to local) traffic, cautioning that simply expanding the capacity of the existing roadway system could have the undesirable effect of attracting more regional traffic into the area.
- Don Walsh noted that since there is a serious payoff involved in the Master Plan for the City and the Commonwealth, it would seem logical to "fix" Kosciuszko Circle first. Tad acknowledged that Senator Jack Hart, Representatives Martin Walsh and Brian Wallace, as well as Councilor Feeney, are all supportive of a follow-up traffic study and plan for Kosciuszko Circle, the I-93 access ramps, and Columbia Road. They are all working collaboratively to unlock the funds set aside in the 2008 Transportation Bond Bill to study Kosciuszko Circle. Tad added that Kosciuszko Circle is out of the City's jurisdiction. He also noted that the Master Plan's development will likely proceed over a 20 to 30 year timeframe, and that tying any single development to Kosciuszko Circle could have the unwanted effect of limiting economic development opportunities at a time when the City is seeking such opportunities.
- Chris Hart, Adaptive Environments, stated that the 6 million square feet of development associated with the Master Plan will take at least 25 years to be realized, and cited the South Boston waterfront as an example, noting that this amount of development is difficult to rationalize in one's everyday experience, but as things progress incrementally, how people live will also change. He speculated that the area could even see a drop in traffic numbers as more neighborhoods become pedestrian-friendly and transit-oriented.
- Matt Gordy suggested recreating the Morrissey Boulevard embankment up to the Kosciuszko Circle as an overpass by removing the earth below. Skip Smallridge, BRA Consultant, agreed that this was something they had looked into initially, and certainly something the project team would like to see in the long-range, but added that it was not included in the Master Plan since it is considered too costly.
- Jane Lindsay offered a correction to page 14 of the Master Plan, by noting that the Edward M. Kennedy Center for the Study of the Senate is being undertaken by UMass Boston and not the JFK Presidential Library & Museum. She also added that the museum's archival expansion plans should be mentioned in the same section.
- Jane Lindsay also asked for clarification about how the return of Morrissey Boulevard to boulevard-like conditions would not adversely affect its capacity.
- Paul Nutting expressed his desire to see the Harborwalk expanded in width at a critical choke point between Carson Beach and the Mother's Rest in front of the Bayside property.
- Paul Nutting also suggested that the pathways in Patten's Cove be realigned to connect to the streets in the Boston Globe site, since these would become new desire lines in the future.

At the end of the Task Force's discussion it was agreed that the community-wide meeting to present the Draft Master Plan be held in September after Labor Day on a Saturday. The next Task Force meeting will be held on Thursday, July 30<sup>th</sup>, to discuss the remaining chapters of the Master Plan. The meeting was adjourned at approximately 7:10 p.m.