

Changes Incorporated into June 2011 Columbia Point Master Plan Based on Comments on July 2009 Draft Master Plan

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#	Comment	Date	Source	Response	Change to MP?
1	Columbia Road Roadway Segment: The Study Area map includes the intersection of Dorchester Avenue and Columbia Point. However, the plan does not address the portion of Columbia Road between the I-93 access ramps and Dorchester Avenue. In particular, it should address bicycle circulation and traffic conditions on this segment of Columbia Road.	7.29.09	Task Force	The intersection of Columbia Road and Dorchester Avenue was included in the Master Plan Study Area at the start of the project because of its important relationship to traffic circulation on Columbia Point. It makes sense to include the segment of Columbia Road between this intersection and the I-93 access ramps in the Master Plan's recommendation future traffic study and planning for this corridor. The Master Plan has been be modified to address bicycle circulation and pedestrian movement on this segment of Columbia Road, as well as to include this street segment as part of the recommendations (specifically, Implementation Action 6.10) for future study of the corridor.	Plan amended.
2	Pedestrian Improvements to Crescent Avenue and Columbia Road: While the Draft Master Plan calls for improving the pedestrian connection beginning at Sydney Street and continuing under the I-93 viaduct and through the MBTA Station, it should also call for improving the pedestrian environment along Crescent Avenue between Sydney Street and Dorchester Avenue and on Columbia Road between the I-93 access ramps and the intersection of Dorchester Avenue and Columbia Road (for example, by introducing street trees and lighting).	7.29.09	Task Force	Recommendations 4.5 and 4.5.1 in Chapter 4 have been modified to include Crescent Avenue.	Plan amended.
3	Future Transportation Study: The comprehensive transportation study of the Kosciuszko Circle/I-93 access ramps/Day Boulevard corridor should include the portion of Columbia Road between the I-93 access ramps and Dorchester Avenue.	7.29.09	Task Force	Agreed. Implementation Action 6.10 of the Draft Master Plan has been modified accordingly.	Plan amended.
4	New One Way Street from Savin Hill to Globe	7.29.09	Task Force	In Chapter 4 of the Draft Master Plan, the recommendations	

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	<p>Property: The new roadway connection between Savin Hill and Patten’s Cove could impact local traffic in that drivers from outside the neighborhood might attempt to use the new street route as a short cut. Traffic impacts should be studied before the roadway is built.</p>			<p>for the Boston Globe/Channel 56 Parcels (“Key Concepts”) have been modified to emphasize that a goal of this proposed new street is to facilitate <i>access for the Savin Hill neighborhood to the north</i>, and that regional, cut-through traffic should be strongly discouraged in the design of the one way street. Prior to designing and building the new street, a traffic study should be conducted to assess the potential for attracting unwanted traffic into the neighborhood and to develop corresponding design recommendations.</p>	<p>Plan amended.</p>
5	<p>Congestion in Kosciuszko Circle: Development under the Master Plan will overwhelm the area unless the congestion issues at Kosciuszko Circle area are addressed and a new design is developed.</p>	7.29.09	Task Force	<p>The Draft Master Plan already addresses issues concerning traffic congestion in and around Kosciuszko Circle. In particular, Implementation Action 6.10 calls for working with State agencies and stakeholders to carry out a comprehensive study and plan to address the traffic congestion issues at Kosciuszko Circle, the I-93 access ramps and Morrissey Boulevard. Moreover, the State’s 2008 Transportation Bond Bill (Chapter 303 of the Acts of 2008) provided \$700,000 for a study of Kosciuszko Circle. Elected officials from both the State and City have already had discussions to determine ways to activate this funding.</p> <p>It should be emphasized that these roadways are controlled by the State. As a result, resolving the transportation issues in this corridor will involve careful and patient coordination with the relevant State agencies. It should also be noted that the congestion issues in this area are heavily influenced by regional traffic. Indeed, 70 % of existing traffic on Morrissey Boulevard and between 80-95% of existing traffic on Kosciuszko Circle is “through” (regional) traffic.</p> <p>It is also important to understand that development allowed under the Master Plan will not all happen at once. Instead, development will occur incrementally and over an extended period of time. What this means is that the solutions to</p>	<p>No change required.</p>

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				<p>address any deficiencies in the existing transportation system need not take place immediately or at once but rather can be phased in over time as necessitated by, and in coordination with, future development.</p> <p>Finally, the City’s transportation consultant for the Columbia Point Master Plan has advised that the City and community should approach any proposals to expand the capacity of Kosciuszko Circle with caution, as expanding the capacity of the existing roadway system unnecessarily could have the undesirable effect of attracting more regional traffic into the area.</p>	
6	<p>Use of Berm under Morrissey Boulevard: Have the urban designers considered replacing the berm under Morrissey Boulevard immediately south of Kosciuszko Circle with columns, which would open it up for visual and physical connections to the Gateway Park?</p>	7.29.09	Task Force	<p>The project planning team looked into this idea early on in the planning process but decided not to include it in the Master Plan due to the high cost.</p>	No change required.
7	<p>Pinch Point near Mother's Rest: At the northern edge of the Bayside Redevelopment site where Mother’s Rest is located, the green space straddling the Harborwalk narrows significantly into a “pinch point” between Carson Beach on the west and West Link Park on the east. To relieve this pinch point and provide a more generous transition along the Harborwalk between these two parks, the Bayside Redevelopment project should be set back further.</p>	7.29.09	Task Force	<p>Agreed. The Master Plan has been revised to reflect more generous setbacks at this location.</p>	Plan amended.
8	<p>Pedestrian Paths in Patten's Cove: One of the pedestrian paths shown in the Patten’s Cove park design, which extends from one of the cul-de-sacs in Savin Hill all the way over to Morrissey Boulevard, should instead connect to one of the</p>	7.29.09	Task Force	<p>Agreed. The Illustrative Plan has been modified accordingly.</p>	Plan amended.

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	new streets within the Globe site plan to reflect future desire lines.				
9	Morrissey Boulevard Design & Capacity: How can Morrissey Boulevard be redesigned to be more like a true boulevard without adversely affecting its capacity to carry traffic?	7.29.09	Task Force	The redesign of Morrissey Boulevard proposed by the Master Plan (Recommendation 4.3.2) would not reduce the number of travel lanes; it would simply narrow the width of the travel lanes. The lane width reductions, combined with the landscape median, new crosswalks, and multi-use paths would all serve to make Morrissey Boulevard friendlier to other travel modes, such as walking and bicycling.	No change required.
10	EMK Institute; State Archives: The Draft Master Plan indicates that the JFK Presidential Library and Museum has plans to develop the Edward M. Kennedy Institute for the Study of the Senate (see page 14). However, the Institute is being developed by UMass Boston. The same page of the plan incorrectly states that there are no expansion plans at the present time among other institutions on Columbia Point. It should be noted that the JFK Presidential Library & Museum is undergoing the construction of a two-story, 30,000 square foot addition which will be used for archival storage.	7.29.09	Task Force	Corrections noted and made to the Master Plan.	Plan amended.
11	Affordable Housing Information: Task Force members requested additional information regarding affordable housing income targets to help inform their discussion concerning affordable housing recommendations.	7.30.09	Task Force	This information was provided to public at the 9.25.09 community-wide meeting.	No change required.
12	Chapter 40R Funds & Inclusionary Housing: The Task Force proposed that the Master Plan include a provision to recommend that the City Council direct that any funds that would accrue to the City through the creation of a 40R district in Columbia	7.30.09	Task Force	Chapter 40R requires a greater depth of affordability than the City's Inclusionary Development Policy (IDP). In particular, Chapter 40R would require that all affordable units be restricted to households earning no more than 80% of the area median income (AMI), a stricter income threshold than the	Plan amended.

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	Point be used in the Columbia Point Master Plan planning area.			<p>IDP. Given the current real estate market slump, this lower income threshold could negatively impact project feasibility. Therefore, the inclusionary recommendation has been revised so that the goal of achieving affordability in 20 percent of the housing units remains, but the income targeting remains consistent with the IDP instead of Chapter 40R. Nevertheless, encouraging the creation of Chapter 40R districts remains a goal. The revision to the recommendation reads as follows:</p> <p>5.5 Affordable Housing: <i>Strive to ensure that 20% of all new housing is affordable to a range of incomes at and below 100 percent of the area median income (AMI). All other requirements of the City's Inclusionary Development Program shall apply. To create vibrant, diverse, and economically sustainable neighborhoods, developers will be strongly encouraged to build the affordable units on-site. To facilitate financial feasibility, developers should consult with the BRA Housing Director about City, State and Federal funding resources available to finance affordable housing. Developers will be encouraged to create Chapter 40R Smart Growth Zoning Overlay Districts, which would result in on-site affordable housing while yielding financial payments to the City. Should Chapter 40R payments accrue to the City as a result of the adoption of a 40R district in Columbia Point, City legislative action should be taken such that the funds would be earmarked for improvements in Columbia Point related to implementation of the Master Plan.</i></p>	
13	Housing for Single Individuals: The Master Plan addresses the need for housing for seniors, families, and other groups, but not for single individuals. Housing for single persons is needed.	7.30.09	Task Force	Objective 5.3 of the Housing Chapter has been amended to address the need for housing for single individuals.	Plan amended.
14	Grey Water: Does the Master Plan allow for the	7.30.09	Task Force	The Commonwealth of Massachusetts Department of	No change

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	use of grey water as a sustainability strategy?			Environmental Protection (DEP) has adopted strict regulations regarding grey water. In particular, DEP requires double plumbing which makes it cost prohibitive for most developments. For this reason, the Sustainability Chapter of the Master Plan refers to rainwater reuse but not sanitary flows.	required.
15	Pedestrian crosswalks and volumes: WalkBoston urges the inclusion of pedestrian crossings in the proposed future traffic study of Kosciuszko Circle and any and all future studies on the intersection of Mt. Vernon Street and Morrissey Boulevard. Future studies should include projected pedestrian volumes to and from the JFK/UMass MBTA Station.	7.15.09 Letter	WalkBoston	Implementation Action 6.10 of the Draft Master Plan has been amended to include the issue of pedestrian crossings and volumes as part of the traffic study of Kosciuszko Circle and adjacent roadways.	Plan amended.
16	Future Population and Proposed Open Space Acreage: 4,300 dwelling units are proposed, conservatively adding 8,600 new residents. The range of households will include families. The increase in office and retail population will have an impact on the demand for passive and active open space. The Plan provides just 11 acres of open space.	10.20.09 Letter	Boston Parks and Recreation Department	The final June 2011 Columbia Point Master Plan provides for 16.9 additional acres of publicly accessible and protected open space, up from approximately 11 acres in the July 2009 Draft Master Plan. Based on the assumptions outlined in this comment letter, at full buildout the Master Plan would add an estimated 8,200 persons (4,100 du's X 2) to a baseline impact area population of 24,109. The additional 2030 TAZ estimate of 4,286 additional persons brings the total 2030 population to 36,595 (24,109 + 8,200 + 4,286 = 36,595). At full buildout, the total amount of open space for the "impact area" would include existing open space of 170.63 acres, plus 16.9 additional acres on the redevelopment parcels, for a total of 187.53 acres. Based on the Boston Parks and Recreation Department planning goal of 5.0 acres per 1,000 people, the year 2030 ratio of park acreage to 1,000 persons would be 187.53/36.59, or 5.12. Thus, the City's parks-to-population target ratio would be exceeded.	Plan amended to increase open space.
17	Access to Joe Moakley Park: The plan should recommend ways to improve access to Joe Moakley	10.20.09 Letter	Boston Parks and	Recommendation 7.2 of the Draft Master Plan (which address "physical and visual links between key open spaces") has been	Recommendation

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	Park.		Recreation Department	revised to add language calling for improved connections to Joe Moakley Park.	7.2.7 added.
18	Calf Pasture: UMass Boston is likely to use the Calf Pasture for campus populations as opposed to the general public.	10.20.09 Letter	Boston Parks and Recreation Department	While Calf Pasture is owned by UMass Boston, the campus is open to the general public and is not limited to use by students. Also, the recently completed UMass Master Plan calls for improving connections between the campus and community.	No change required.
19	Parks Internal to Redevelopment Parcels: The parks proposed for the major redevelopment parcels appear small and intended for passive rather than active recreation. Language should be added to include play lots and playing courts (Recommendations 4.1.1 and 7.1.1).	10.20.09 Letter	Boston Parks and Recreation Department	The language of the plan already calls for tot lots and basketball courts as part of the internal parks within the redevelopment properties. The language of recommendation 4.1.1 has been expanded to include “play lots, courts and fields”. Also, the Master Plan has also been modified to increase the amount of open space on the redevelopment parcels.	Plan amended.
20	Indoor recreation: The Plan recommendations concerning indoor community facilities should also include indoor recreation (Recommendations 4.1.5 and 7.1.5).	10.20.09 Letter	Boston Parks and Recreation Department	Objective 7.1.1 (Chapter 73, page 1) will be amended to include indoor recreation.	Change pending by errata sheet.
21	Availability of UMass Boston and BC High Athletic Facilities for Public Use: The Boston Parks Department states that UMass Boston and BC High facilities are made available for general public use only on rare occasions (Recommendations 4.1.6 and 7.1.6).	10.20.09 Letter	Boston Parks and Recreation Department	The Master Plan has been amended to note the following: BC High rents space to local groups and organizations for a fee, but does not allow the general public free and open access to its athletic facilities. UMass Boston contracts out its facilities to the community for a fee as well. In addition, UMass Boston periodically provides open skate, swim and gym facilities for community members on a fee basis. UMass Boston also provides watersheet recreation including sailing and kayaking to community members on a fee basis. Information about community memberships is available at http://www.beaconsathletics.com/ot/CommunityMembership	Plan amended.

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				.html) Baseball fields and tennis courts are not available to the public. Periodically UMass Boston also allows use of facilities by community groups or organizations charging a nominal fee for security and personnel. Recommendations 4.1.7 and 7.1.7 have been amended to reflect this information.	
22	Linking Patten’s Cove to New Open Space at Globe Parcel (Implementation Action 4.2.5): The proposed new open space on the Globe parcel should be located adjacent to Patten’s Cove to make it more accessible to Savin Hill.	10.20.09 Letter	Boston Parks and Recreation Department	Placing two large open spaces side by side can actually have a deadening effect on activity because the space can feel overly exposed and unprotected. By placing this park closer to the heart of the Boston Globe site, the park will have natural surveillance from nearby development, lending it a sense of “eyes on the park” from surrounding development. Therefore, the BRA does not support moving the proposed park adjacent to Patten’s Cove. However, the Master Plan has been amended to allow future open spaces on the Boston Globe site to be reconfigured and/or consolidated to improve their usability for active recreation.	Plan amended.
23	Street Trees: It should be Master Plan policy that maintenance of new street trees be the responsibility of each developer/owner, with regulatory oversight by Boston Parks Department (Recommendations 4.3.3 and 7.3.3).	10.20.09 Letter	Boston Parks and Recreation Department	Recommendations 4.3.3 and 7.3.3 have been revised accordingly.	Plan amended.
24	Playing Fields: None of the proposed parks on the redevelopment parcels specifically calls for active playing fields, as suggested by LEED-ND guidelines.	10.20.09 Letter	Boston Parks and Recreation Department	Recommendation 7.1.1 of the Master Plan has been amended to include active playing fields where feasible on the Bayside and Boston Globe parcels.	Plan amended.
25	Development on public school sites: The plan should propose expansion of the public schools to meet future educational demands of the new population, rather than residential development.	10.20.09 Letter	Boston Parks and Recreation Department	Chapter 4 (pg 43) of the Master Plan has been amended to emphasize that residential uses are alternative uses for the school sites, but that continuation and expansion of public schools might be appropriate.	Plan amended.
26	Link between Patten’s Cove & Calf Pasture: This link is unsupportable because UMass Boston is	10.20.09 Letter	Boston Parks and	UMass Boston is a State-owned facility and, as such, most of its campus, including its open spaces, is open to the public.	No change required.

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	likely to gear its use to its student body.		Recreation Department	Therefore, the recommendation will stand.	
27	Public Education: No mention is made in the Master Plan of the need for future educational facilities.	10.20.09 Letter	Boston Parks and Recreation Department	At full buildout, the Master Plan could result in between 2,000 and 3,000 new school age students. Chapter 9 (pg 93) of the Master Plan has been amended to reflect the Boston Public Schools' approach to expanding school capacity to meet increased population needs.	Plan amended.
28	Article 80 Review Process: Implementation Step 7.1 calls on developers to prepare a report identifying how their development projects will meet the goals and objectives of Chapter 7 of the Master Plan. This report should be reviewed by the Parks and Recreation Department.	10.20.09 Letter	Boston Parks and Recreation Department	Recommendation 7.1 of the Draft Master Plan has been revised accordingly.	Plan amended.
29	Adequacy of Open Space: Application of the "Open Space Impact Assessment Method" indicates the amount of publicly accessible and protected open space under the Master Plan fails to reach the City's planning goal of 5 acres per 1,000 residents.	10.20.09 Letter	Boston Parks and Recreation Department	See response to #16 above.	No additional changes required.
30	Targeting in lieu fees for affordable housing to specific neighborhoods: Can the City require that in lieu fees generated by the Inclusionary Development Program be used in a specific neighborhood?	12.10.09	Task Force	There are precedents for the City's earmarking in lieu fees for a specific neighborhood. This strategy is most effective when there is a specific proposed project in a neighborhood that can benefit from the funds; the strategy is counterproductive when there is not a specific project proposal because the funds can remain in an account unused for an extended period of time. The BRA can pursue this strategy on a case by case basis, but not as a matter of general policy.	No change required.
31	Costs of New Infrastructure: Can the BRA quantify the costs of major parks and infrastructure improvements described in Chapter 11 of the Master Plan?	12.10.09	Task Force	Based on "order of magnitude" cost estimates, the new Morrissey Boulevard intersection would cost approximately \$1.5M to construct. The "New Street" connecting Morrissey Boulevard to Mt. Vernon Street would cost approximately \$2.1M. These roadway cost estimates are very preliminary and do not account for contingencies.	No change required.

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				The average costs of building a number of new parks recently in the City of Boston was approximately \$100 per square foot. The Master Plan proposes 16.9 acres, or 736,154 square feet of new parks within the redevelopment parcels. Based on the average cost of building other recent new parks, the cost of these parks on the redevelopment parcels is estimated at approximately \$74 million.	
32	Water Transportation: The Master Plan appears to be silent on the issue of water transportation. This is a viable form of transportation on Columbia Point.	12.10.09	Task Force	The Master Plan does include policies to support water transportation. Implementation Action 7.6 states, "Where feasible and appropriate, mandate that water transit landside support facilities (such as ticketing, information, call boxes, sheltered waiting areas, pay phones and maintenance/storage) are established at development sites."	No change required.
33	JFK/UMass MBTA Station Capacity: There is some concern that the MBTA station may not be able to handle future growth in demand for transit as a result of development under the Master Plan.	12.10.09	Task Force	The MBTA Planning Department has provided the following response: While JFK/UMass Station is at 85% of its capacity under current service conditions, capacity and reliability of the station service could be increased with improvements to the track and signal system infrastructure. State of good repair improvements are a priority for MBTA capital planning. Upgrade of Red Line signal system at Columbia Junction is currently programmed as a major infrastructure project being implemented by the MBTA; signal failures at this location account for 25% of the Red Line delays.	No change required.
34	Proposed building heights: Some Master Plan Task Force members expressed concern that building heights proposed in the Master Plan are too high and out of scale with surrounding neighborhoods. Also, specific concern was expressed that the height of the proposed building on the MBTA air rights parcel was too tall given the distance	12.10.09	Task Force	Maximum heights have been reduced as reflected in the final June 2011 Master Plan. Moreover, the distance between the MBTA air rights parcel and Sydney Street is approximately 250 feet. This distance, which includes the width of the I-93 expressway viaduct, provides a substantial buffer between prospective new buildings and existing neighborhoods.	Allowable maximum heights amended.

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	between this parcel and the Sydney Street neighborhood.				
35	Building Massing Some Task Force members expressed concern that the three dimensional renderings of buildout under the Master Plan show building massing that are too blocky and out of character with surrounding neighborhoods.	12.10.09	Task Force	Chapter 4 elaborates a series of “Area-wide Design Guidelines” for all of the redevelopment parcels on Columbia Point. Under the caption “Building Quality”, the Design Guidelines state, “Setbacks, corner treatments, projecting bays, balconies, and other design details should be used to minimize the sense of bulk of structures, and the use of ornamental and decorative elements appropriate to the urban context is encouraged.” Under “Massing/Height”, the guidelines state that, “Building heights should be varied to create interest and to allow sunlight to penetrate.”	No change required.
36	Fiscal Impact Analysis: The Fiscal Impact Analysis does not fully address the existing tax revenues attributable to existing development.	9.18.09 E-mail	Sovereign Bank	Correct. The Fiscal Impact Analysis in Chapter 10 has been expanded to include an analysis of the fiscal impacts associated with <i>existing development</i> on the redevelopment properties.	Plan amended.
37	Land Use: Table 4.3 (Land Use Build-out) should include the Edward M. Kennedy Center for the Study of the Senate, approximately 40,000-SF, on land owned by UMass Boston.	11.30.09 Letter	The Boston Harbor Association (TBHA)	Buildout in Table 4.3 reflects only redevelopment properties. However, the development of the new EMK Center has been acknowledged in the text of the Master Plan.	Plan amended.
38	Watersheet Activation: Identify appropriate sites for a public landing as well as examine possible sites for a boat ramp to replace the one at the Old Colony Yacht Club that was closed by National Grid.	11.30.09 Letter	TBHA	The Massachusetts Department of Conservation and Recreation (DCR) has indicated that water depths around Columbia Point are too shallow for a public landing.	No change required.
39	Watersheet Activation: Identify additional opportunities for recreational fishing.	11.30.09 Letter	TBHA	There is already a fishing platform adjacent to the Bayside Exposition property.	No change required.
40	Harborwalk: Support completion of the “missing link” of the Harborwalk on UMass Boston property.	11.30.09 Letter	TBHA	Finishing this portion of Harborwalk and creating public access here is a top priority for the City. Implementation Actions 7.6 already addresses this issue.	No change required.
41	Harborwalk: Include Harborwalk connection south to Malibu Beach from Columbia Point and further south to Tenean Beach and the Neponset River	11.30.09 Letter	TBHA	One of the ten Master Plan principles as outlined in Chapter 4 reads as follows: “ <i>Connectivity:</i> Create strong visual, pedestrian, and vehicular connections between Columbia	No change required.

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	Greenway.			Point redevelopment parcels and between Columbia Point and the adjacent neighborhoods.”	
42	Harborwalk: Include ways to promote and integrate “Arts on the Point” with the usage of the Harborwalk and with visitation to other cultural and educational facilities on Columbia Point.	11.30.09 Letter	TBHA	Objective 7.6.2 regarding “Arts of the Point” has been added to the Master Plan.	Plan amended.
43	Climate Change Adaptation: Attention should be given to bulkhead conditions and reconstruction/replacement proposals relative to annual flooding and velocity zones, and impacts on the existing storm drainage and underground utilities and applicable replacement/extension guidelines.	11.30.09 Letter	TBHA	A Climate Action Plan for the City of Boston currently exists. In March 2009, the Mayor appointed a Climate Action Leadership Committee. One of the topics they are reviewing is the rising sea level and its associated impacts. Action 8.5 has been added to the Master Plan to support the recommendations of the Climate Action Plan.	Plan amended.
44	Short-term list of improvements: Create a list of improvements that can be implemented in the next one to five years.	11.30.09 Letter	TBHA	Unfortunately, there are no public funds to pay for these improvements at the present time. Since these improvements will be tied to individual development projects, the timing is uncertain.	No change required.