

The logo features a stylized graphic on the left consisting of a light blue triangle pointing up and to the right, a light blue trapezoid below it, and a dark blue horizontal bar at the bottom. To the right of this graphic, the words "Columbia Point" are written in a large, blue, italicized serif font. Below "Columbia Point", the words "MASTER PLAN" are written in a light blue, all-caps, sans-serif font.

*Columbia  
Point*  
MASTER PLAN

**Community Meeting 3  
January 24, 2009**



**City of Boston  
Thomas M. Menino  
Mayor**



**Boston  
Redevelopment  
Authority**

# Project Schedule

7 Task Force Meetings Since June 14:

**Community Meeting 3: Build-out Analysis**

Task Force Meetings February – April: Review Draft Master Plan

**Final Community Meeting 4 in April: Draft Master Plan**

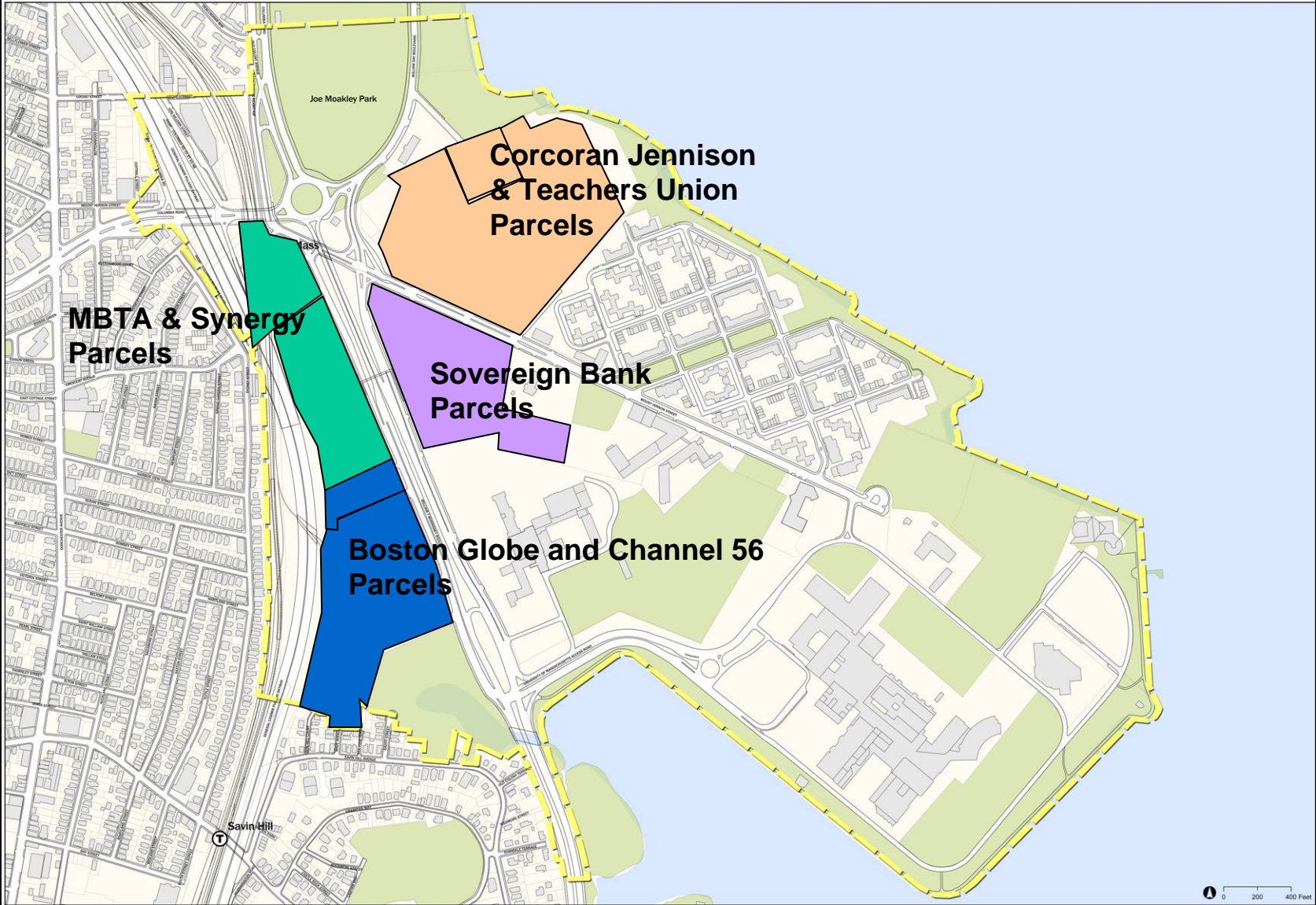
# Stakeholder Meetings

- Corcoran Jennison
- Synergy
- Sovereign Bank
- Boston Globe
- MBTA
- DCR ■
- St. Christopher's Church
- Boston College High School
- UMass
- Boston School Department

# Study Area



# Redevelopment Parcels



# Principles

- Land Use, Urban Design & Placemaking
- Transportation
- Sustainability



# The Master Plan

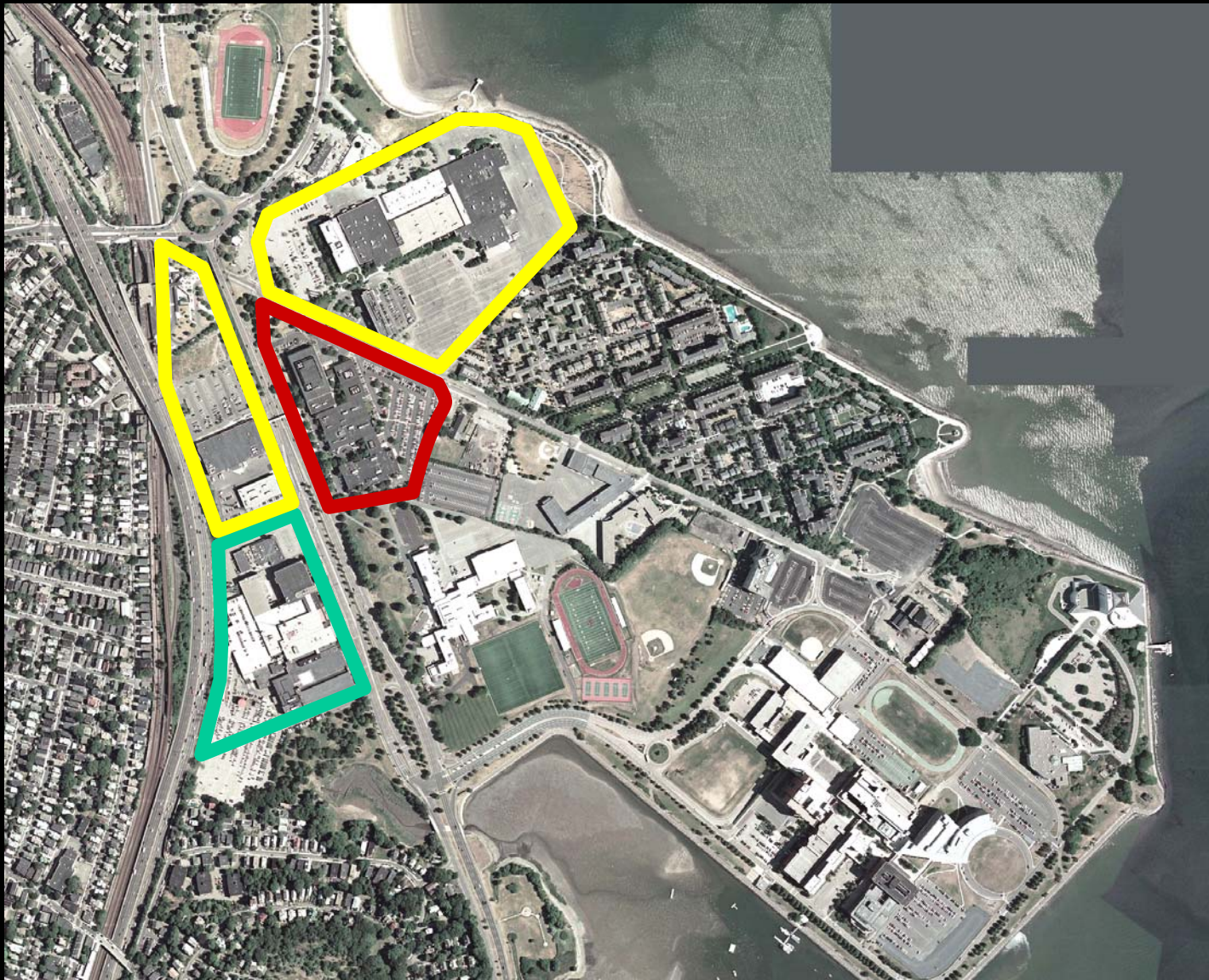
- Land Use
- Open Space / Connections
- Vehicular Circulation
- Building Form ■

# Land Use





# Generalized Land Use









# Corcoran Jennison Site



# Corcoran Jennison Illustrative Plan



Residential Units	1,233
Hotel rooms	275
Office SF	221,490
Retail SF	292,870
Parking Spaces	2,300


	Residential
	Office
	Retail
	Transit
	Hotel
	Parking

# MBTA / Synergy Site



# Synergy / MBTA Parcels Illustrative Plan



-  Residential
-  Office
-  Retail
-  Transit
-  Hotel
-  Parking

## Synergy

Residential Units	700
Hotel rooms	
Office SF	500,000
Retail SF	180,000
Parking Spaces	1,725

## MBTA

Residential Units	190*
Hotel rooms	
Office SF	300-540,000*
Retail SF	7,500
Parking Spaces	120

*\* Plan could accommodate Residential OR Office*

# Sovereign Bank Site



# Sovereign Bank Parcel Illustrative Plan



Residential Units	675
Hotel rooms	150
Office SF	291,000
Retail SF	46,000
Parking Spaces	1,350

	Residential
	Office
	Retail
	Transit
	Hotel
	Parking

# Boston Globe / Channel 56 Site





# Boston Globe /Channel 56 Parcels Illustrative Plan



Residential Units	1,100
Hotel rooms	
Office SF	
Retail SF	
Parking Spaces	1,100

	Residential
	Office
	Retail
	Transit
	Hotel
	Parking

# Illustrative Site Plan



	Residential
	Office
	Retail
	Transit
	Hotel
	Parking

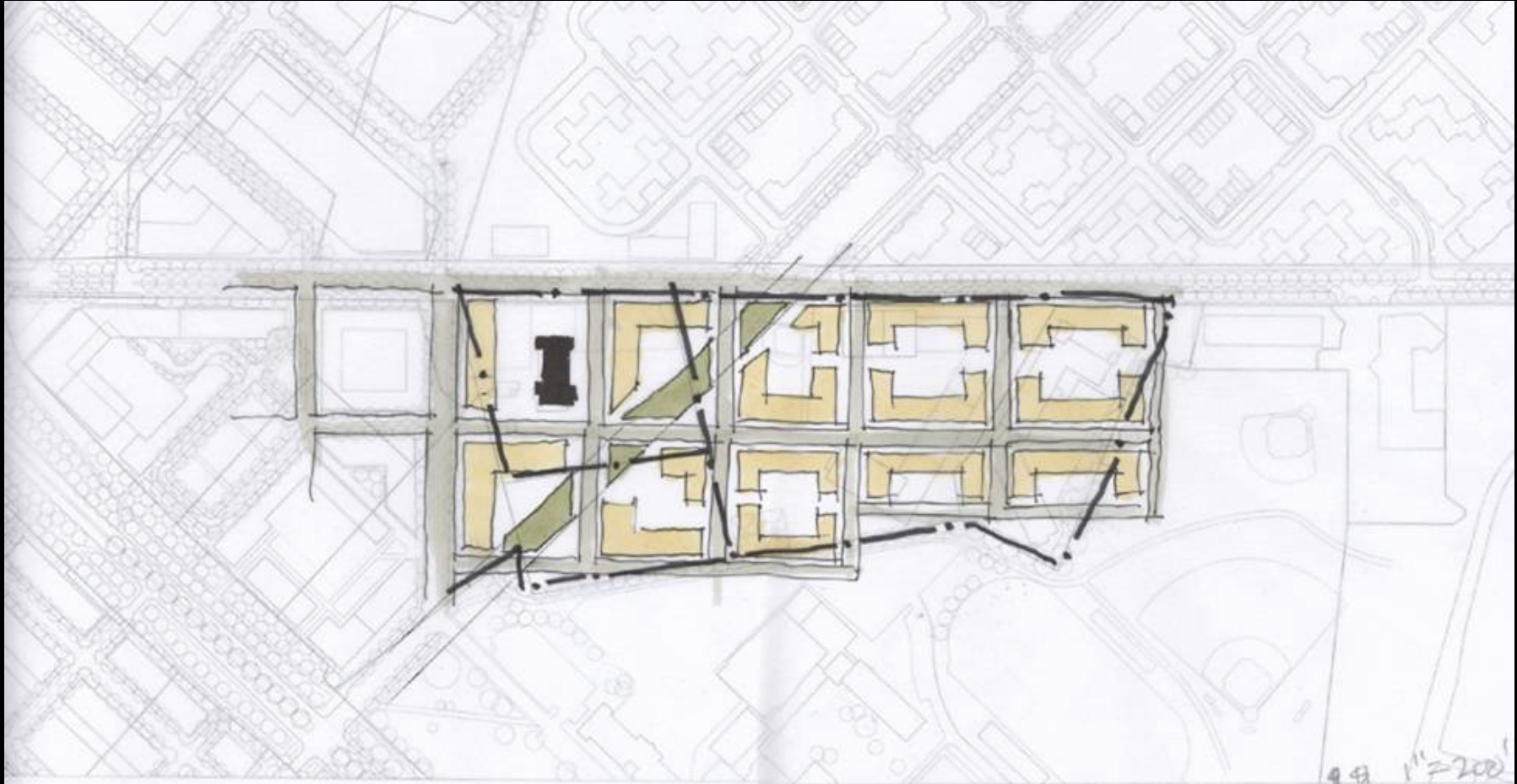
# Illustrative Site Plan



	MBTA	Synergy	CorcJenn	Sovereign	Globe 56	TOTAL	% Total
<b>residential units</b>	190*	700	1,233	675	1,100	3,898	71%
<b>hotel rooms</b>			275	150		425	4%
<b>office SF</b>	540000*	500,000	221,490	291,000		1,012,490	17%
<b>retail SF</b>	7,500	180,000	292,870	46,000		526,370	9%
<b>TOTAL SF</b>	235,500	1,450,000	2,004,895	1,222,000	1,320,000	6,039,160	100%
<b>Parking spaces</b>	120	1,725	2,300	1,350	1,100	6,595	

\* MBTA site could accommodate 190 residential units OR 540,000 sf office space

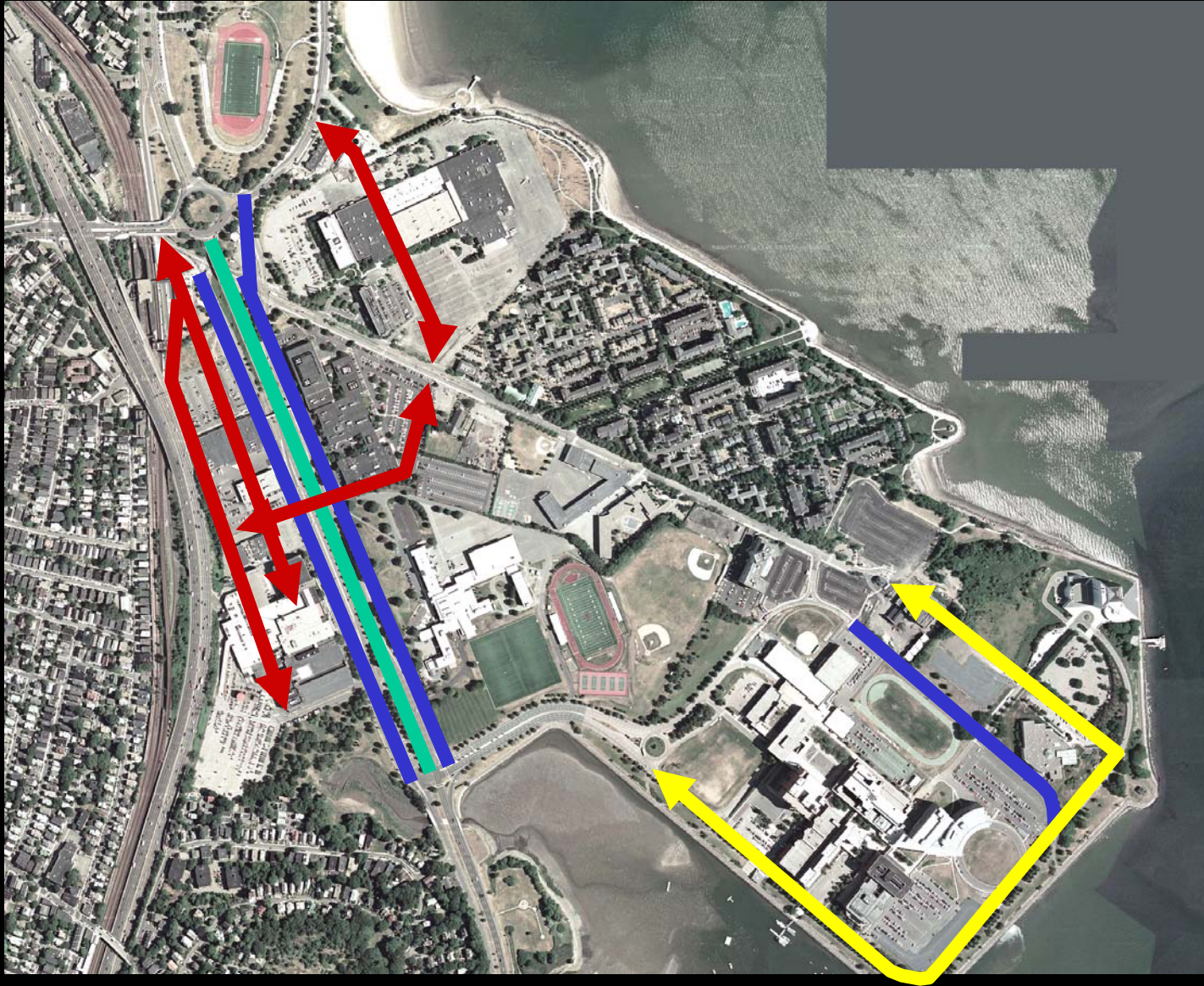
# Church and Schools Parcel



# Vehicular Circulation



# Vehicular Circulation



# Morrissey Boulevard



GLOBE

MORRISSEY BLVD

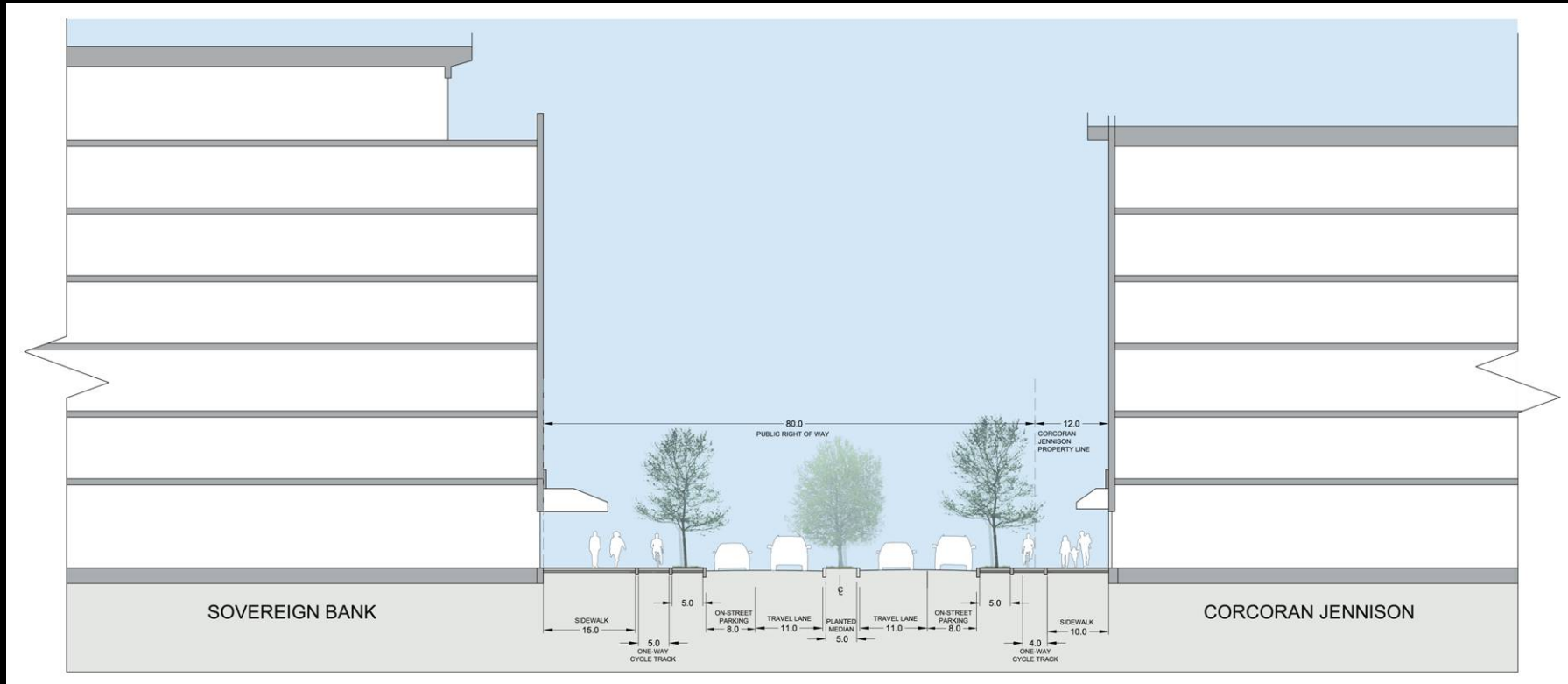
BOSTON COLLEGE HIGH SCHOOL

# 4 Travel, 2 Bike, Median





# Mount Vernon Street



# 2 Travel Lanes, Cycle Track



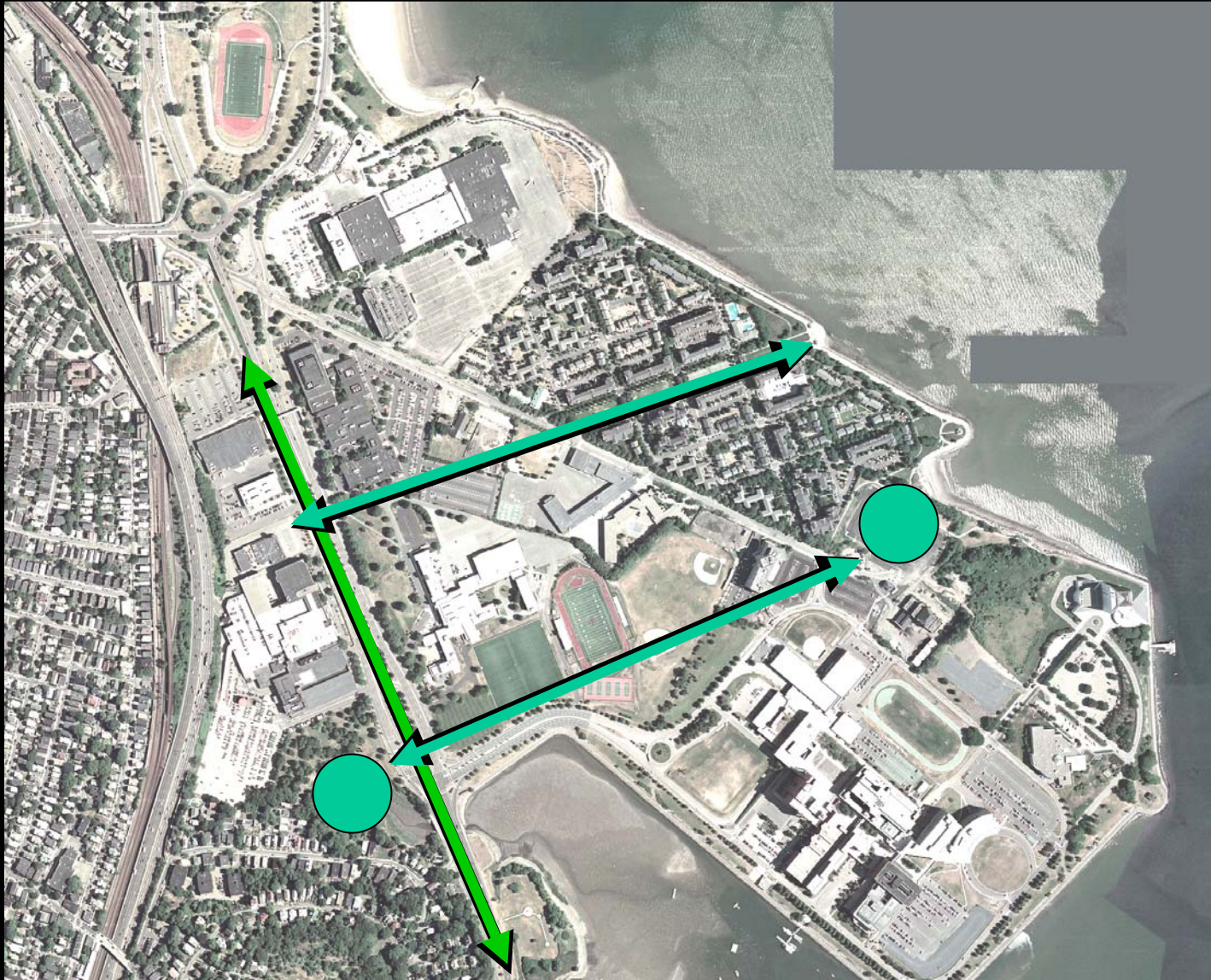
# Boulder



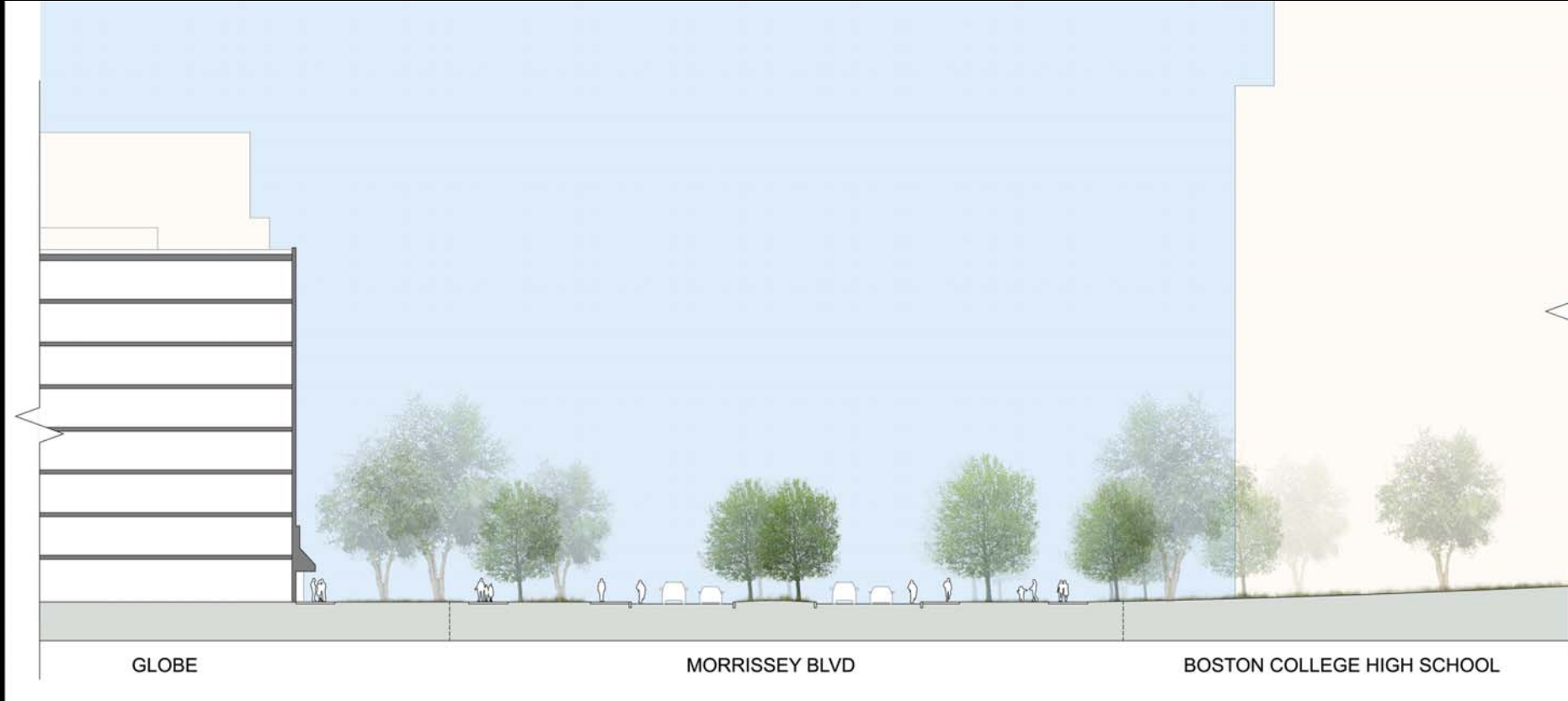
# Open Space



# Open Space / Connections



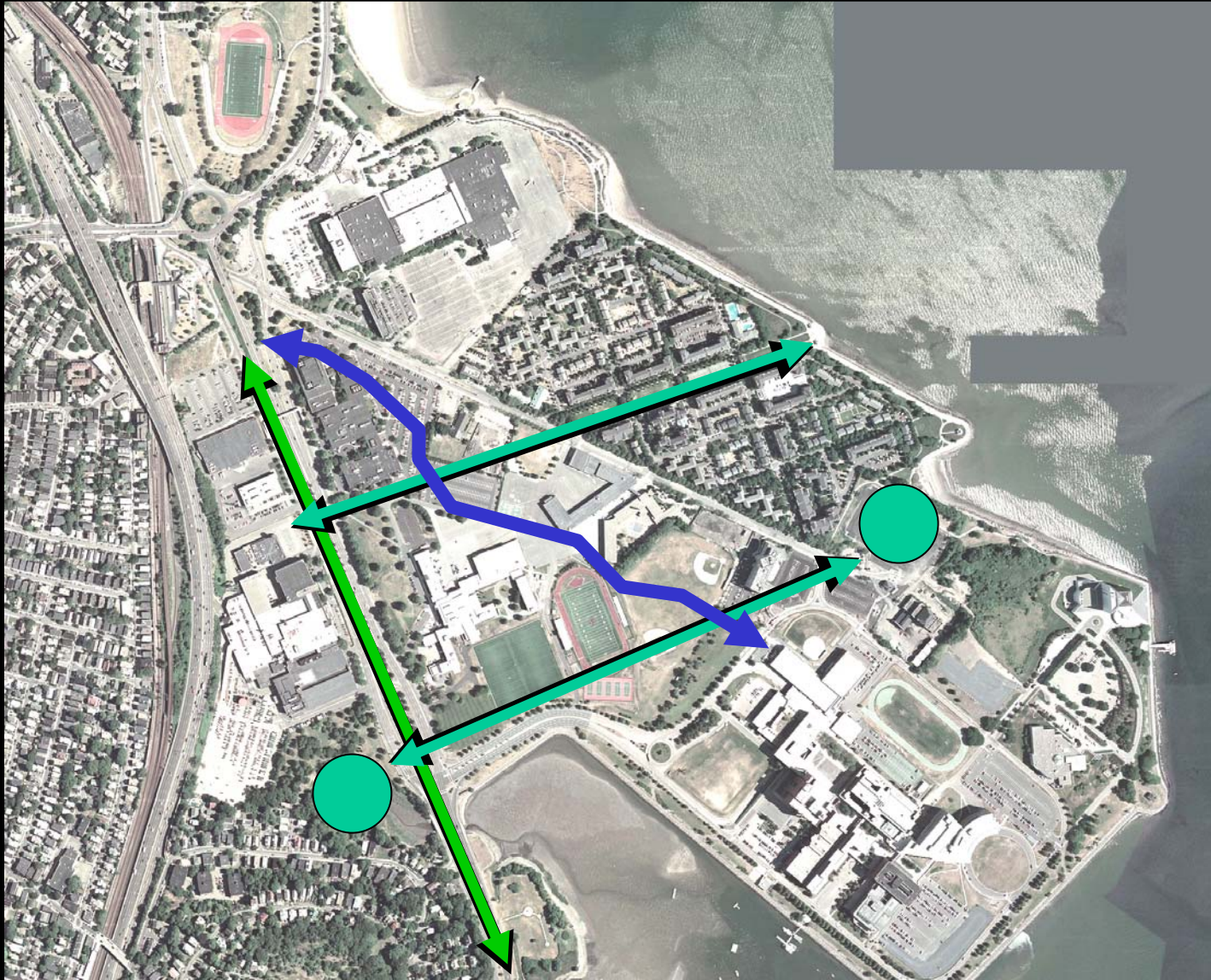
# Morrissey Boulevard



# Construction Photo of Morrissey Blvd. at Patten's Cove

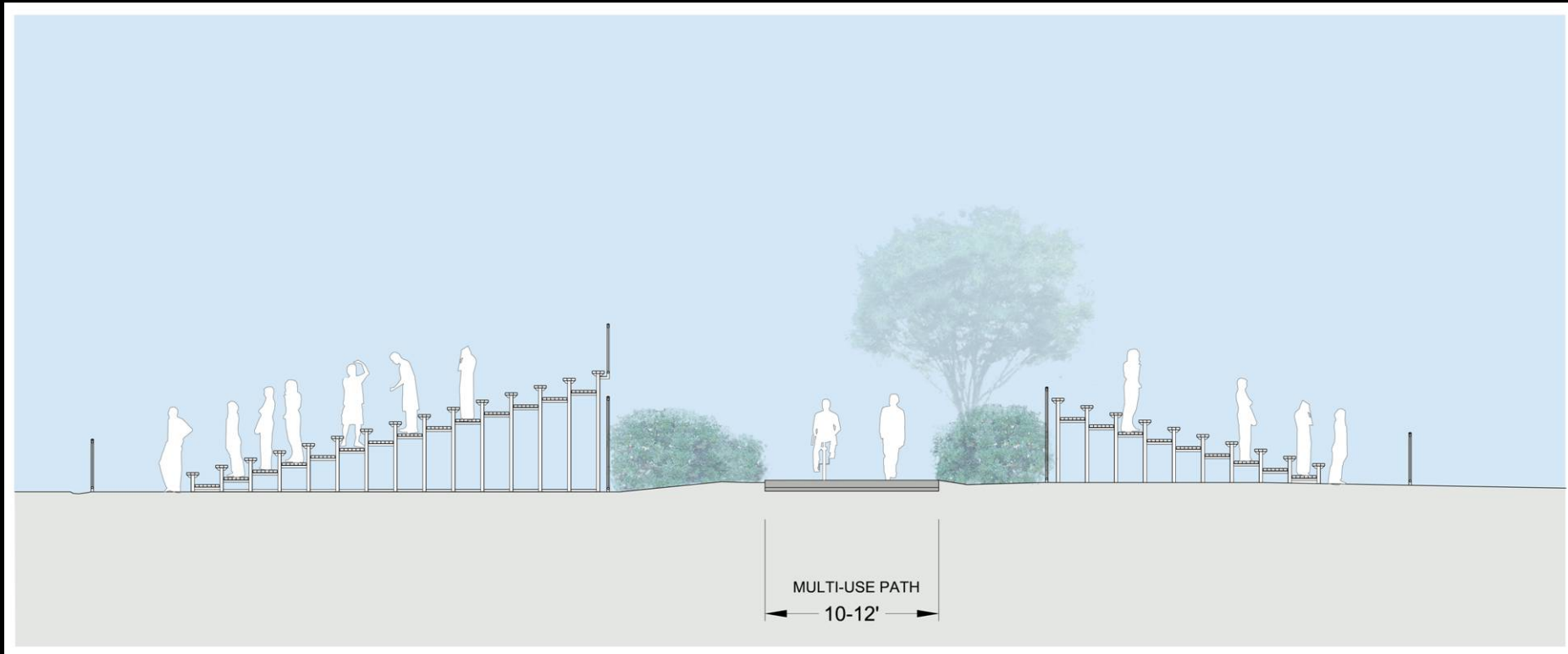


# Open Space / Connections

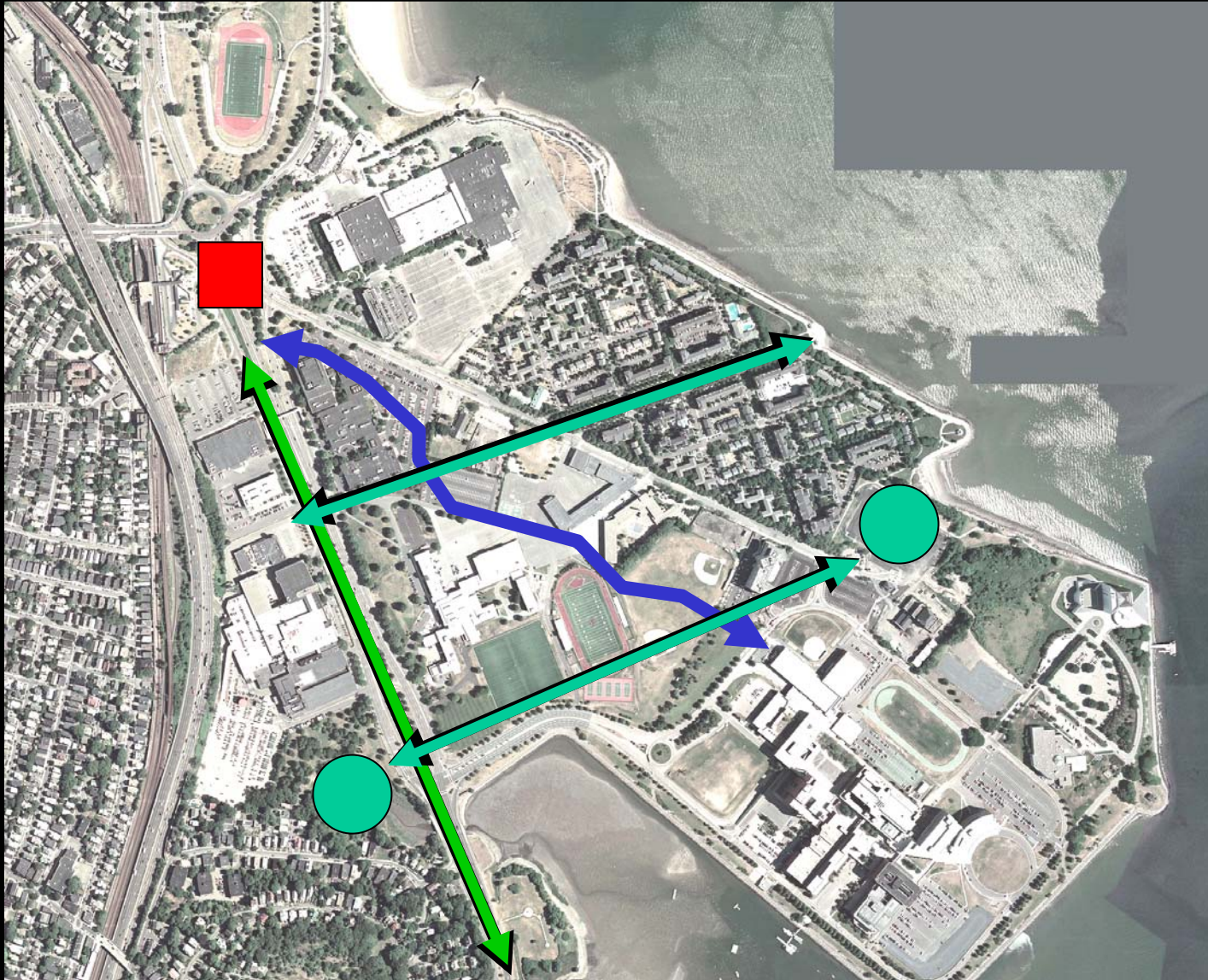




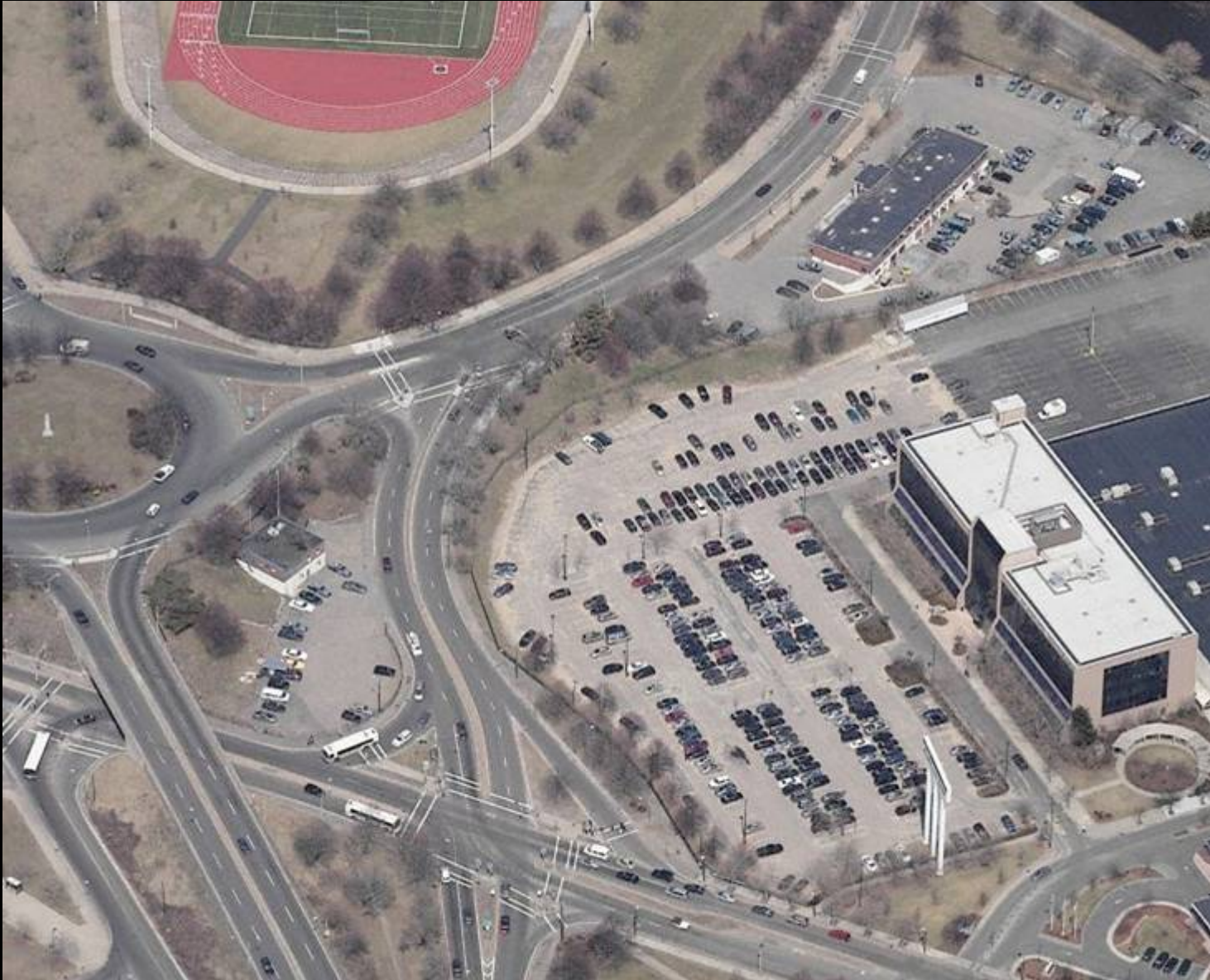
# Multi-Use Path

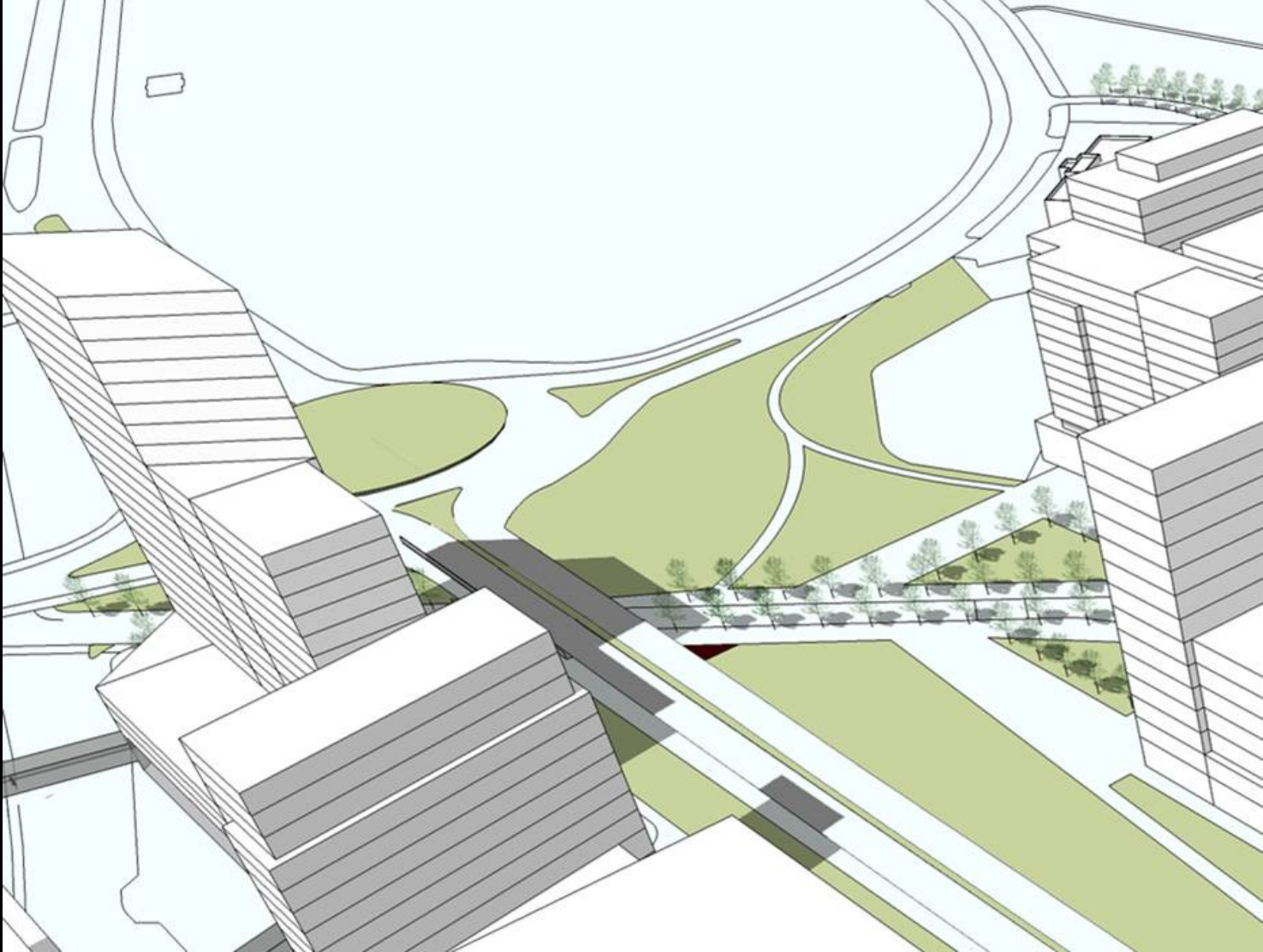


# Open Space / Connections

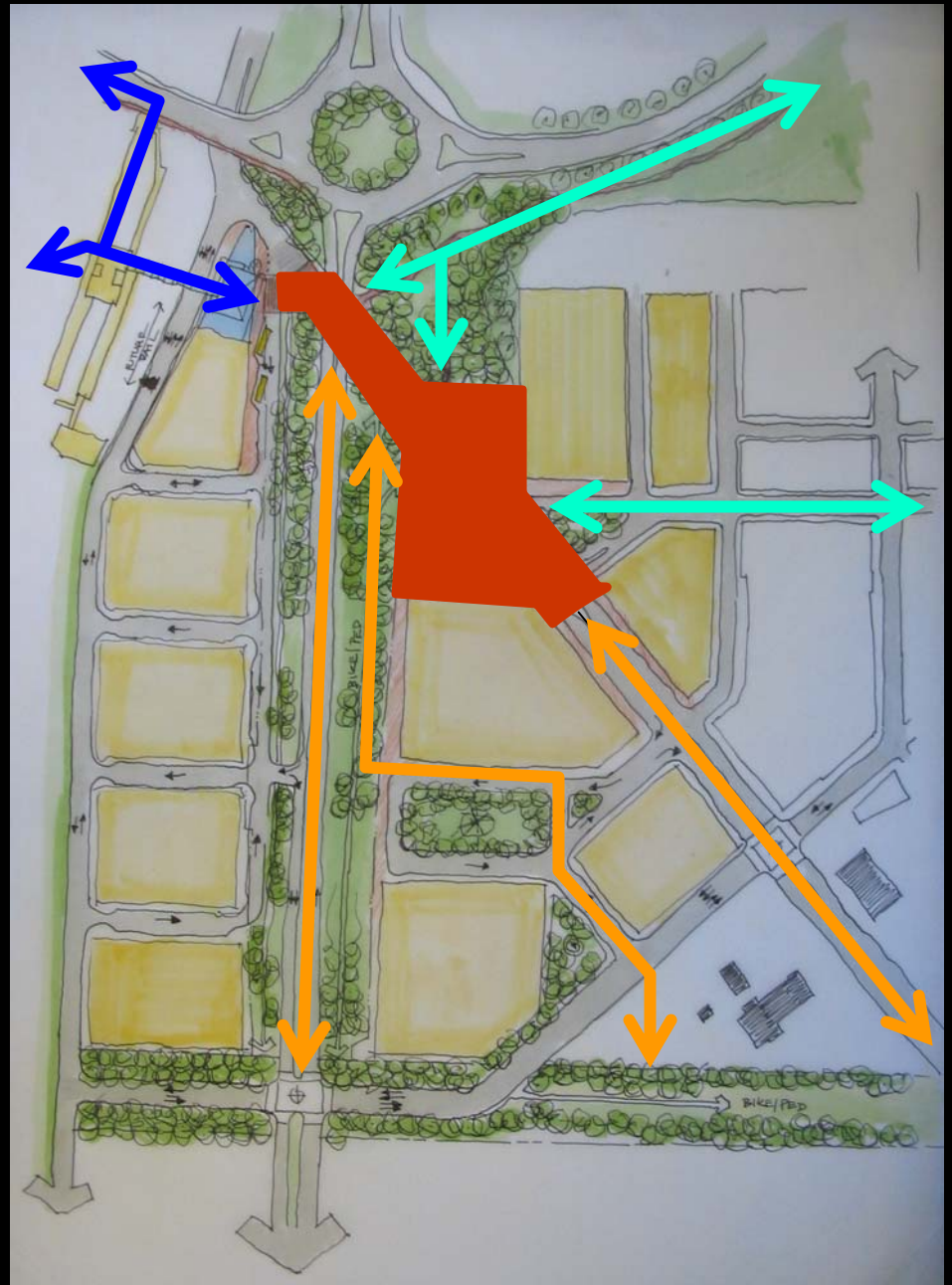


# Day Blvd. Crossings to Joe Moakley Park





# Plaza Character



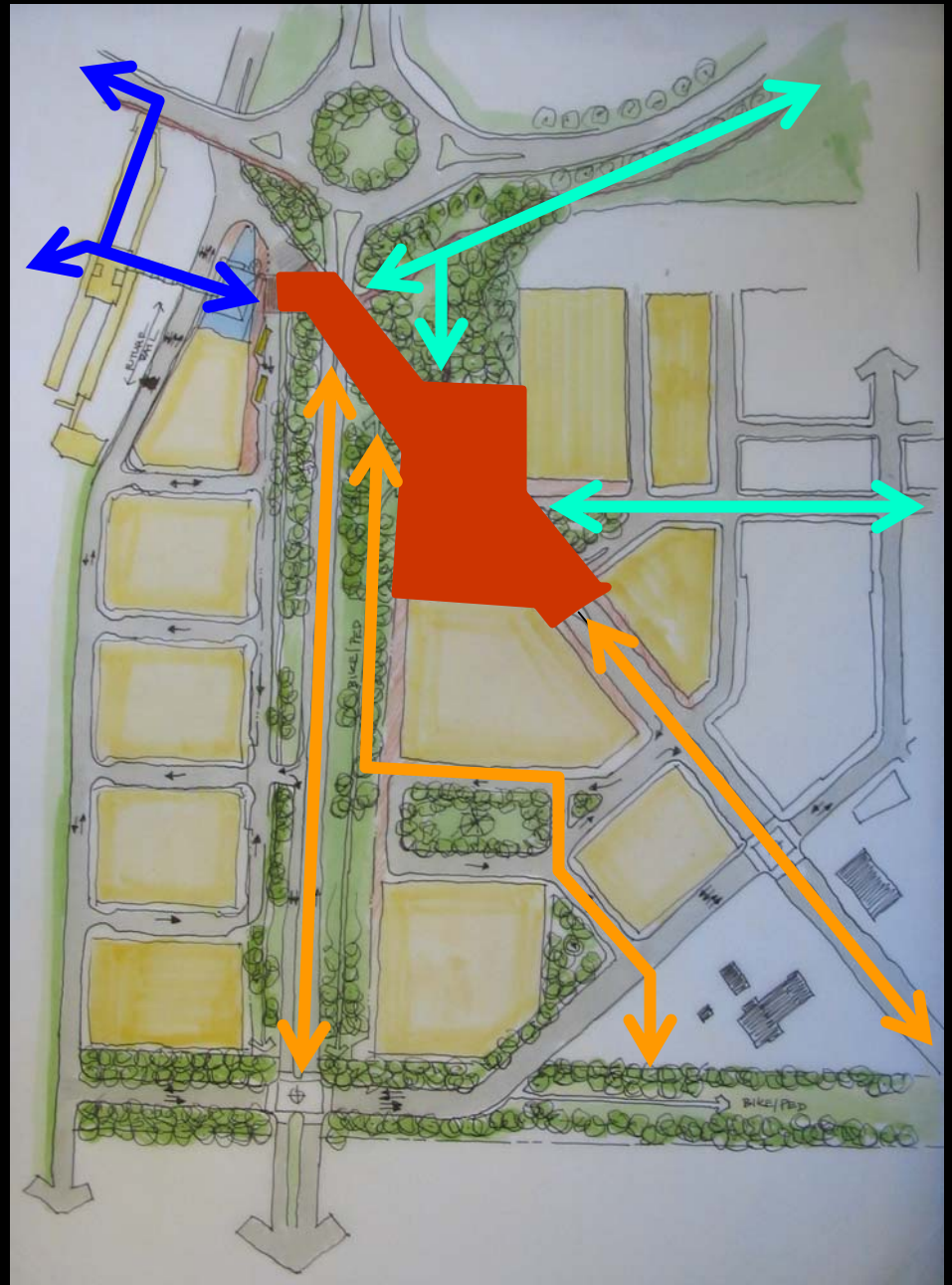
# Pioneer Square



# Kendall Square



# Plaza Character





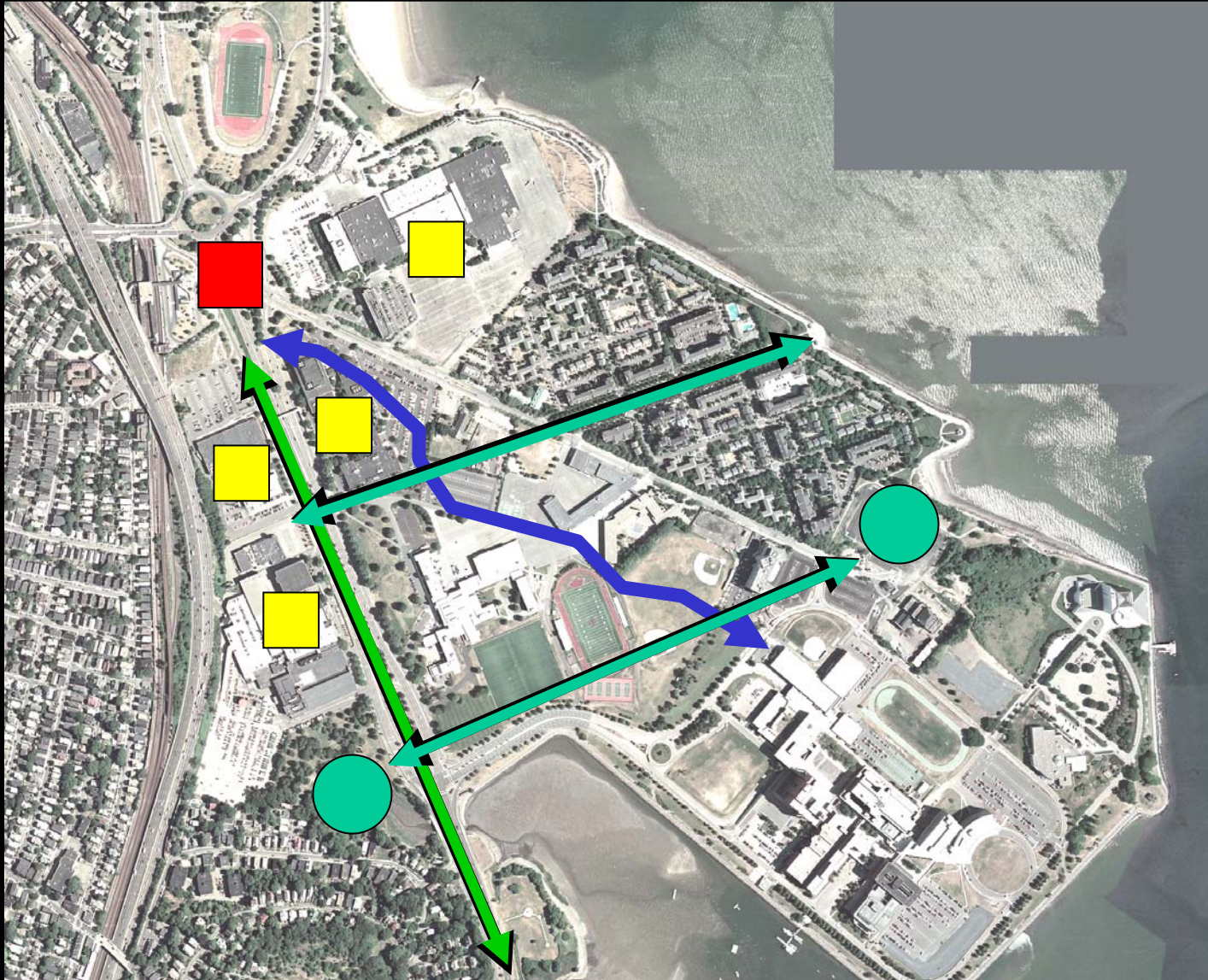
# San Antonio



# Cambridge




# Open Space / Connections

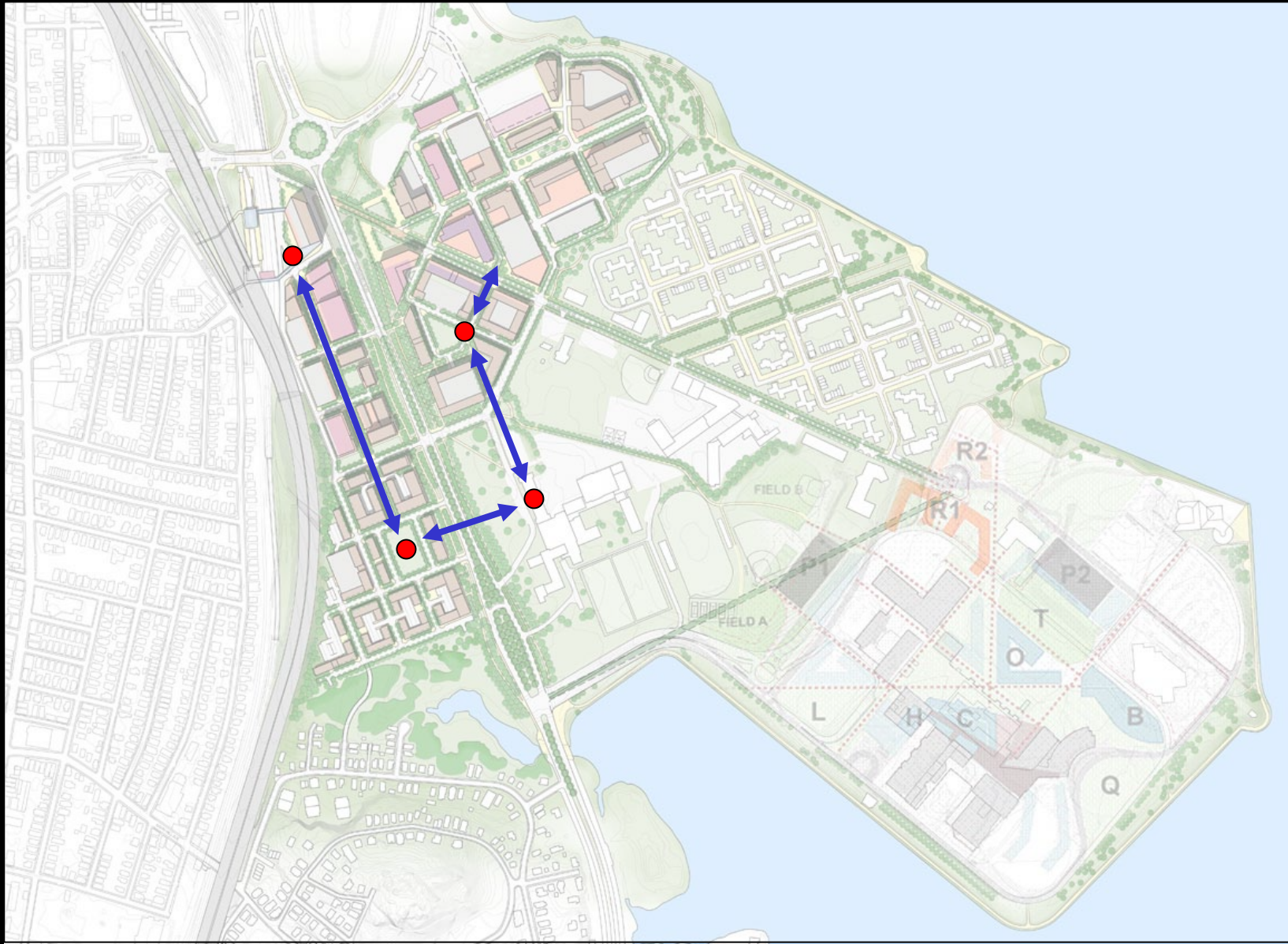


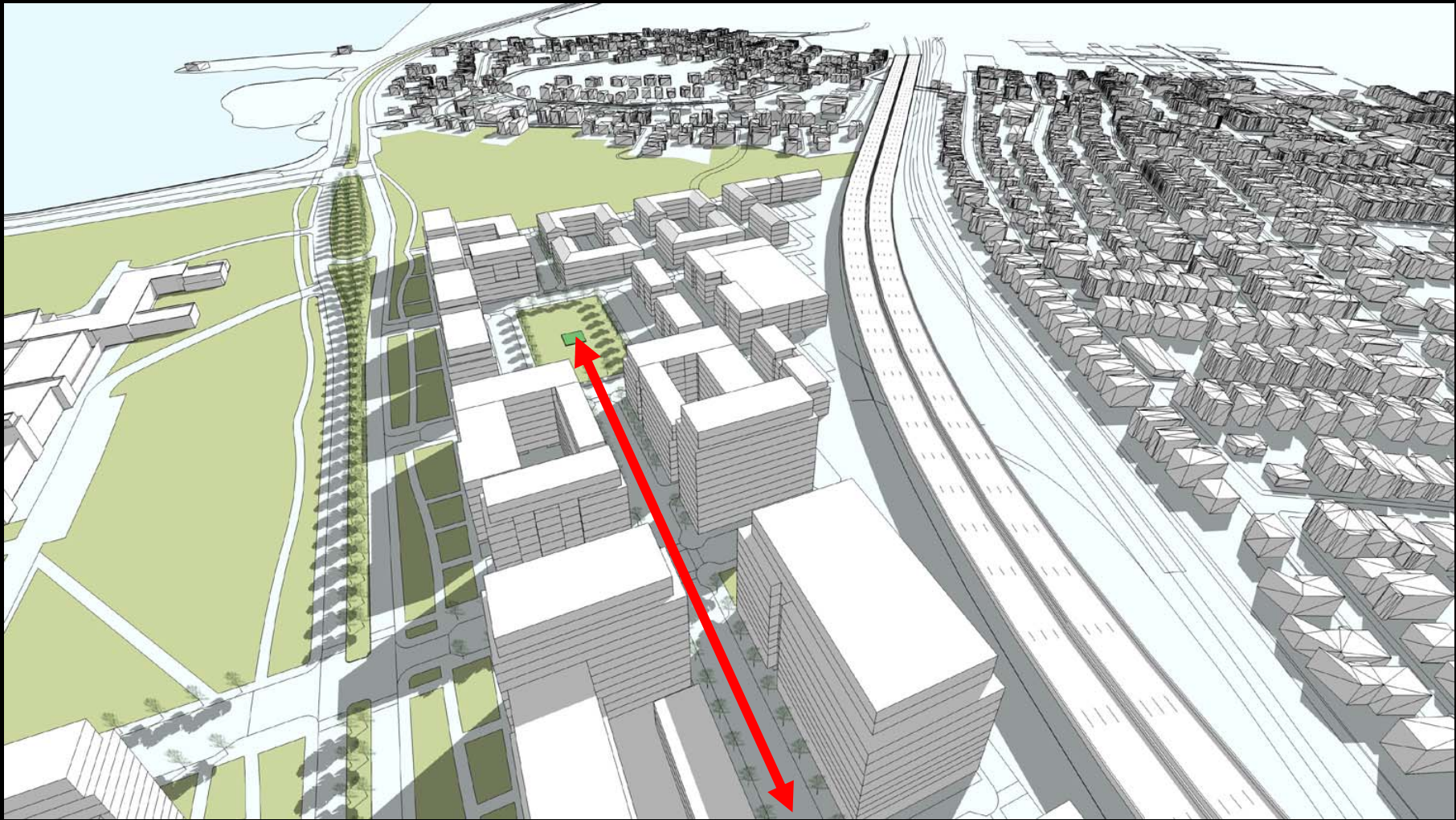
# Illustrative Site Plan

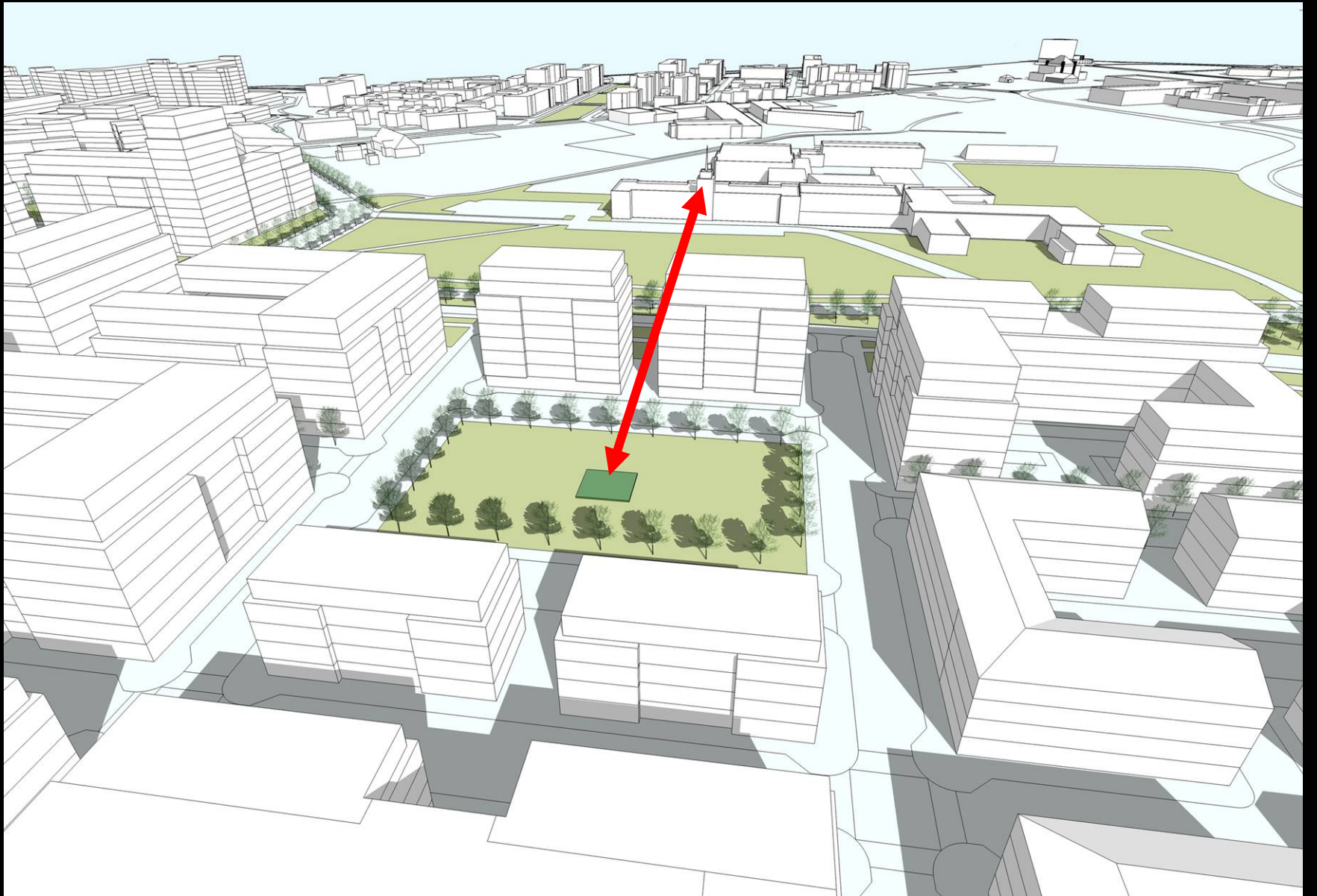


	Residential
	Office
	Retail
	Transit
	Hotel
	Parking

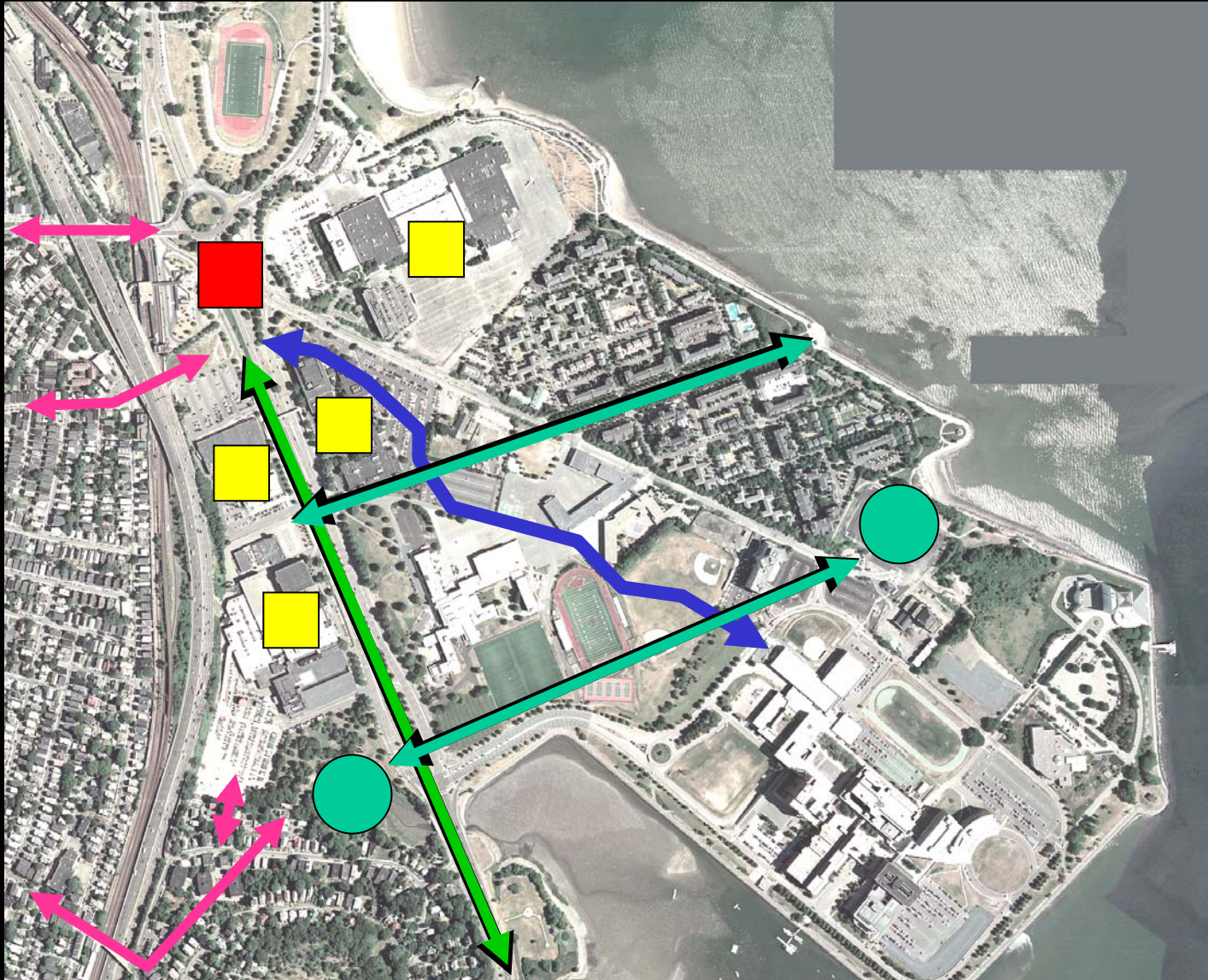
# Internal Landmarks





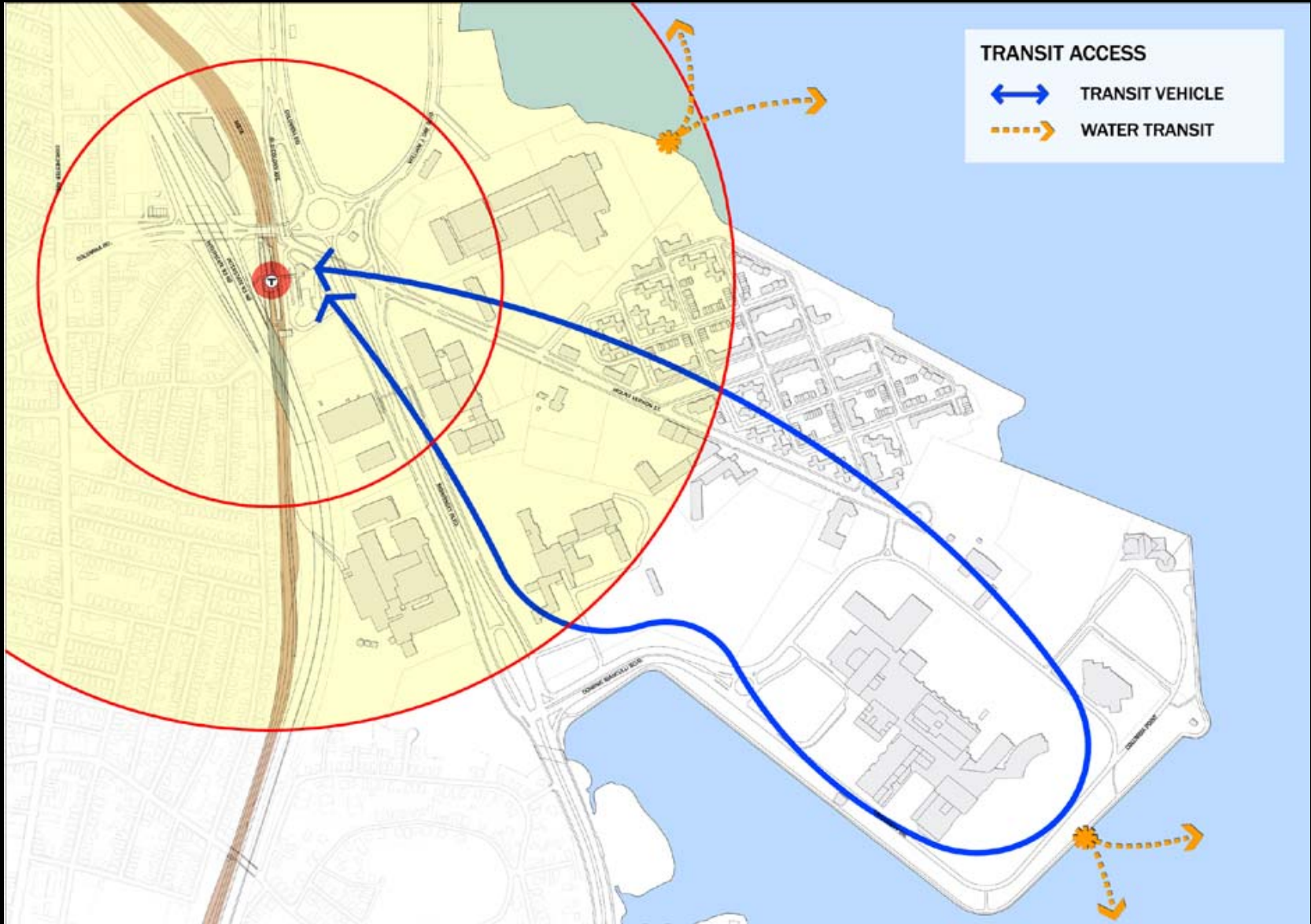


# Open Space / Connections





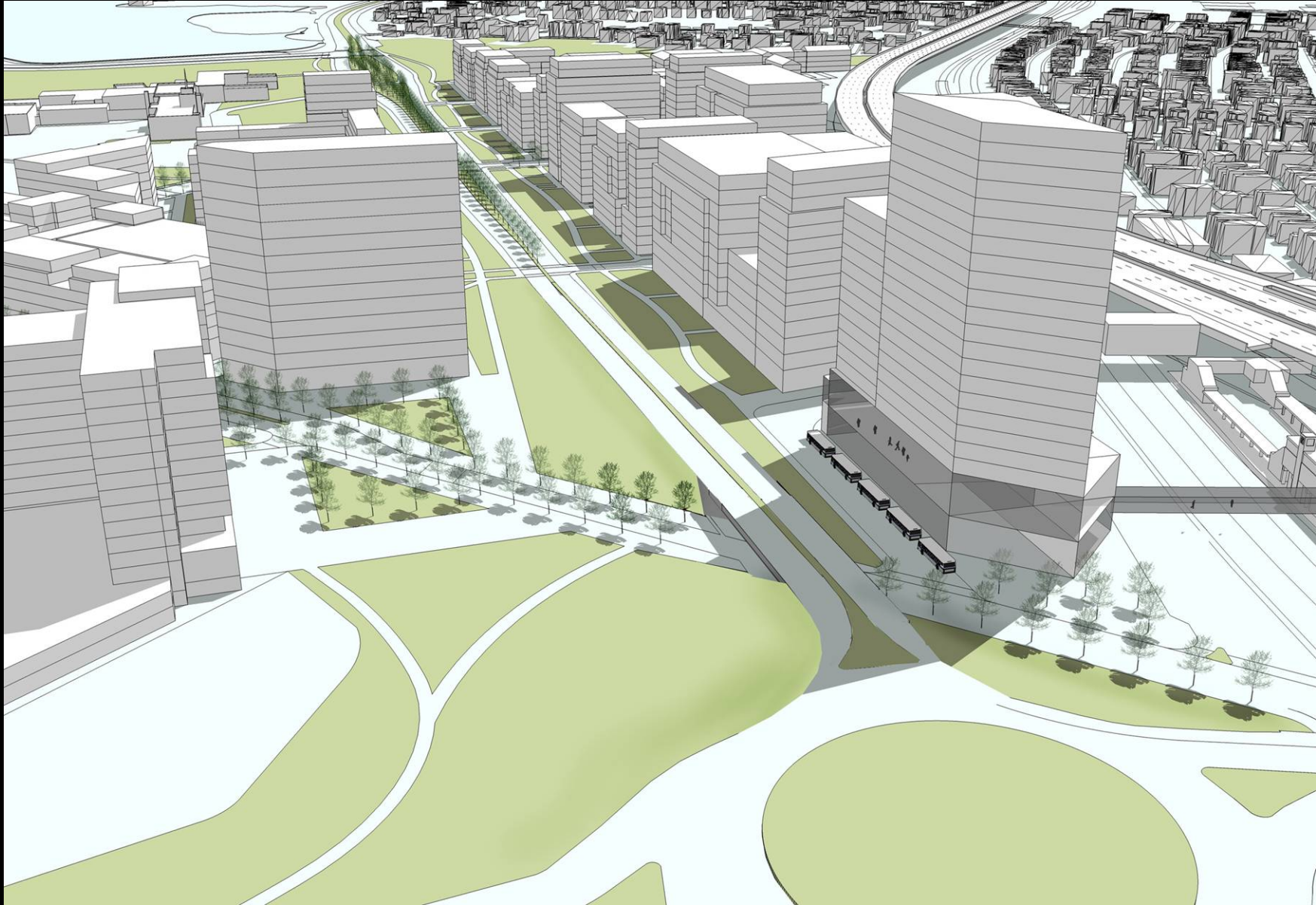
# Transit Access



# Illustrative Site Plan

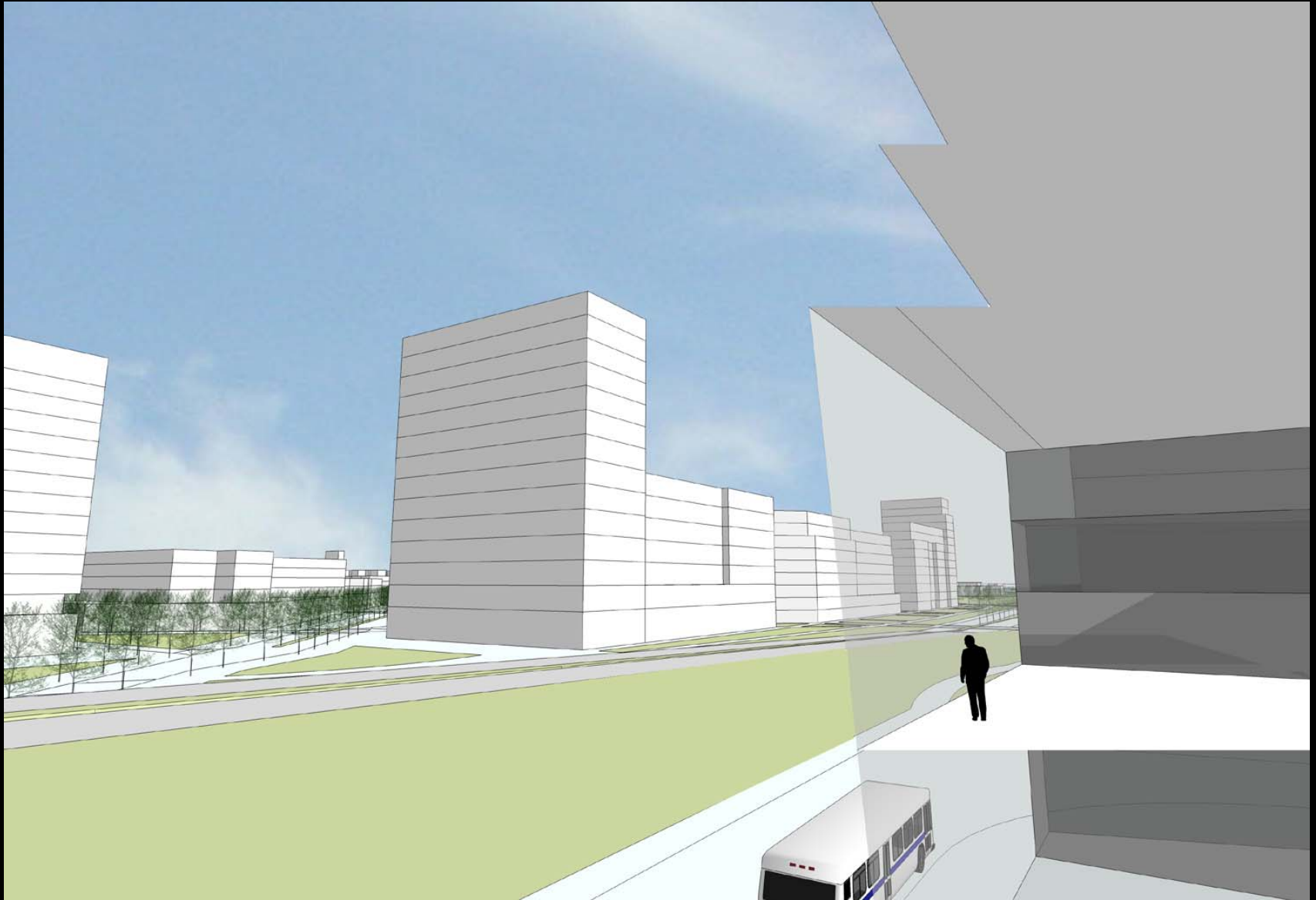


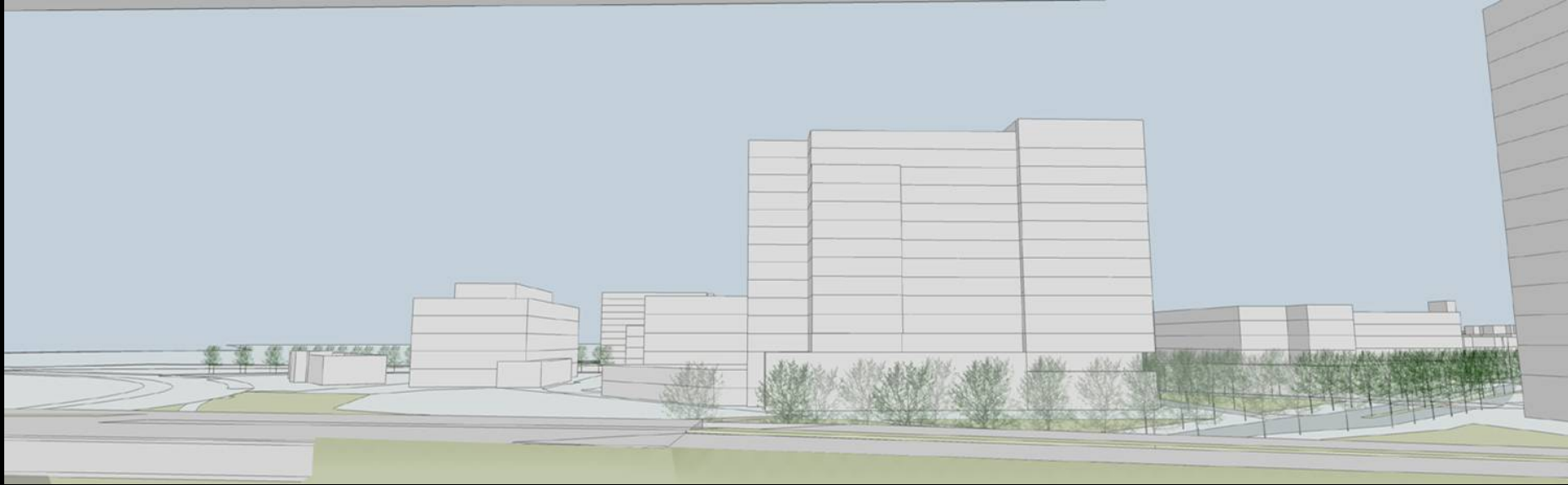
- Residential
- Office
- Retail
- Transit
- Hotel
- Parking



# Looking South Along Synergy Internal Street



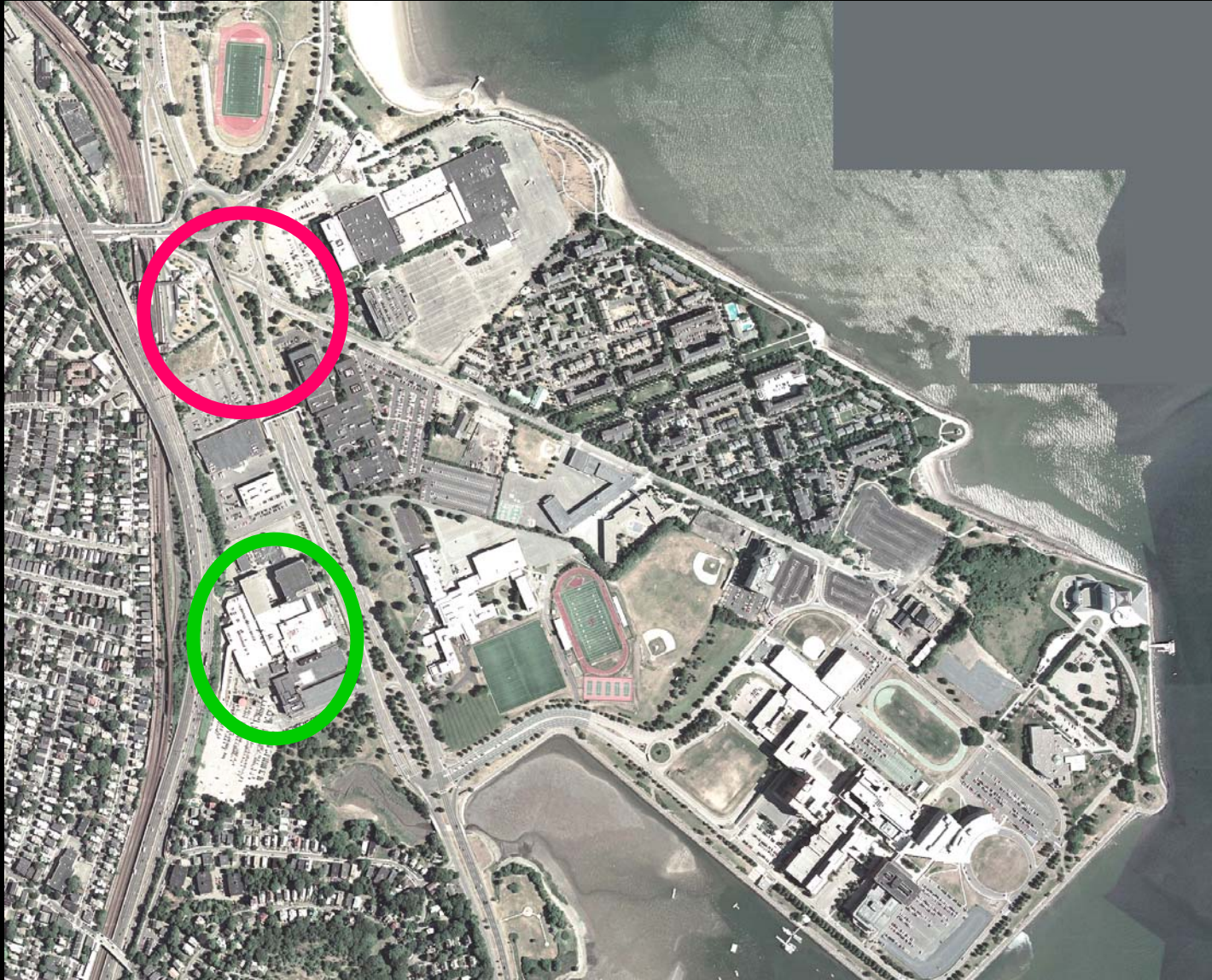




# Building Form



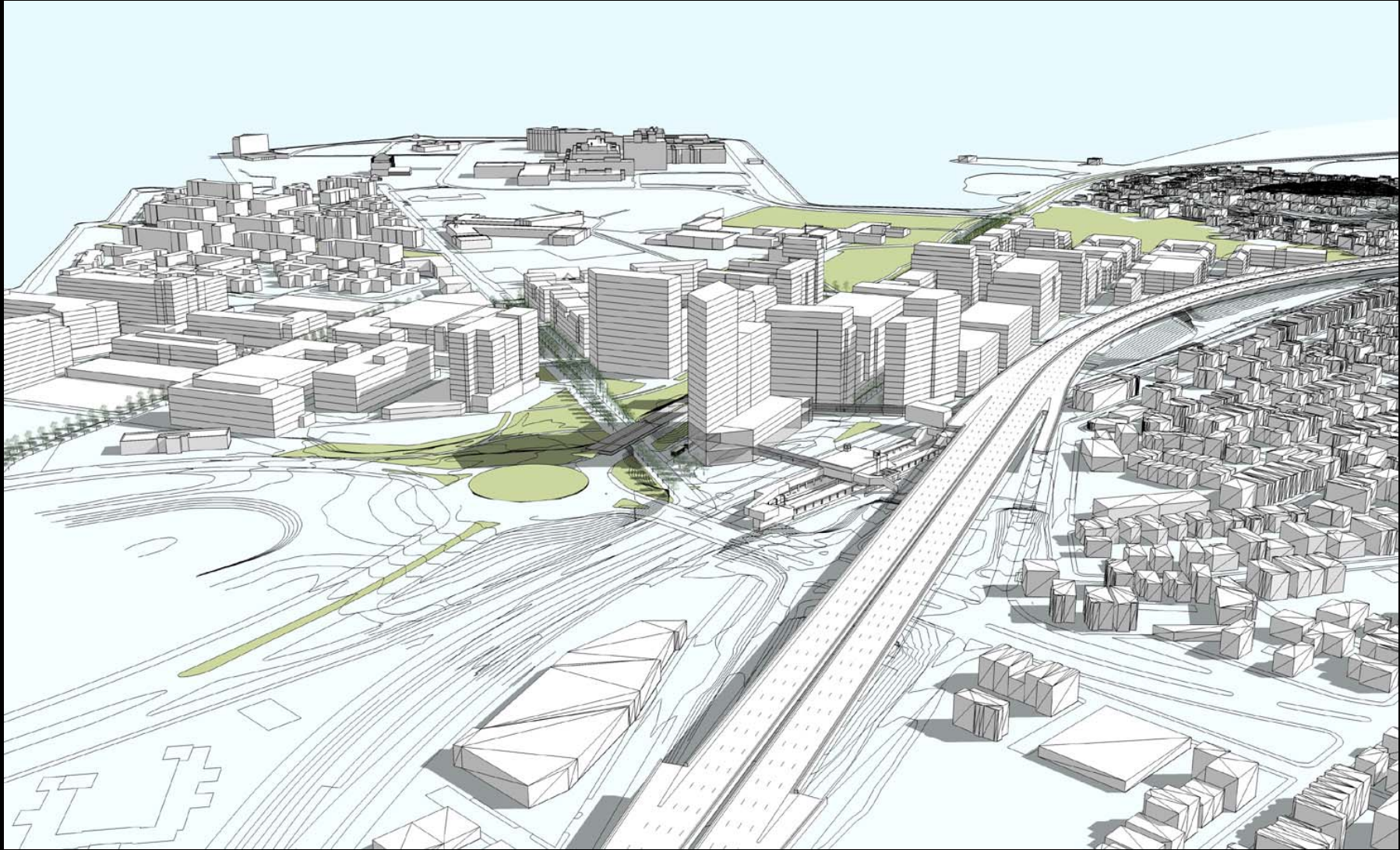
# Generalized Building Form

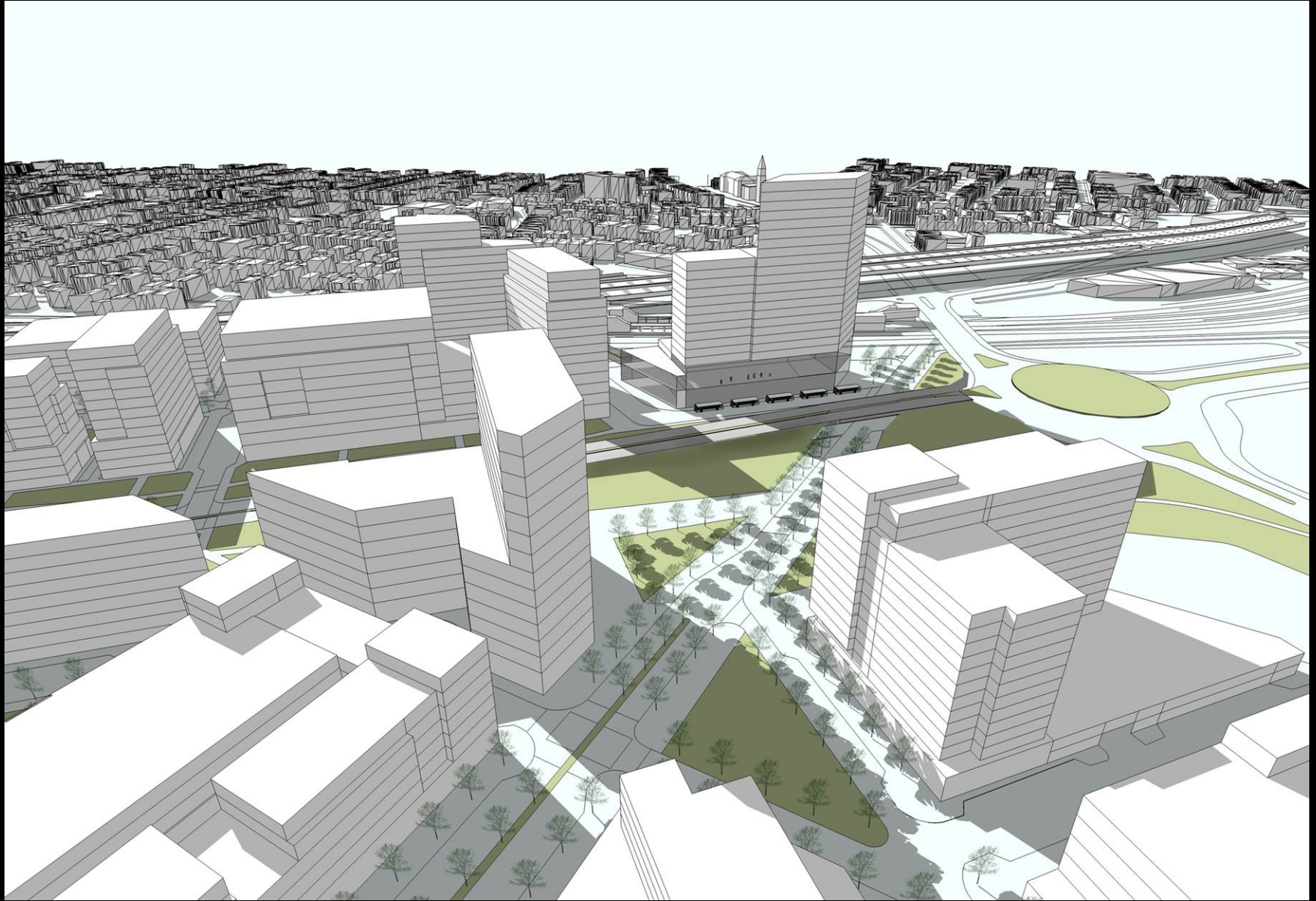




# Overview



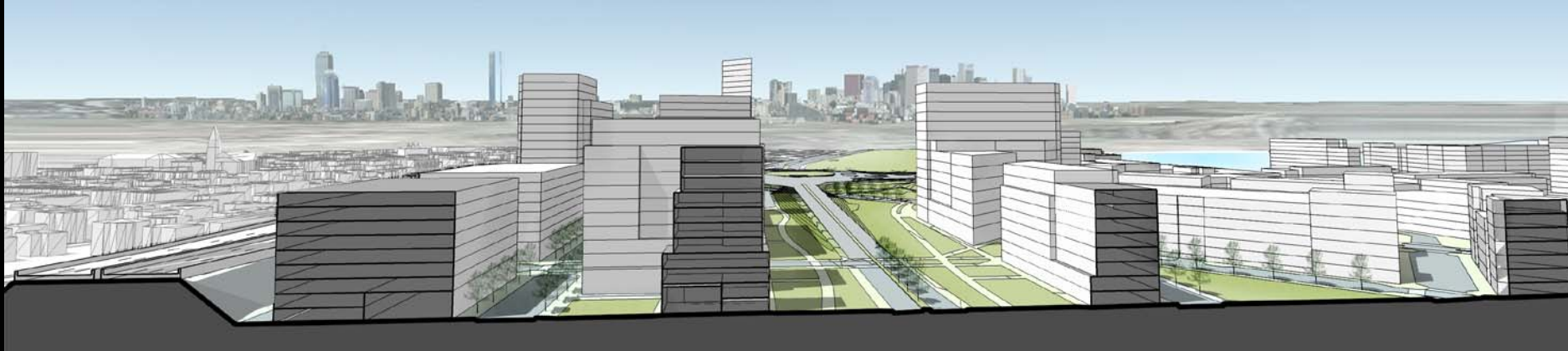






# Looking North to Globe Site from Savin Hill





# 6 Floors, Ground Floor Retail



# 6 Floors, Ground Floor Retail





# 14 Floors, Ground Floor Retail

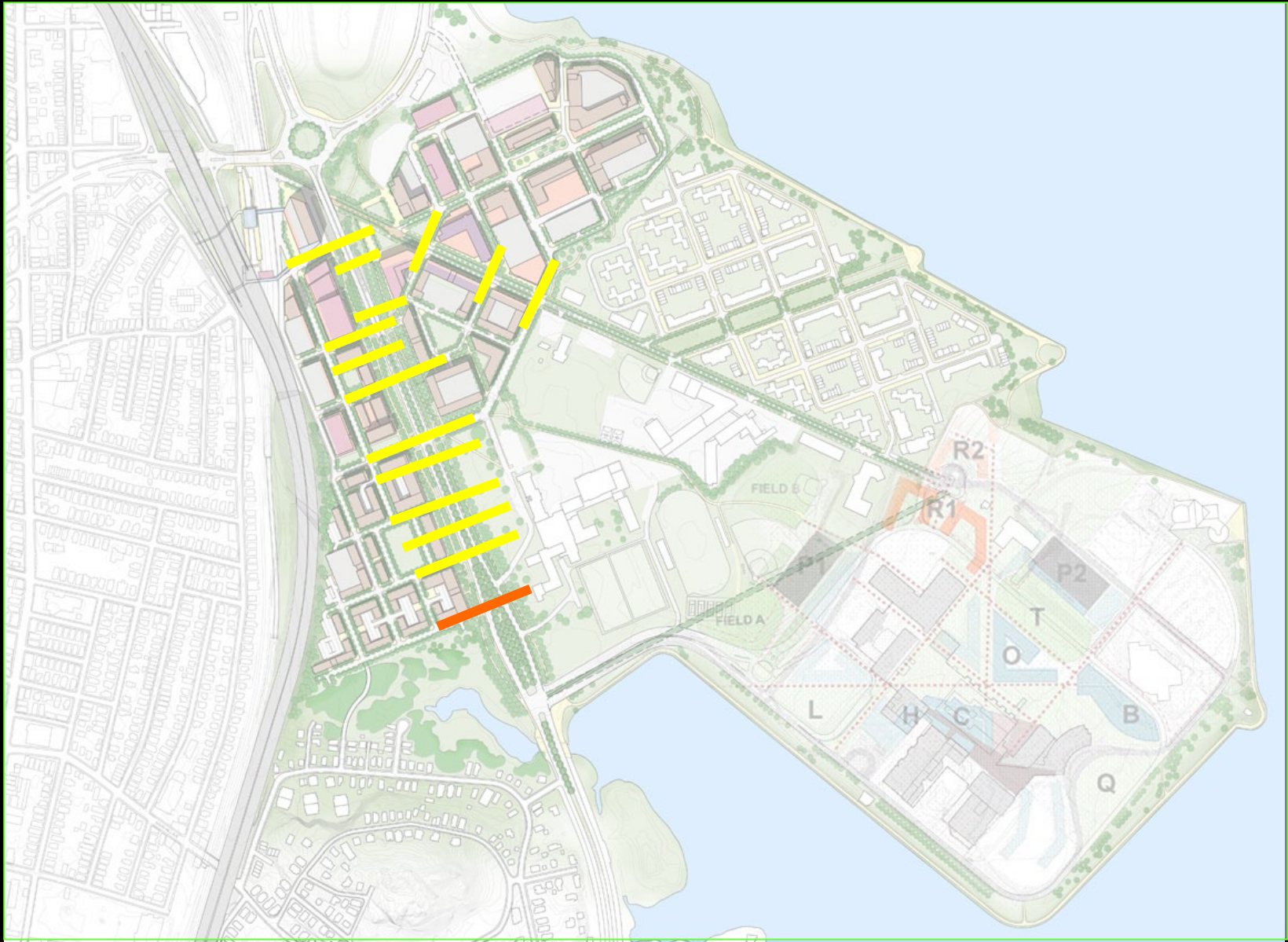




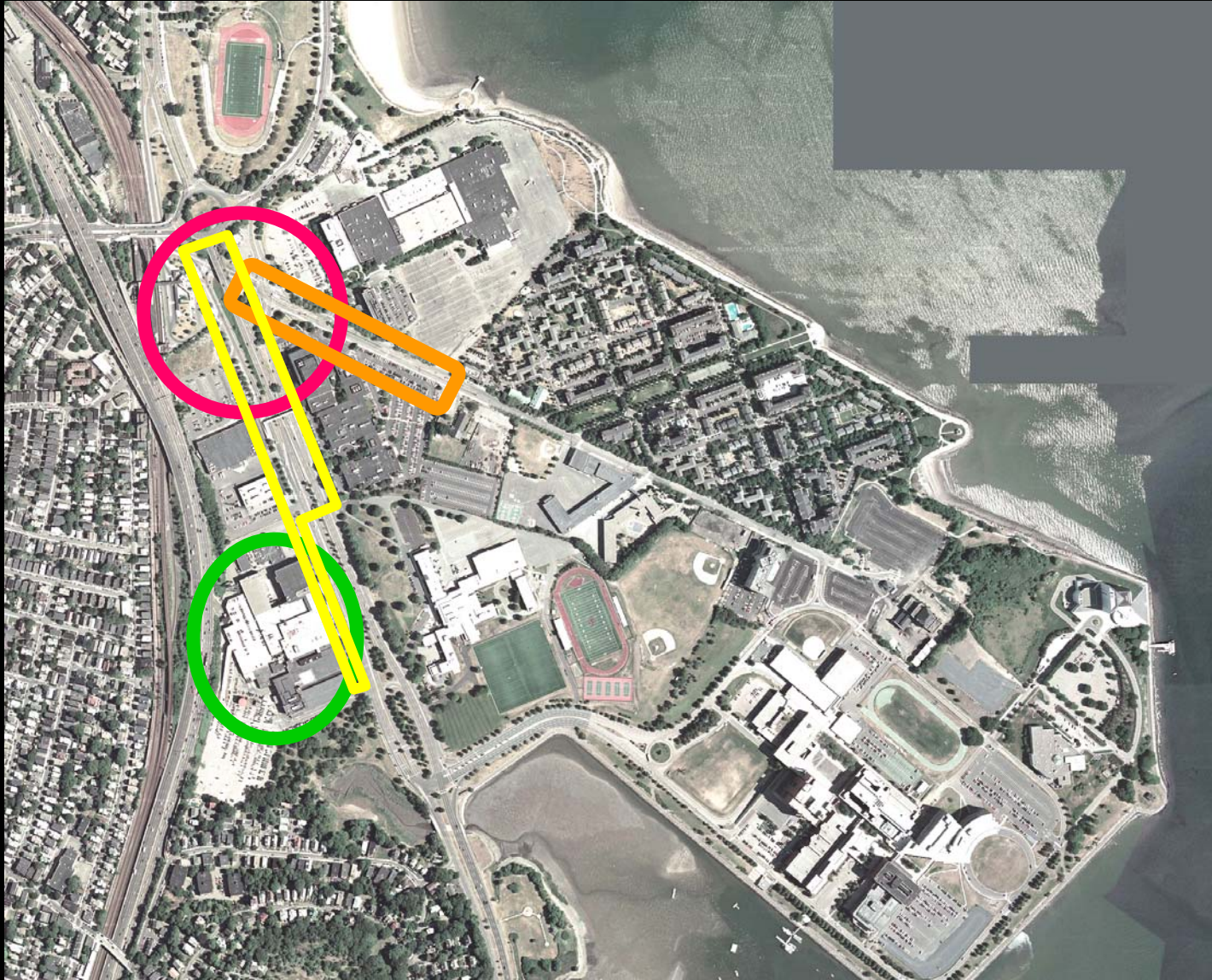
# Sunlight



# Sunlight



# Generalized Building Form



# Cornice Lines



# Street Wall



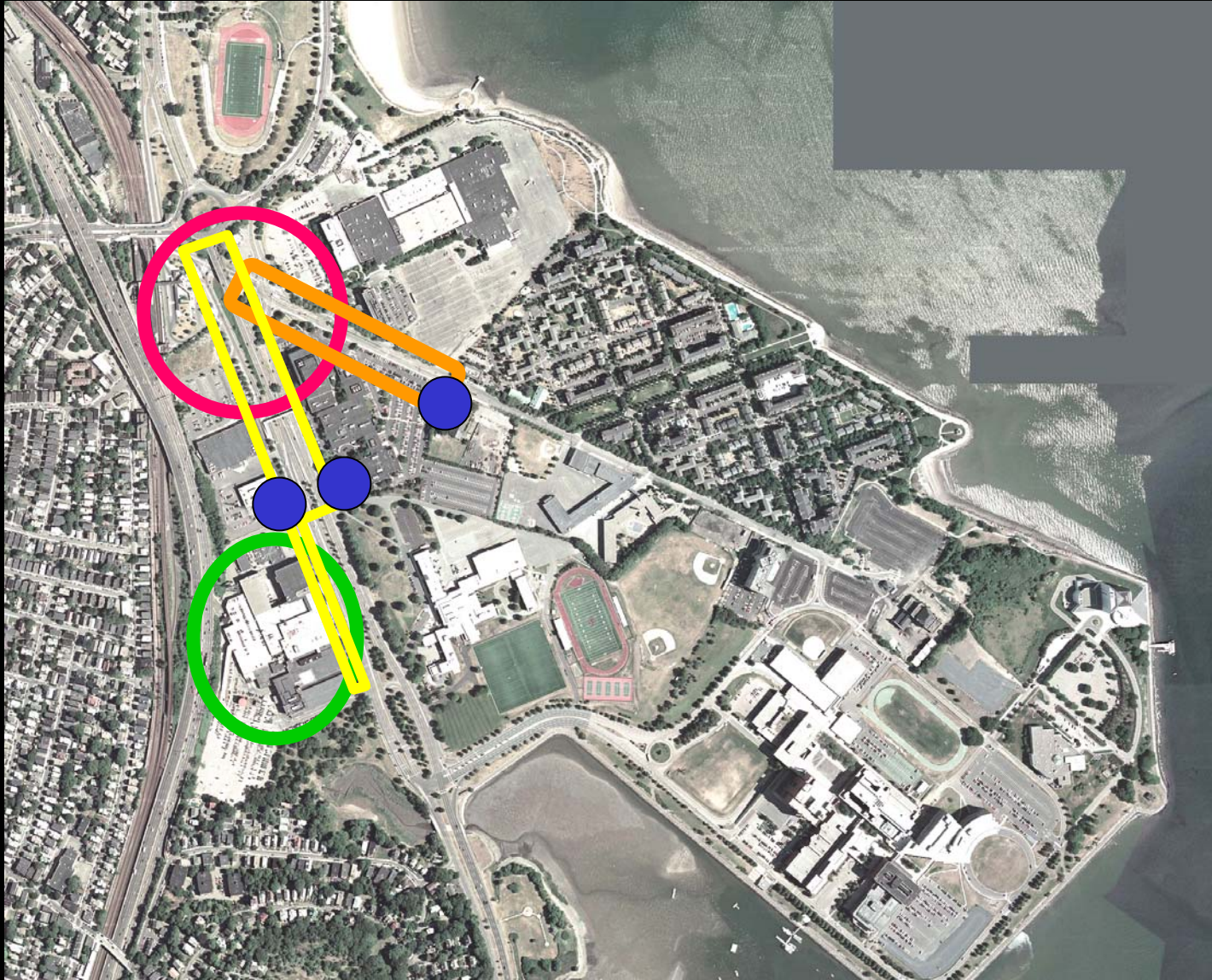




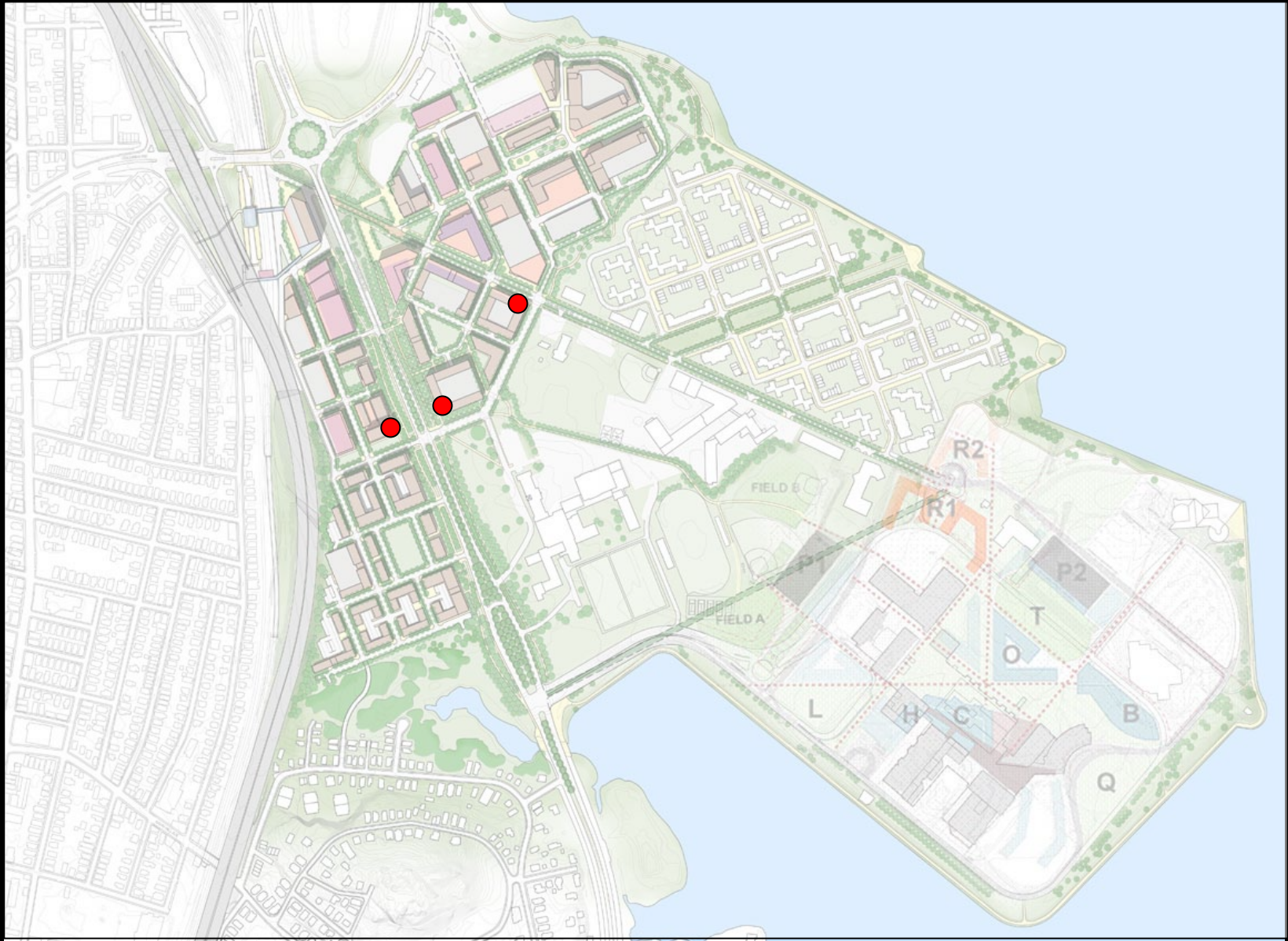
# Mt. Vernon Street – Looking West



# Generalized Building Form

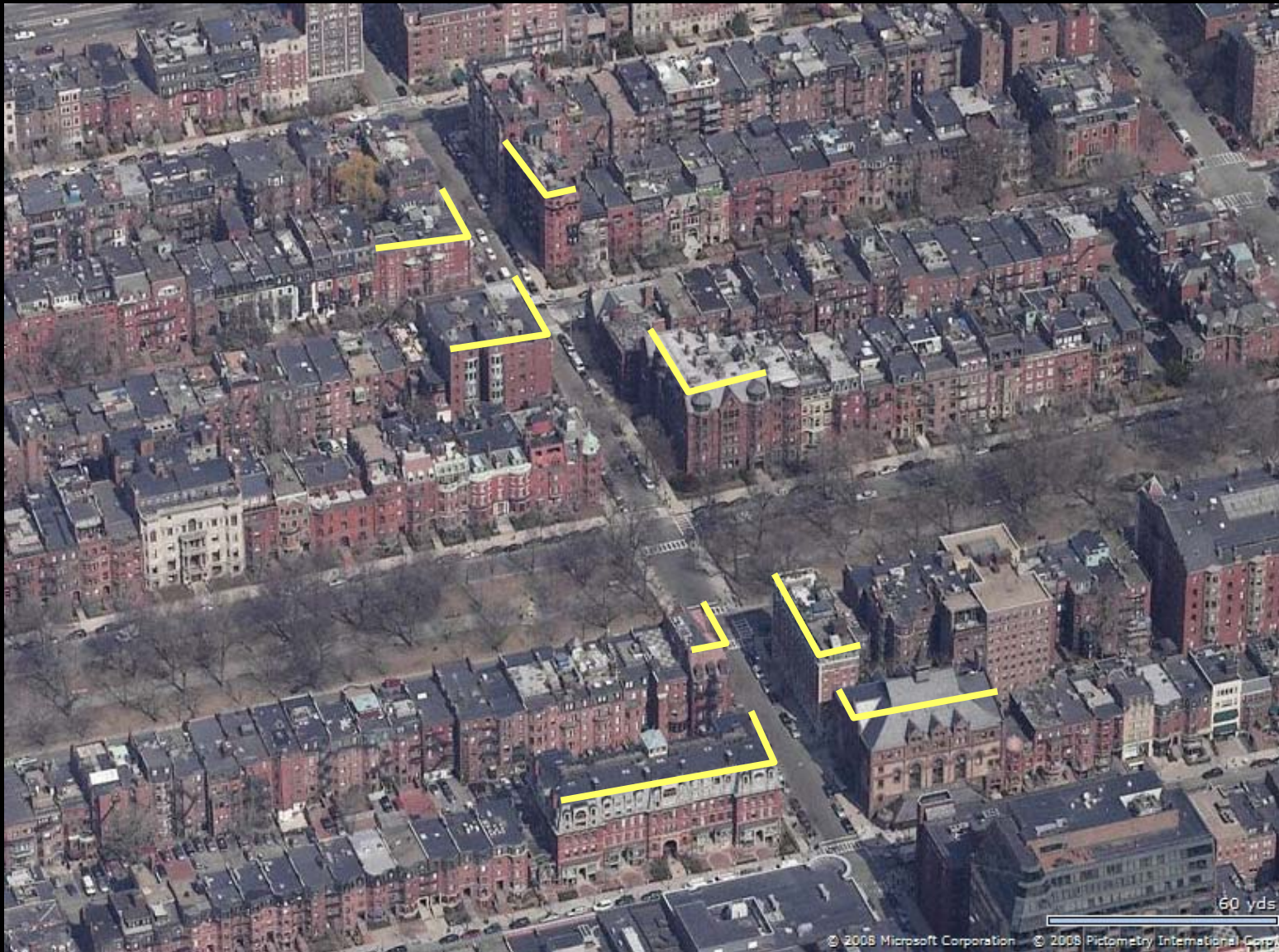


# Orientation





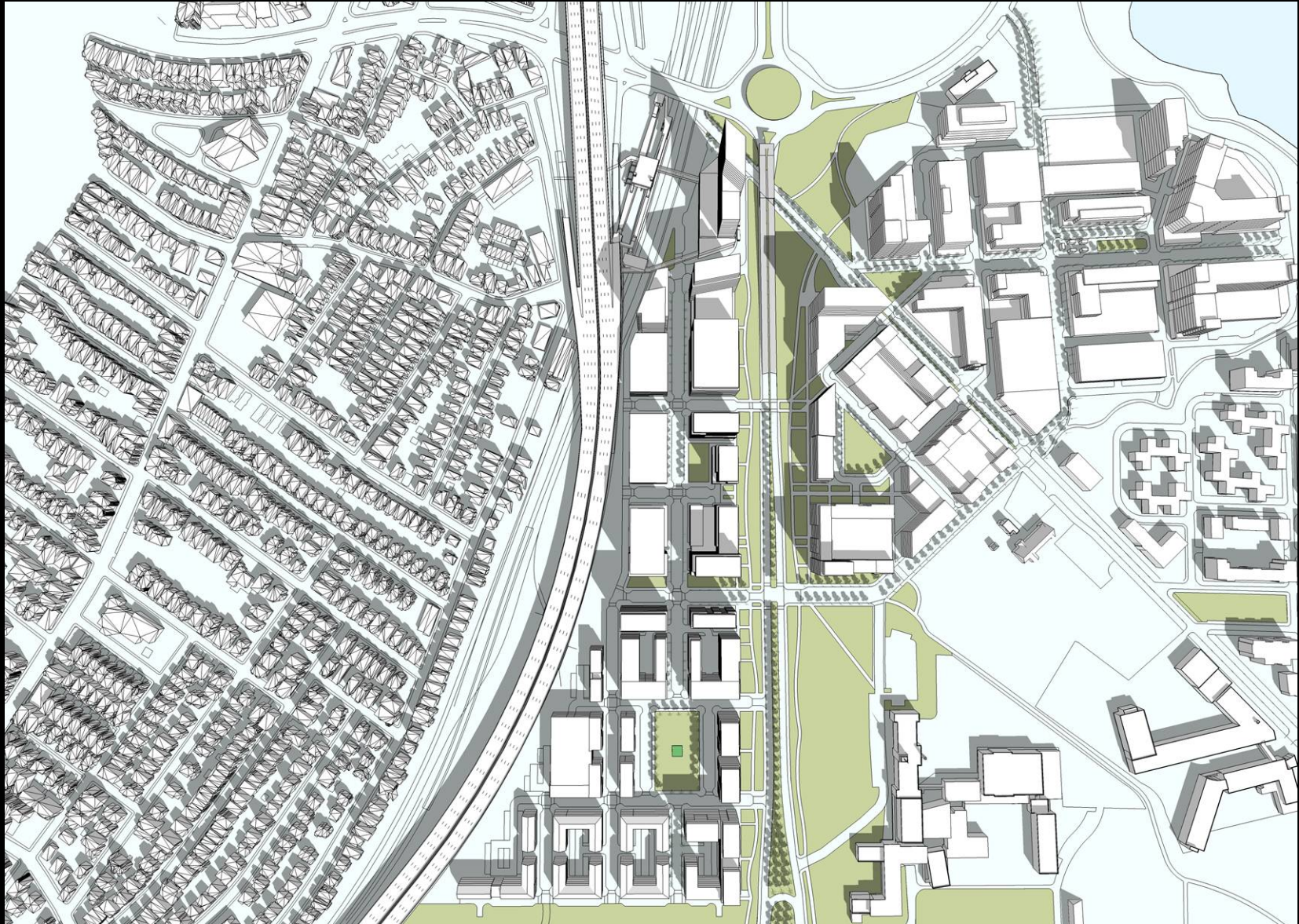
# Height at Corners



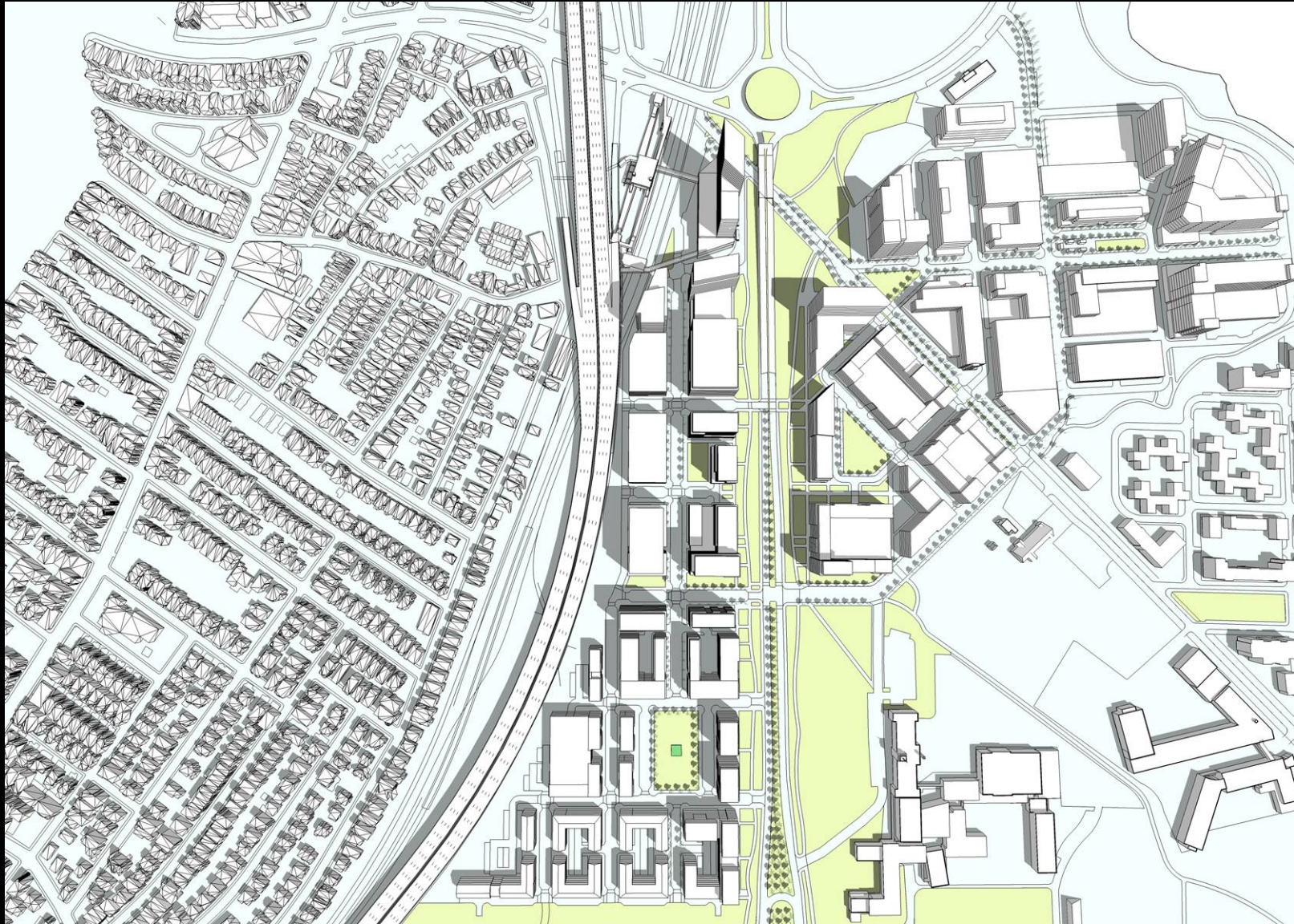
# 11 Floors: Point Tower



# Shadows: March 21, 9 am



# Shadows: June 21, 9 am





# Shadows: September 21, 9 am




# Shadows: December 21, 9 am



# Illustrative Site Plan



	Residential
	Office
	Retail
	Transit
	Hotel
	Parking

# Transportation

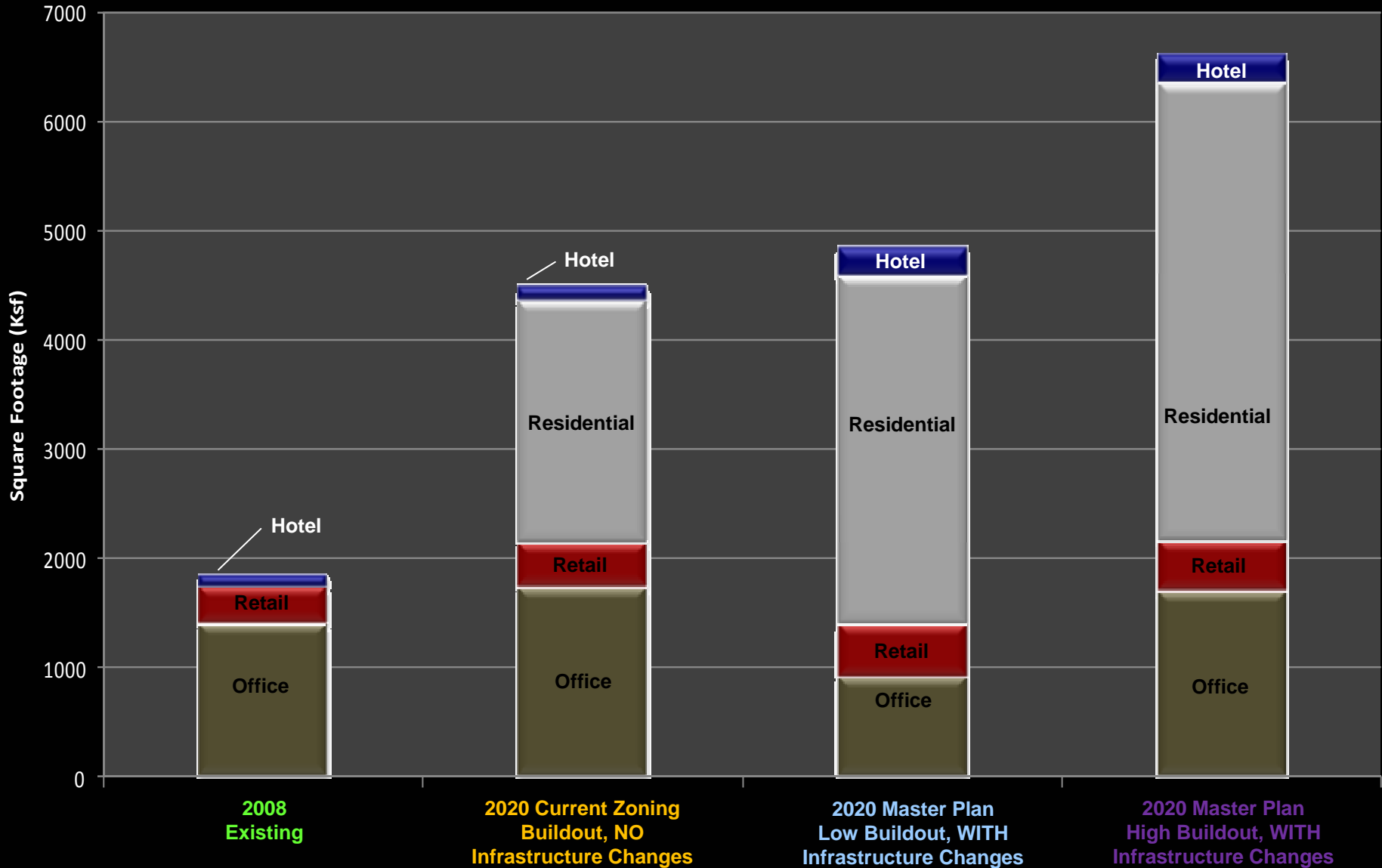


# Transportation Goals

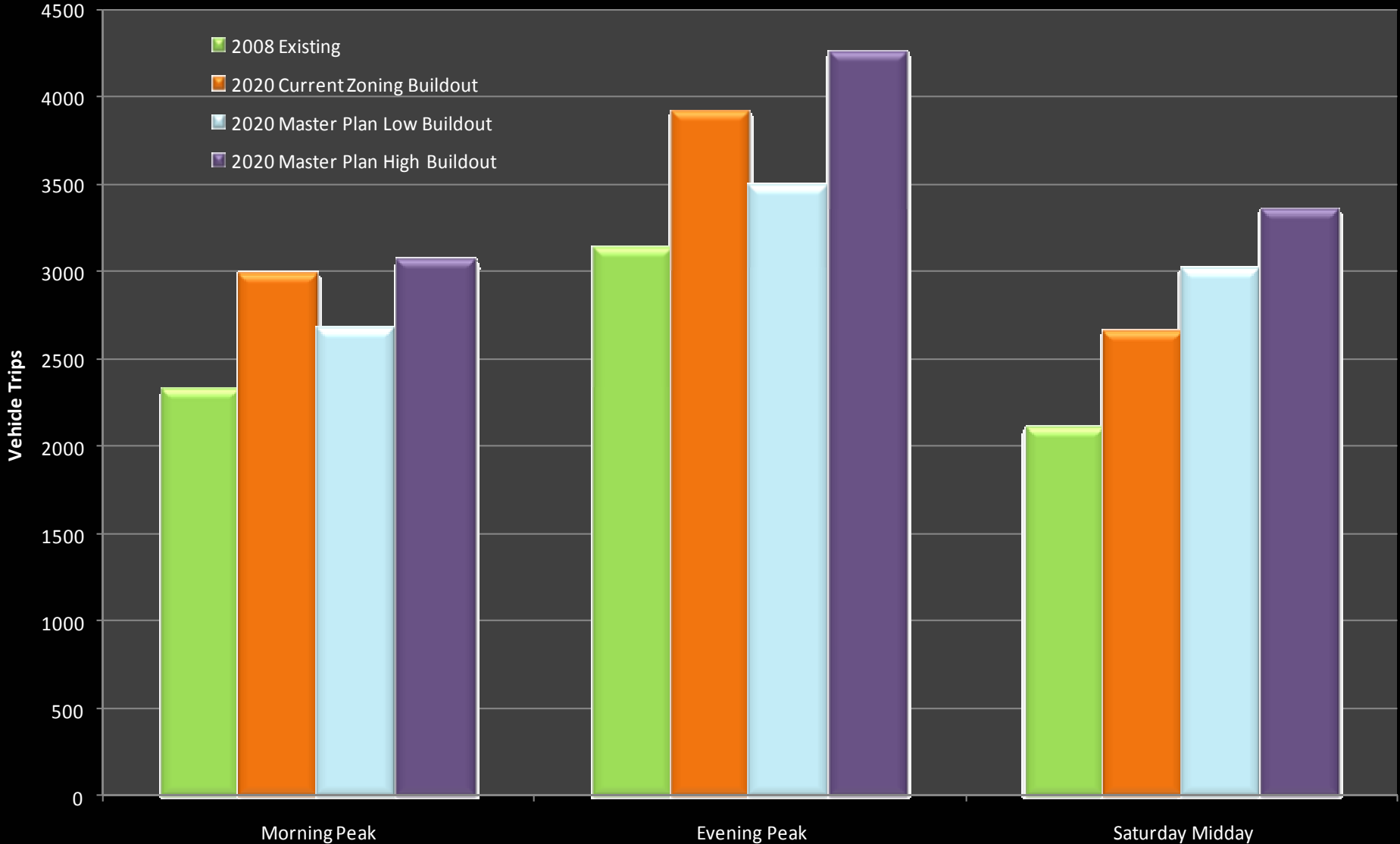
To accomplish the Principles, the Plan needs to incorporate 4 key transportation goals:

- Support a “smart growth” mix of land uses that minimizes vehicular traffic
- Enhance mobility by non-auto modes
- Define a roadway/traffic hierarchy that will benefit local traffic and enhance accessibility
- Identify potential strategies to address key roadway/traffic issues

# Analysis Scenarios (Development Parcels)



# Peak Hour Trip Generation (Development Parcels)



# Regional Traffic vs Local Needs

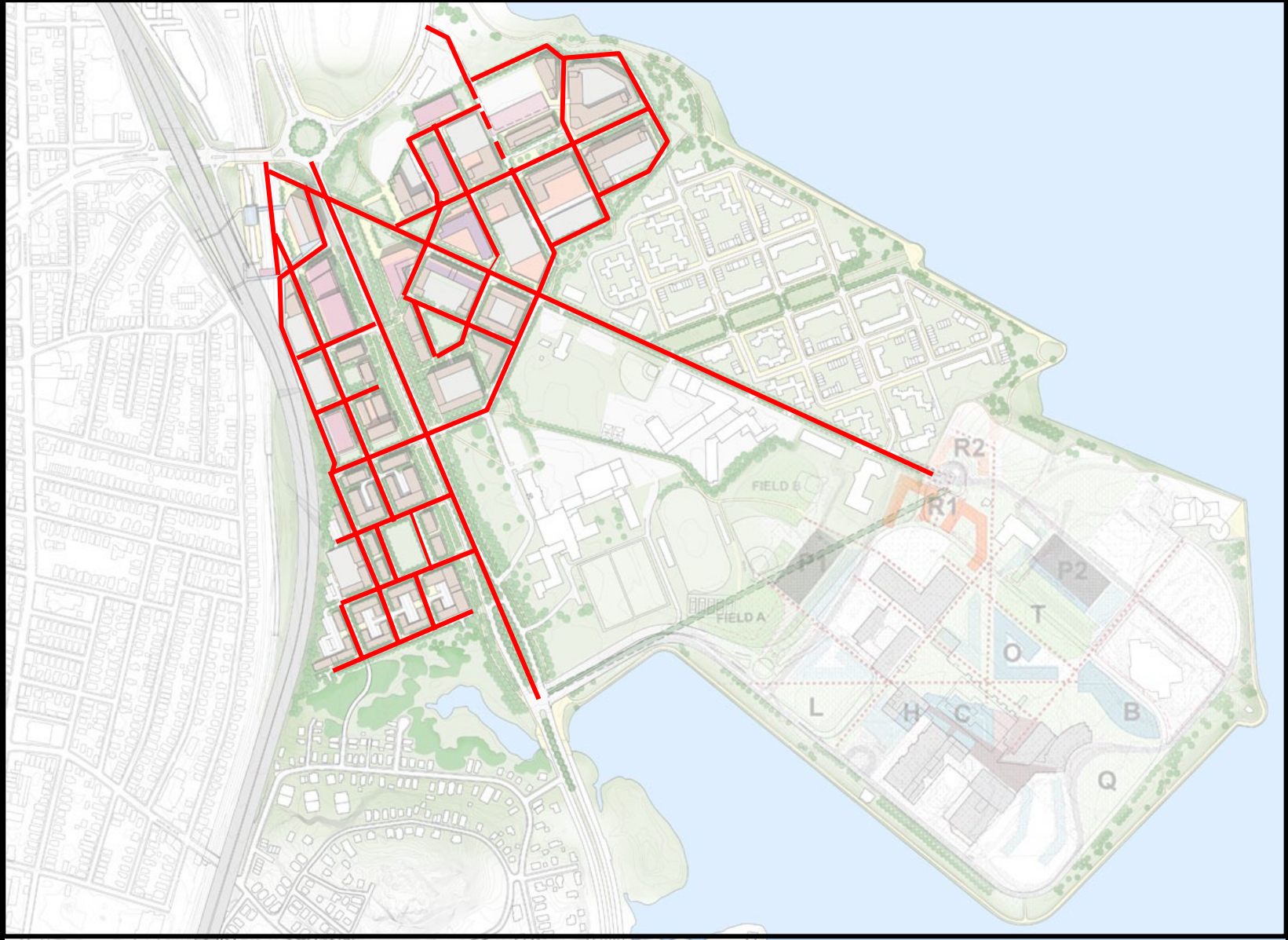
- Local traffic competes with dominant regional traffic
- 80-95 % of traffic at K-Circle is “through” traffic
- 70 % of Morrissey Blvd traffic is “through” traffic
- Adding roadway capacity to address existing deficiencies may not resolve difficulties for local traffic
- Additional capacity on the roadway network may simply be absorbed by regional traffic



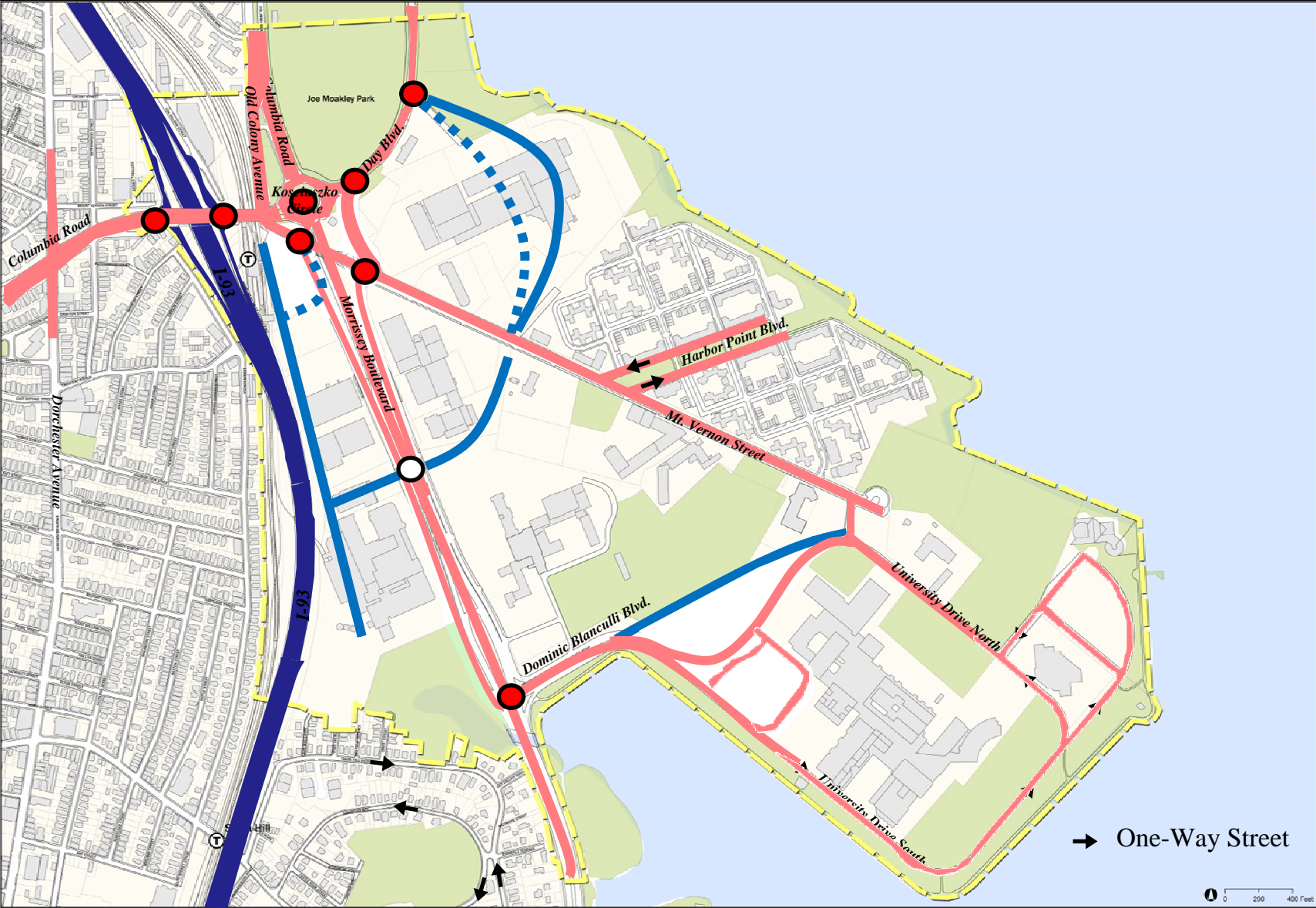
# Roadway Network



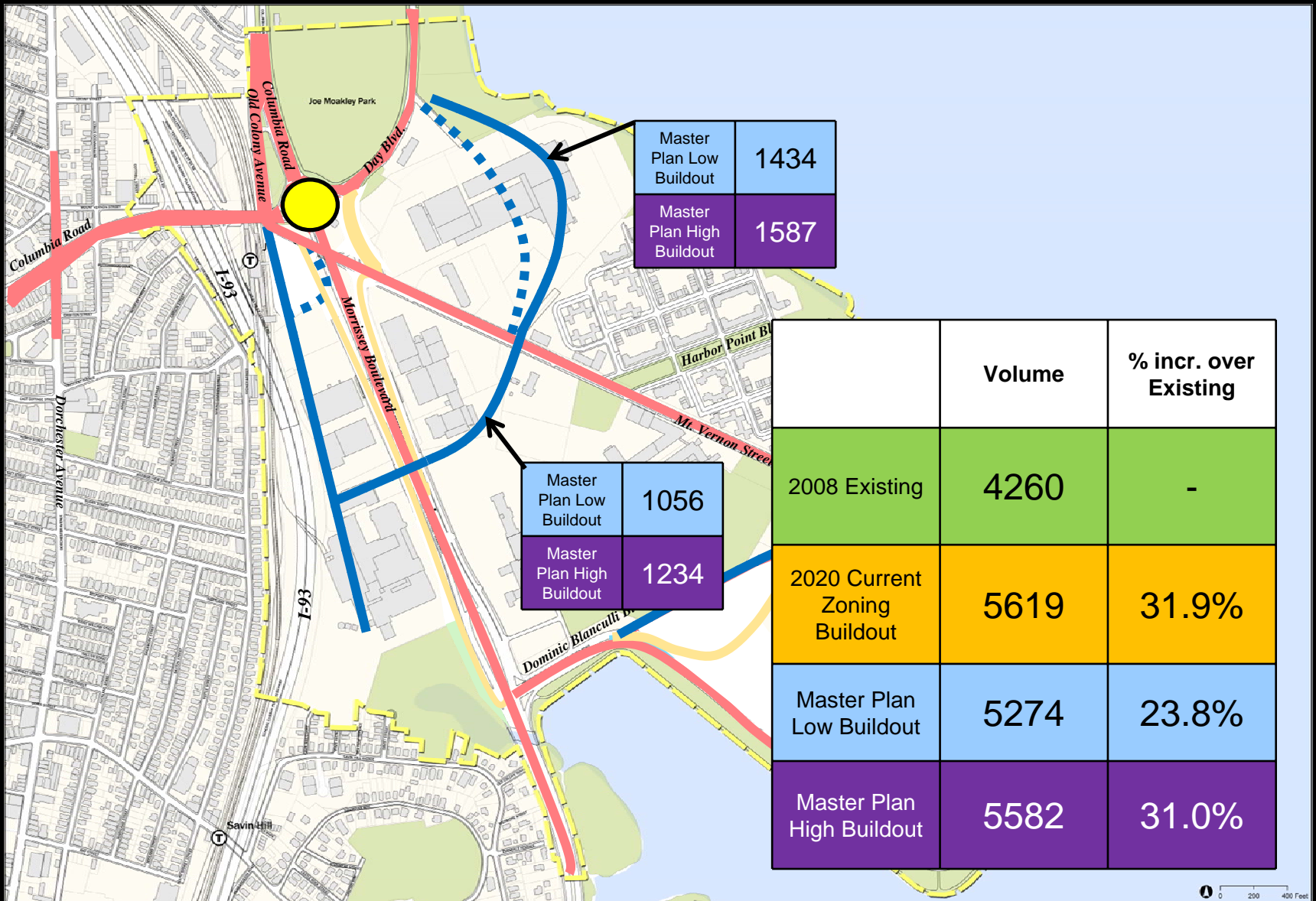
# Street Grid



# Problem Intersections



# K-Circle Changes in Volume (PM Peak)



# K-Circle

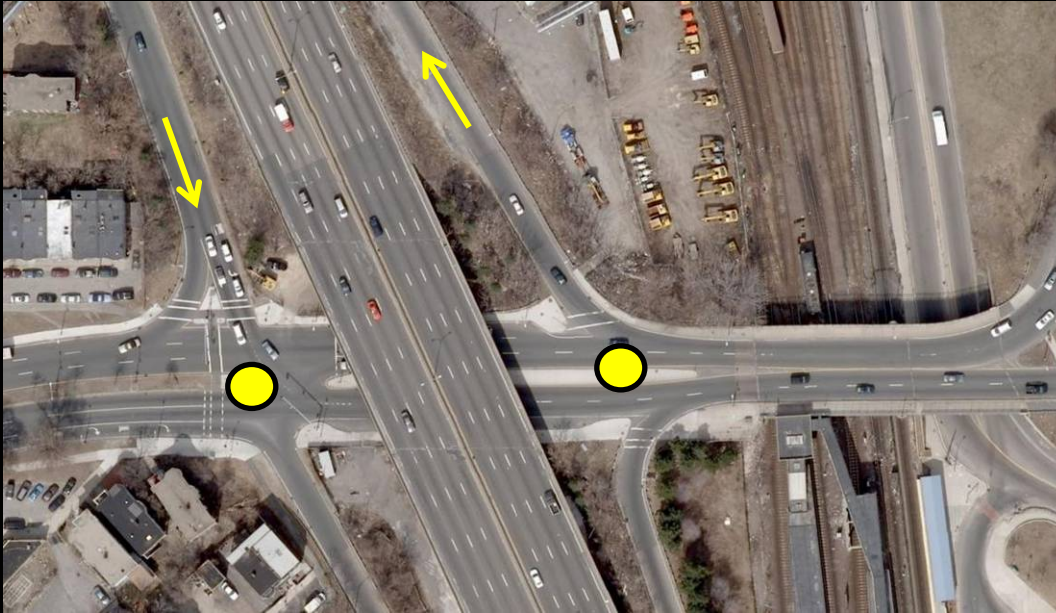
## Potential Improvement Strategies

- Basic signage and striping
- Eliminate left turn from the Chute (Short-term)
- Eliminate Columbia Road U-turns
- Create “slip lanes”
- Signalization
- Underpass or Overpass
- Relocation/reconfiguration as T-intersection



# Columbia Road/I-93 Ramps

## Potential Improvement Strategies



### Northbound Ramp

- Basic signage and striping
- Provide 2 lanes on northbound on-ramp
- Right-turn lane on westbound Columbia Road
- Signalize in coordination with southbound ramp intersection
- Break median to allow northbound left-turn to Columbia Road

### Southbound Ramp

- Basic signage and striping
- Revise lane designations
- Optimize signal phasing/timing
- Coordinate with N'bound I-93 Ramps

# Morrissey Blvd/Dominic Bianculli Blvd (Umass Drive) Potential Improvement Strategies

- New layout can be designed as needed
- Relocate turning lanes & U-turn to allow simplified signalization
- Pedestrian accommodations



# Infrastructure Phasing





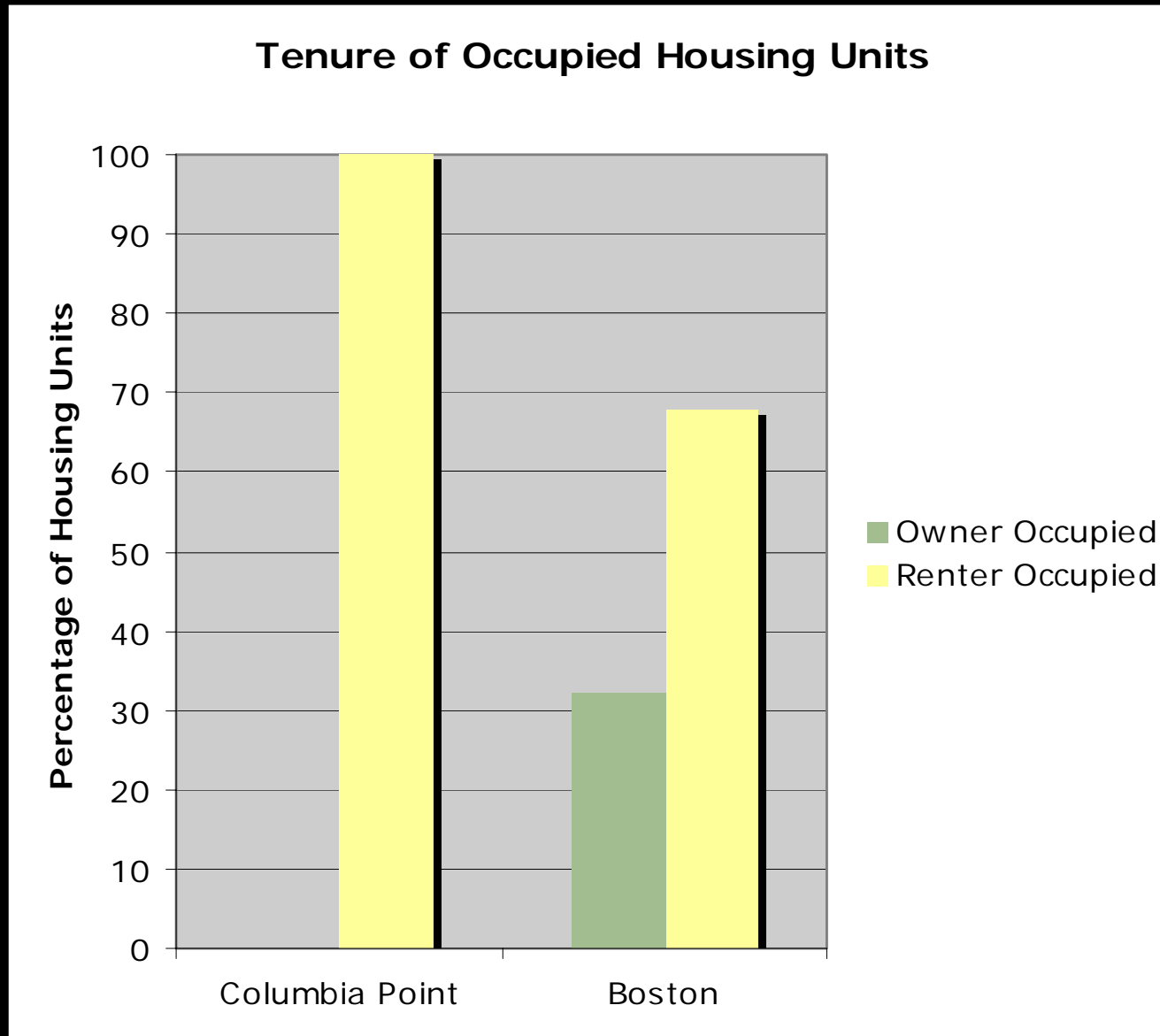
# What the Transportation Plan Does

- Reduces trip generation through “Smart Growth”
- Improves mobility for non-vehicular modes, reducing auto trips
- Provides substantial new roadway intended to keep “through” traffic on the regional roadways and improve local access
- Identifies a range of traffic/roadway improvement strategies for problem locations
- Allows development and infrastructure to be phased

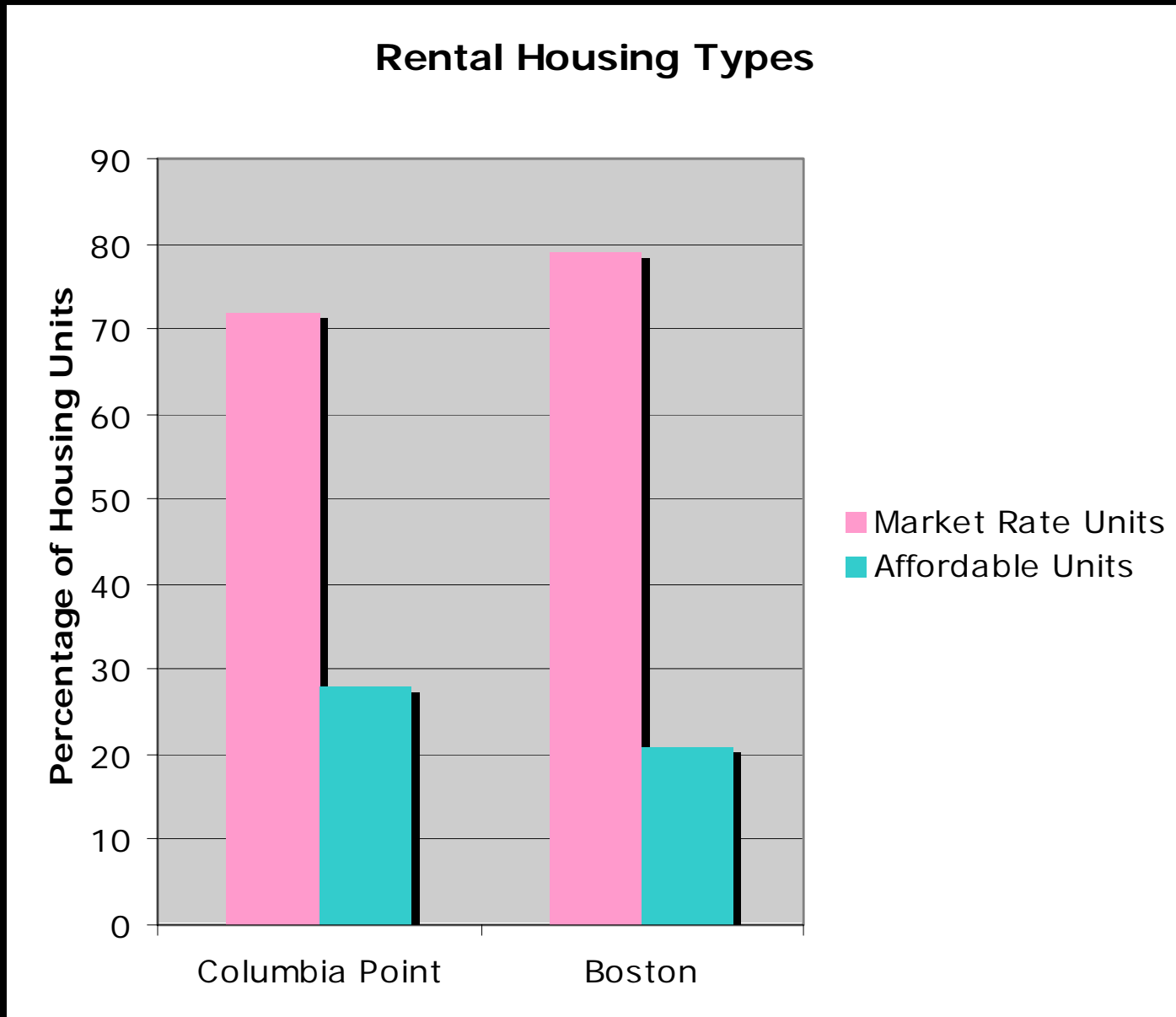
# Housing



# Rental vs. Ownership



# Affordable Housing



# Sustainability

