



Fairmount Indigo Planning Initiative

Four Corners / Geneva Avenue Working Advisory Group

(WAG) Meeting #1

Tuesday, July 22, 2014
6:00 – 8:00 PM

Erie/Ellington Community Center

Prepared by:

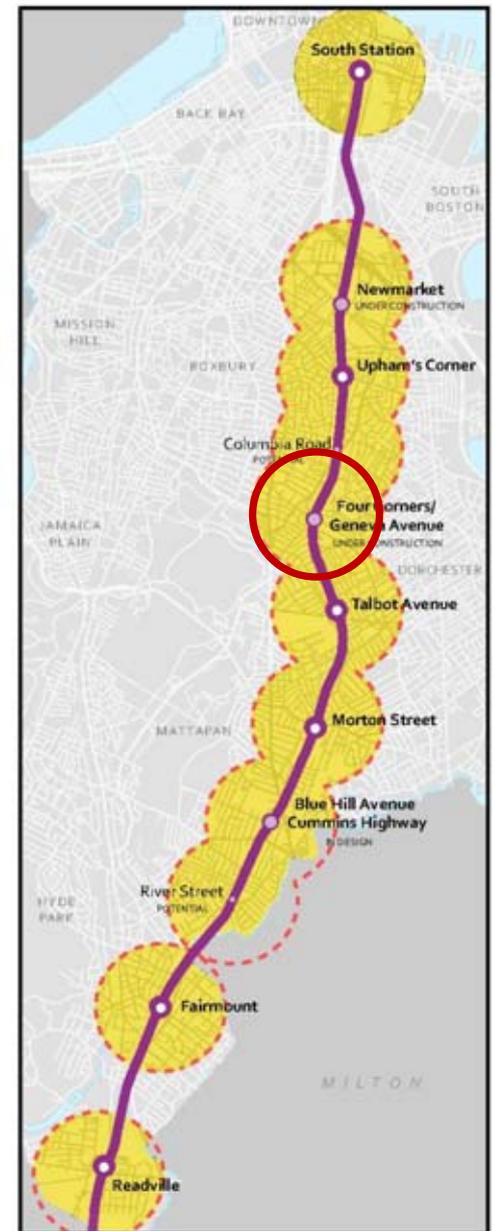
The Cecil Group Team

The Cecil Group
HDR Engineering, Inc.
Byrne McKinney & Associates, Inc.
McMahon Associates
Bioengineering
SAS Design, Inc.
Shook Kelley



AGENDA

1. Welcome and Introductions
2. Advisory Group Roles and Rules
3. Planning Context
 - a) History of the Fairmount Indigo Line
 - b) Corridor-wide Planning
 - c) Station Area Planning
4. Four Corners/Geneva Ave. Station Area Context
5. Discussion
6. Next Steps



Four Corners/Geneva Ave. Working Advisory Group (WAG)

WELCOME AND INTRODUCTIONS

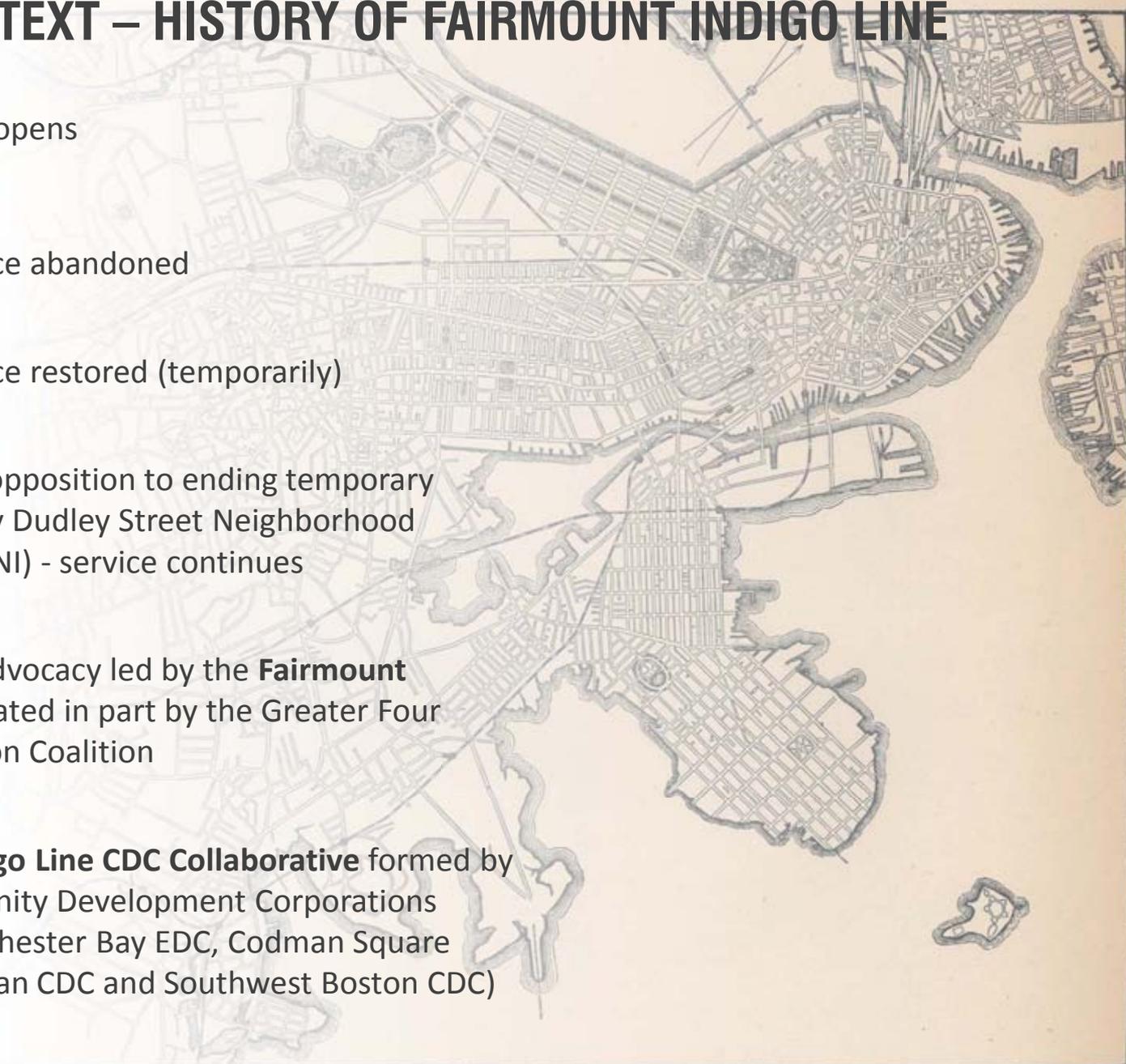


ADVISORY GROUP ROLES AND RULES

1. Each meeting is focused on presentation of a certain amount of content with time set aside for discussion.
2. Working Advisory Group is a mayoral-appointed body assigned to help lead this planning initiative.
3. All voices from the meeting will be heard, opinions of the WAG members will be heard first.
4. To ensure all voices are heard, all attendees should be aware of the time you are taking for comments, questions or concerns and be concise to allow time for all attendees to be heard.
5. When speaking, identify yourself by name, your affiliation with an organization, if any, and if you are a stakeholder in the area.



PLANNING CONTEXT – HISTORY OF FAIRMOUNT INDIGO LINE

- 
- 1855** Fairmount Line opens
- 1944** Passenger service abandoned
- 1979** Passenger service restored (temporarily)
- 1987** Neighborhood opposition to ending temporary service led by Dudley Street Neighborhood Initiative (DSNI) - service continues
- 1999** Transit equity advocacy led by the **Fairmount Coalition** created in part by the Greater Four Corners Action Coalition
- 2004** **Fairmount/Indigo Line CDC Collaborative** formed by Four Community Development Corporations (CDC's) (Dorchester Bay EDC, Codman Square NDC, Mattapan CDC and Southwest Boston CDC) form

PLANNING CONTEXT – HISTORY OF FAIRMOUNT INDIGO LINE

2005 Commonwealth commits to additional new stations as part of Big Dig mitigations

2006 Corridor planning concepts proposed in *Boston's Newest Smart Growth Corridor Study*

2007 Rebuilt Upham's Corner and Morton Street Stations open

2008 Fairmount communities form the Fairmount Greenway Task Force

2009 Fairmount is designated as a pilot corridor of the Partnership for Sustainable Communities program of the U.S. Department of Housing and Urban Development (HUD)

2012 Fairmount Indigo Planning Initiative begins

2013 New stations constructed and opened

Fare decrease on line to \$2.00 (except Readville)



The Cecil Group Team

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PLANNING CONTEXT – HISTORY OF FAIRMOUNT INDIGO LINE

Current Stations

- Newmarket (NEW)
- Upham's Corner
- Four Corners/Geneva Avenue (NEW)
- Talbot Avenue (NEW)
- Morton Street
- Fairmount
- Readville

Station in Design

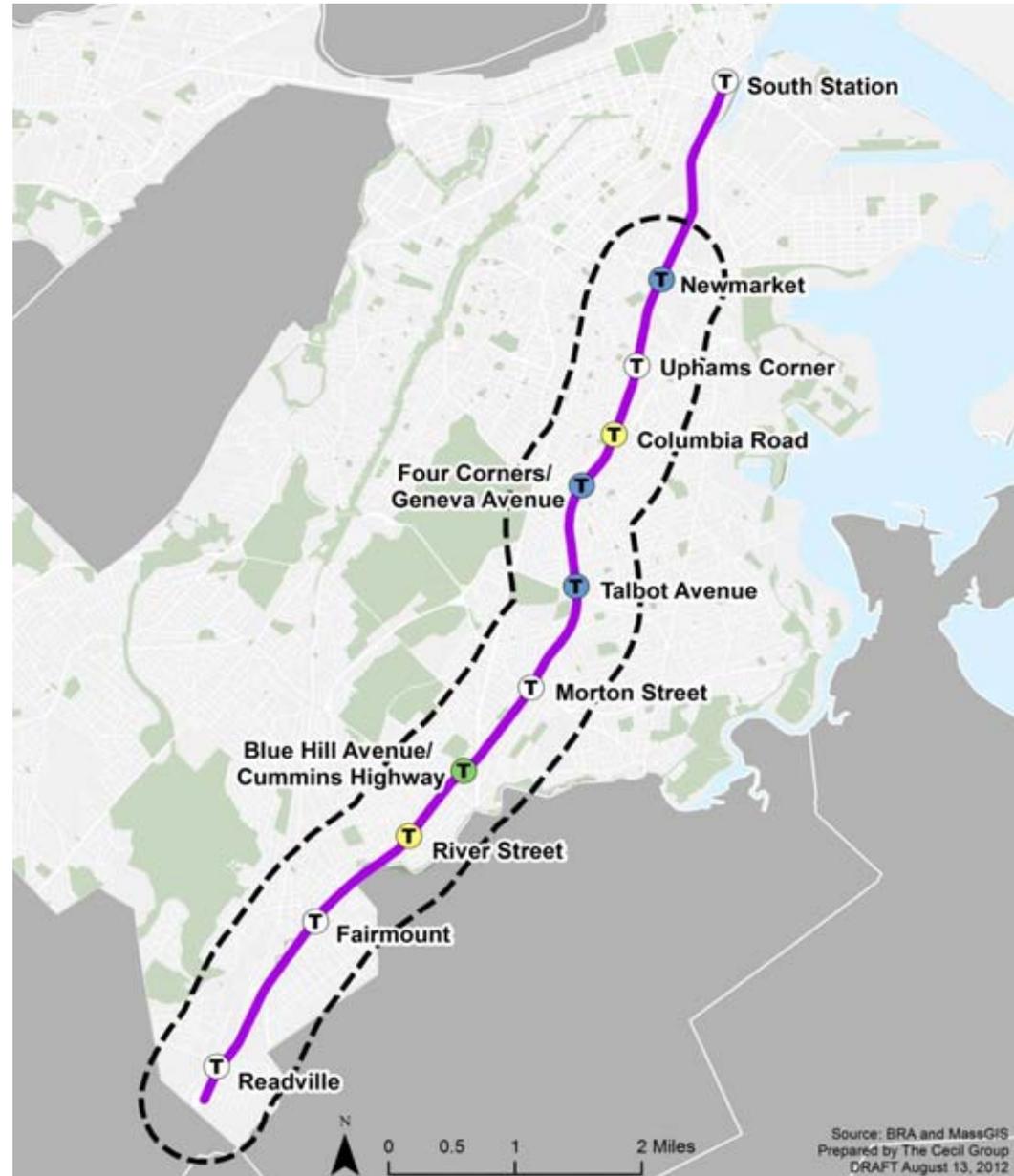
- Blue Hill Avenue/Cummins Highway

Proposed Stations

- Columbia Road
- River Street

Service

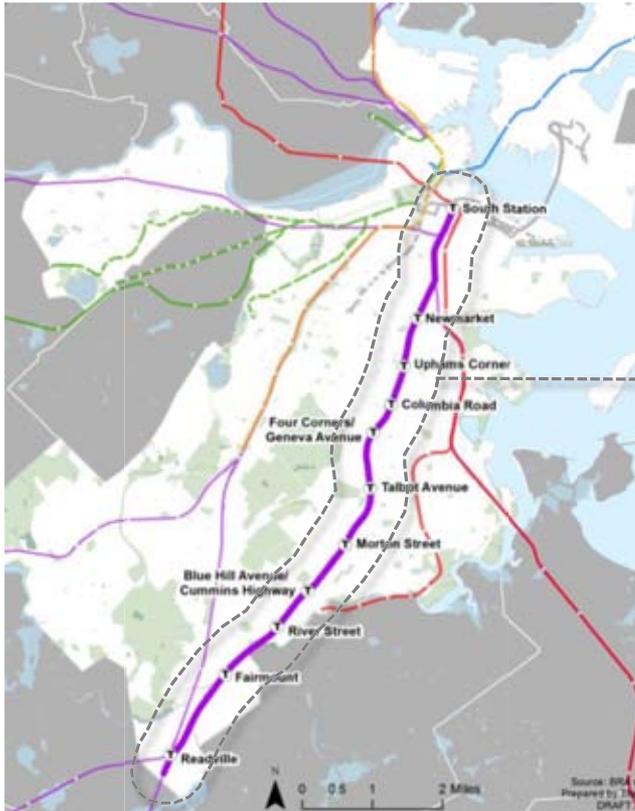
- Frequency - 30 minute peak, 60 minute off-peak
- No weekend service



PLANNING CONTEXT – CORRIDOR-WIDE PLANNING

- Guide physical and economic **development**
- Encourage **sustainable** growth and transit-oriented development (TOD)
- **Limit displacement** of existing residents and businesses
- Incorporate existing planning initiatives (City-led and Community-based) into **one vision** for the future

City Context



Corridor



Station Areas



PLANNING CONTEXT – CORRIDOR-WIDE PLANNING

Corridor-wide

Strategy: Community Vision

Corridor Identity

Corridor-wide

Strategy: Growth, Brand and Station Area Action Plans

Corridor-wide Plan
(Comprehensive Corridor Plan)

Neighborhood Scale:

Economic, urban design, public realm, and open space plan

Station Area Plans



PLANNING CONTEXT – CORRIDOR-WIDE PLANNING

INDIGO Vision

- The Fairmount Indigo Corridor is a unique collection of neighborhoods and commercial centers within Boston. It provides **new opportunities to link culturally rich residential areas with mixed-use amenities** in settings that are **accessible and affordable**.



The Cecil Group Team

PLANNING CONTEXT – CORRIDOR-WIDE PLANNING

INDIGO Principles

GO

Diverse Communities

“The entire world is at home here”

GO

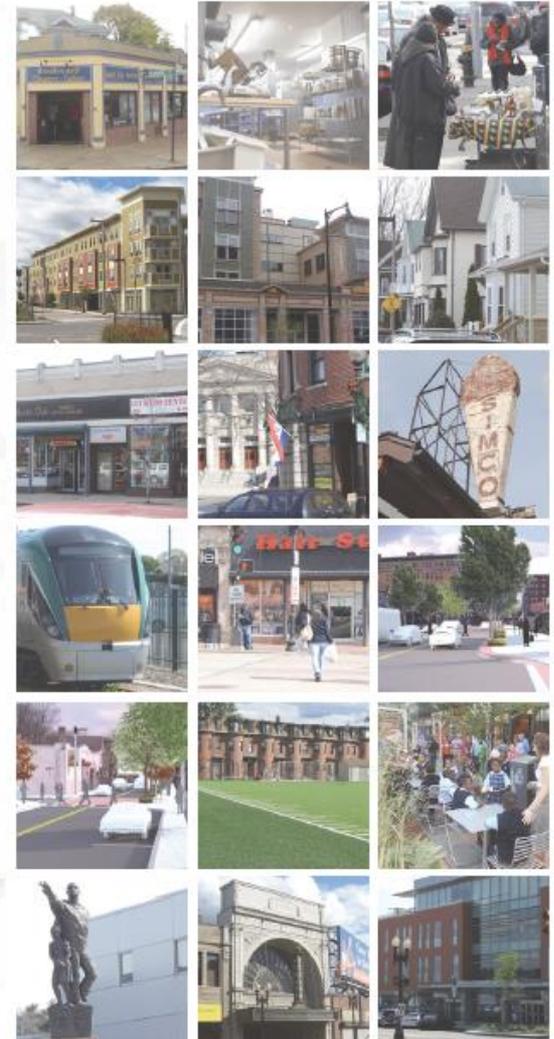
Complete Neighborhoods

Strategically reinforce places where resident and business needs for work, living, gathering, recreation and health can be met.

GO

Go Places

Each Station Area should have an Indigo Place, a physical representation of the principles of its community that connects civic, educational, food and cultural elements.



PLANNING CONTEXT – CORRIDOR-WIDE PLANNING

- ***Transit Equity***



- Integration of the Indigo Line with MBTA subway system
- Advocate for upgrading train technology to DMU's
- Advocate for adding capacity at South Station
- Advocate for proposed rail stations at Blue Hill, Columbia Road and River Street
- Advocate for integration of fares along the line equal to subway service (continue and expand pilot program)

PLANNING CONTEXT – CORRIDOR-WIDE PLANNING

• *Displacement Prevention*



- The plan is explicitly focused on the people and businesses of the Corridor
- Adding new TOD and mixed-income housing units helps in maintaining affordability
- Redevelopment must include workforce housing units
- Homeownership programs for current residents
- Small business loan programs, storefront improvement programs and support
- Direct links between jobs and residents of the Corridor

PLANNING CONTEXT – CORRIDOR-WIDE PLANNING

*The following six principles are **core components** of the Fairmount Indigo Corridor Strategy:*



Corridor of quality neighborhoods



Diversity of the corridor and neighborhoods



Employment center “bookends”



Strength of neighborhood centers

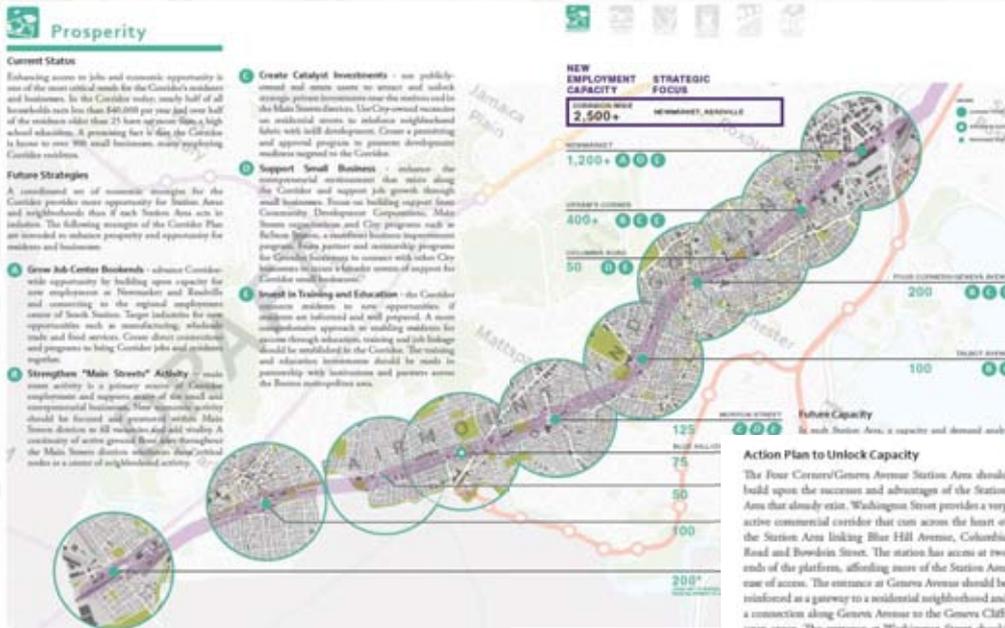


Quality of life core and services at stations



Links to education/institutions

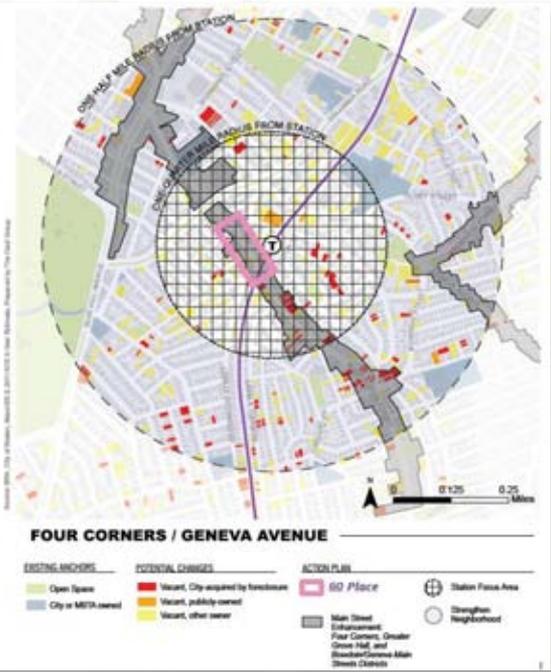
PLANNING CONTEXT – CORRIDOR-WIDE PLANNING



Action Plan to Unlock Capacity
The Four Corners/Geneva Avenue Station Area should build upon the success and advantages of the Station Area that already exist. Washington Street provides a very active commercial corridor that runs across the heart of the Station Area linking Blue Hill Avenue, Columbia Road and Bowdoin Street. The station has access at two ends of the platform, affording users of the Station Area easy access. The entrance at Geneva Avenue should be reinforced as a gateway to a residential neighborhood and a connection along Geneva Avenue to the Geneva Cliff open space. The entrance at Washington Street should be emphasized as a transit-oriented commercial corridor that provides a community gathering hub of local serving retail that will support and be supported by the surrounding residents. Strengthening connections to both Franklin Park and Mother's Rest Park enhance these excellent open space resources for residents and visitors.



- Land Use** - Reinforcing the residential character of the Four Corners/Geneva Avenue Station Area with infill residential development enhances the ability to add ridership and vitality to the Corridor. Larger parcels should be reserved for transit-oriented multi-family housing opportunities.
- Land Use** - A neighborhood-serving node of commercial activity and amenities should be supported and focused upon Washington Street. This is an ideal location for local retail and services with a station gateway to build upon the Go Place created at 157 Washington Street.
- Public Realm** - Improvements to the pedestrian and bicycle connections along Washington Street provide improved connections to the station and broader Corridor connections to Codman Square to the south. Enhance the pedestrian and bicycle connections to Franklin Park along Columbia Road and create a gateway into Four Corners at the intersection of Columbia Road and Washington Street.
- Open Space** - Highlight the proximity to existing open space resources of Franklin Park and Mother's Rest Park. In addition to strengthened connections to large existing open spaces, the addition of smaller pocket parks to increase neighborhood access to open space would enhance the walkability and quality of life. Open spaces immediately adjacent to the station entries should be reinforced as neighborhood gateways, such as the open space at the Dorchester Head Start and the station entry at Geneva Avenue.



PLANNING CONTEXT – UPHAM'S CORNER STATION AREA PLAN

Vision Statement

Upham's Corner is a revitalized retail, cultural and community center that is a celebration of diversity and an arts and cultural anchor of the Fairmount Indigo Corridor.

Community Goals

The goals of the community vision are to:

- Strengthen businesses and activity to revitalize and support the commercial and cultural center
- Reinforce a direct connection between the center of activity and the rail station
- Provide new housing opportunities near the station and main streets district to support vitality
- Reinforce a walkable neighborhood orientation through public realm and open space improvements
- Protect existing community assets found in the historic sites and buildings and current residents and businesses of Upham's Corner



Key Findings

Prosperity

1. Redevelop City-owned Maxwell Property to bring new investments
2. Address negative impact of Lane Building - short and long term
3. Reinforce Upham's Corner as an arts and cultural destination
4. Strengthen an active and walkable Main Street District

Housing

1. Encourage a mixed use Main Street with new residential uses
2. Increase housing choice with multi-family near rail station
3. Build vacant lots with homeownership opportunities
4. Emphasize culture and arts with new artist housing

Place

1. Reinforce Dudley Street connection to station
2. Improve wayfinding to Upham's Corner
3. Strengthen arrival sequence and gateways

Getting Around

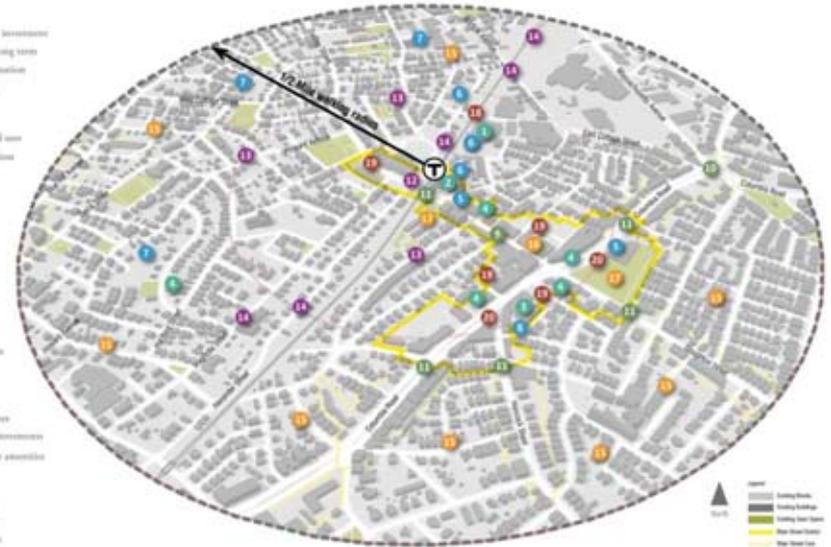
1. Create a multi-modal hub connecting to rail station
2. Enhance safety with neighborhood asset improvements
3. Link connections as per Gateway Concept Plan

Parks/Public Space

1. Establish new neighborhood open spaces/agriculture sites
2. Expand public space with substantial public realm improvements
3. Improve access to existing public space and community amenities

Quality of Life

1. Add a new station entrance and platform connection
2. Encourage shared/managed public and private parking
3. Promote public art as a consistent feature of the district



PLANNING CONTEXT – BLUE HILL/CUMMINS STATION AREA PLAN

Community Vision

The community vision was created through a community planning and visioning process that included a community workshop, community open house, and a series of eight meetings with a Mayoral appointed Working Advisory Group (WAG), many in-person visits to each Station Area neighborhood, stakeholder, resident and advocate interviews and an analysis of the existing conditions of the Station Area. The Vision Statement sets a direction for future efforts in the Blue Hill Ave/Cummins Highway Station Area. The Community Goals add more detail to the statement.



Vision Statement

The Blue Hill/Cummins Highway Station Area is a safe and walkable community with high quality residential neighborhoods, a vital commercial and cultural district at Mattapan Square, excellent transit access and affordability.

Community Goals

The goals of the community vision are to:

- Minimize displacement of current residents and businesses to preserve diversity of the community
- Reinforce residential community with safe streets, high quality parks and housing that is renewed while retaining affordability
- Strengthen commercial and cultural activity in Mattapan Square

The Station Area Plan is an important hub of economic prosperity in the Fairmount Indigo Mattapan Health Centre and supporting economy Area and its neighborhood. Key recommendations have been outlined by topic in Place, Getting Around, and Parks/Public Space. The Station Area Plan is a topic area to reinforce the neighborhood.

Key Findings

Prosperity

- 1 Redesign City-owned Core Food Property to bring new investment
- 2 Leverage MBTA Parking Lot Parcel as a community development catalyst
- 3 Improve utilization of existing upper level commercial space
- 4 Strengthen storefront and small business programs
- 5 Expand training and education for local wealth creation

Home

- 6 Maintain affordability and minimize displacement of residents
- 7 Introduce mixed-income and multi-family redevelopment near station
- 8 Infill residential to strengthen neighborhoods
- 9 Expand homeownership programs to build local investment

Place

- 10 Improve character of Mattapan Square Main Streets
- 11 Strengthen gateways at Blue Hill Avenue
- 12 Reinforce culture and public art
- 13 Expand restaurant offerings
- 14 Highlight the Neponset River as a unique asset

Getting Around

- 15 New station entry improvements at Blue Hill/Cummins
- 16 Mattapan Square intersection improvements
- 17 Blue Hill Ave/Cummins Highway streetscape improvements
- 18 Enhanced parking management in Mattapan Square

Parks/Public Space

- 19 Improve safe connections to existing parks
- 20 Enhance lighting and safety at existing parks
- 21 Enhance gateway connections to the Neponset River
- 22 Rebalance streetscape and sidewalks for pedestrians

Quality of Life

- 23 Address Station Area crime and safety concerns
- 24 Expand cultural/community/gathering space offerings
- 25 Reinforce community and family orientation



Four Corners/Geneva Ave. Working Advisory Group (WAG)

DISCUSSION



Four Corners/Geneva Ave. Working Advisory Group (WAG)

STATION AREA CONTEXT

Topic Outline:

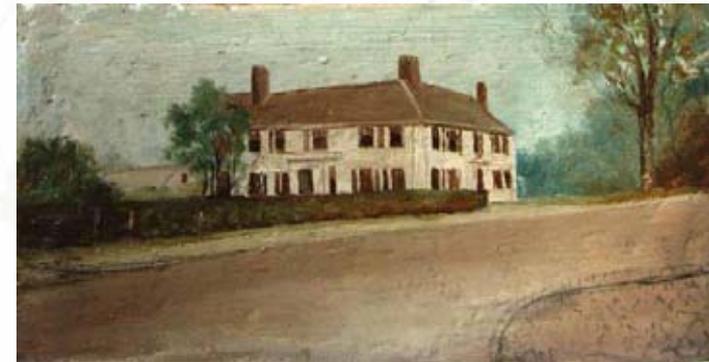
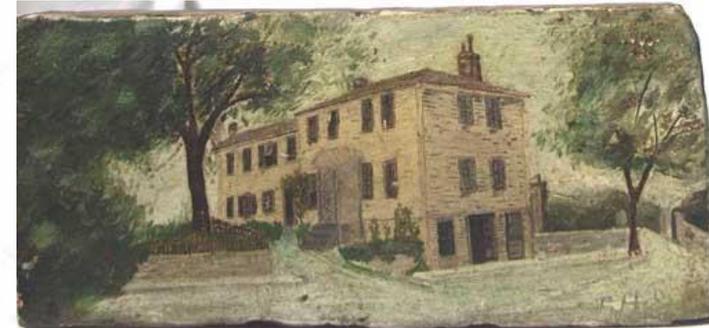
- History
- Built Environment
- Housing Characteristics
- Demographic Characteristics
- Previous Studies and Resources



FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

History

- Four Corners a simple name of a place
 - Crossroads at Washington, Harvard and Bowdoin Street
- Crossroads between other destinations – Roxbury, Milton, Grove Hall, Lower Mills, Kane Square and Meeting House Hill
- A prime location historically because of the view
- Rural farmland until after the Civil War
- Houses built to take advantage of location and views
- Commercial development began slowly and grew with annexation of Dorchester in 1870



Source: Dorchester Atheneum, "History: Dorchester's Four Corners"
Anthony Sammarco

Source: Dorchester Atheneum



FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT



Source: Dorchester Atheneum



FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

History

- Recent past has seen a community join together against violence
- Four Corners Public Safety Action Project (FCSAP) founded in 1991 responding to violence
- Local churches, non-profits, and community organizations work together to create safer community
- In 1999, the Greater Four Corners Action Coalition (GFCAC) began to promote neighborhood stabilization, revitalization, and economic development
- Strong voice enhancing rail service and equity on the Fairmount Indigo Line



FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Station Study Area

- Data sources
- Census tracts and blocks that are within the **½ mile walking radius** of Four Corners/Geneva Ave Station
- Census tracts: 924, 923, 920, **919**, **918**, 917, 903, **902**, **901**
- 2,818 Parcels in Study Area

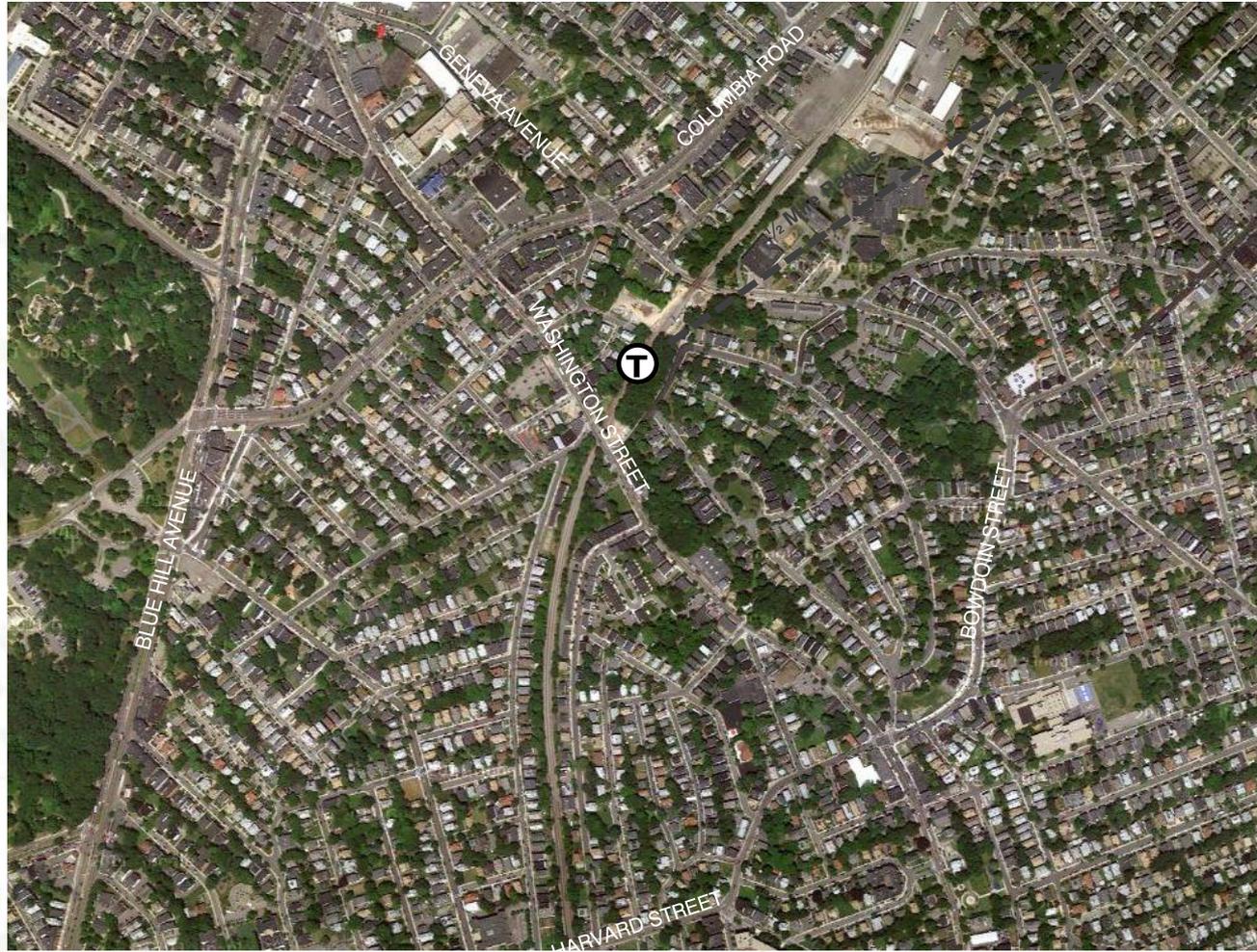
Block Group Geography

-  Four_Corners_BlockGroups
-  Half Mile Fairmount Corridor
-  Half Mile Four Corners Geneva Ave
-  Open Space
-  Fairmount Indigo Line



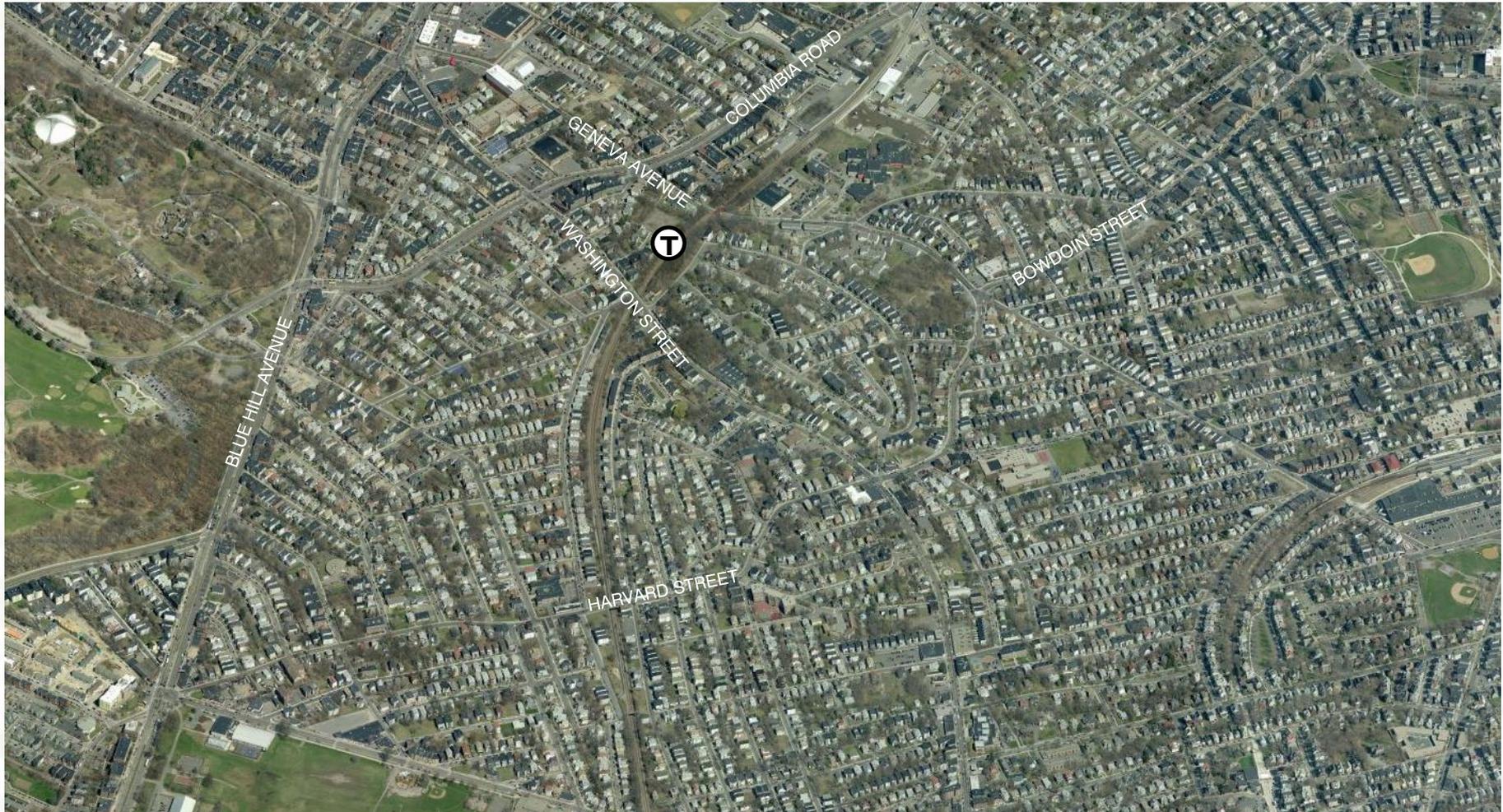
FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Station Study Area Aerial



FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Station Study Area Aerial



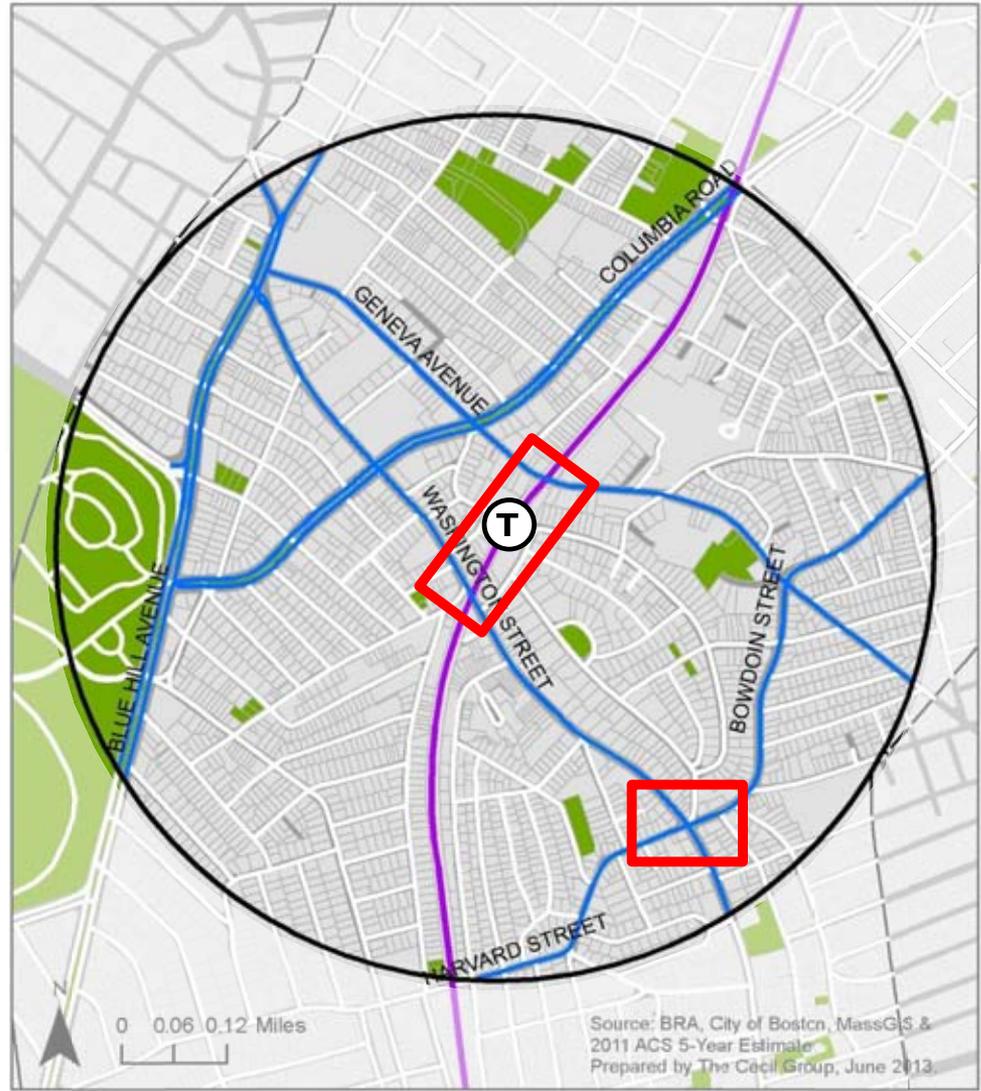
FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Primary Streets

- Historic center at crossroads of Washington, Bowdoin and Harvard
- Study Area centered on the rail platform between Washington and Geneva
- Columbia Road and Blue Hill Avenue are major connecting streets in the city within the Study Area

Major Local Streets

-  Major Streets
-  Half Mile Fairmount Corridor
-  Half Mile Four Corners Geneva Ave
-  Open Space
-  Fairmount Indigo Line



FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Land Use

- Predominantly residential 66.0% of total land use
- Tax Exempt is second largest use at 24.0%
- Followed by commercial 8.0%,
- Mixed-use 1.0%
- Industrial 1.0%

Land Use



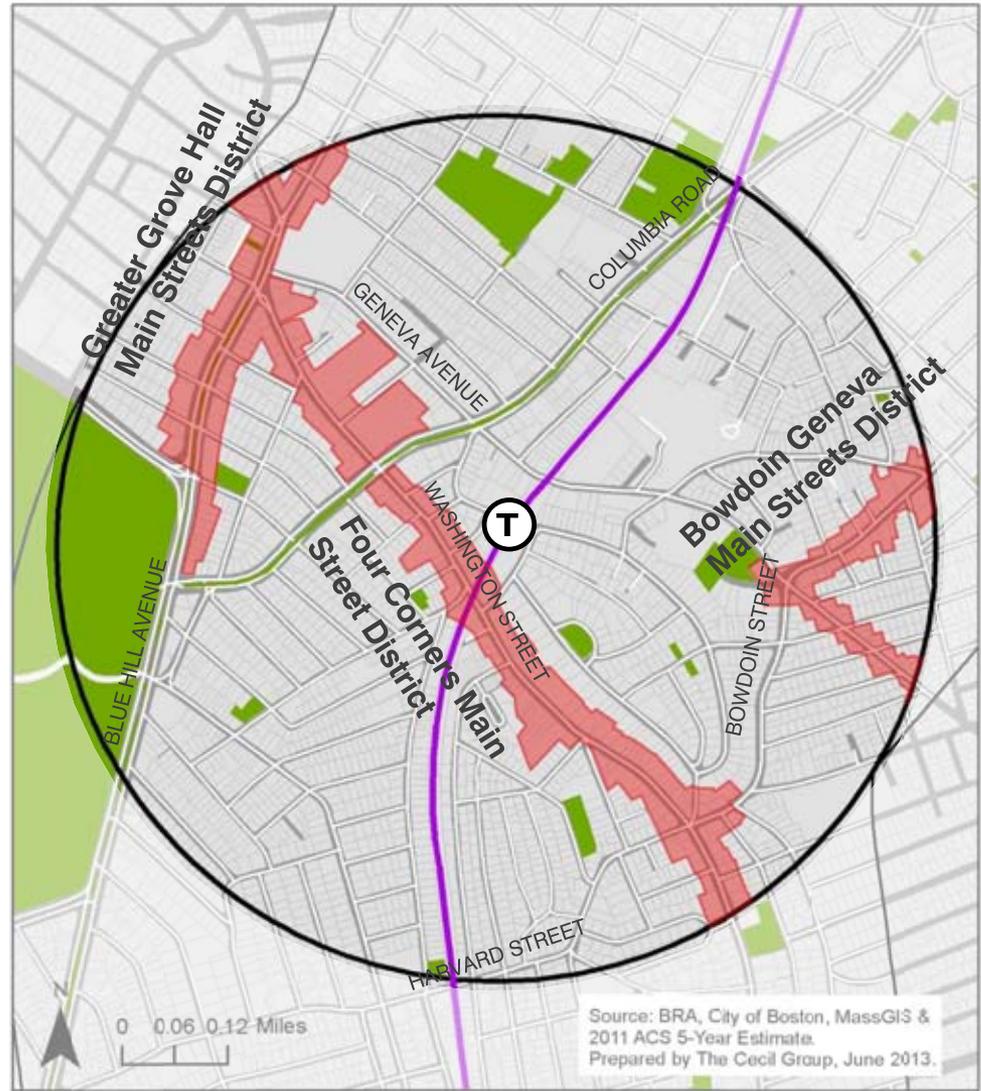
FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Main Street Boundary

- Study Area includes:
 - Four Corners Main Street District
 - Bowdoin Geneva Main Streets District
 - Greater Grove Hall Main Streets District
- (6) Main Street districts within Fairmount Indigo Corridor

Main Street Districts

-  Main Street District
-  Fairmount Indigo Line
-  Half Mile Fairmount Corridor
-  Half Mile Four Corners Geneva Ave
-  Open Space

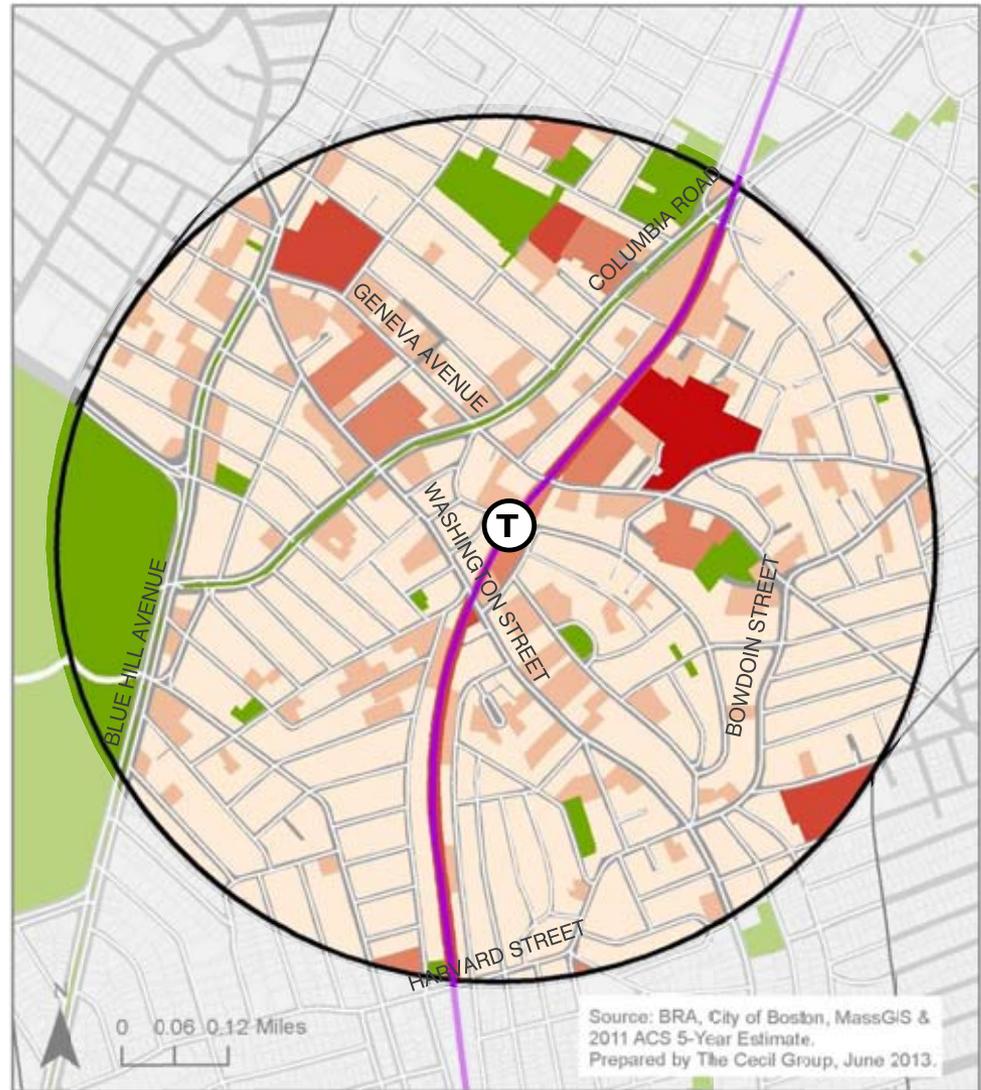
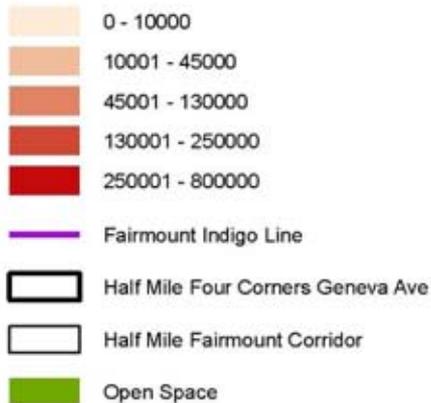


FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Parcel Size

- 2,818 Parcels in the Study Area
- 5,718 SF is the average parcel size
- Most significant large parcels are in the northern half of Study Area

Parcel Size (in Sq. Ft)



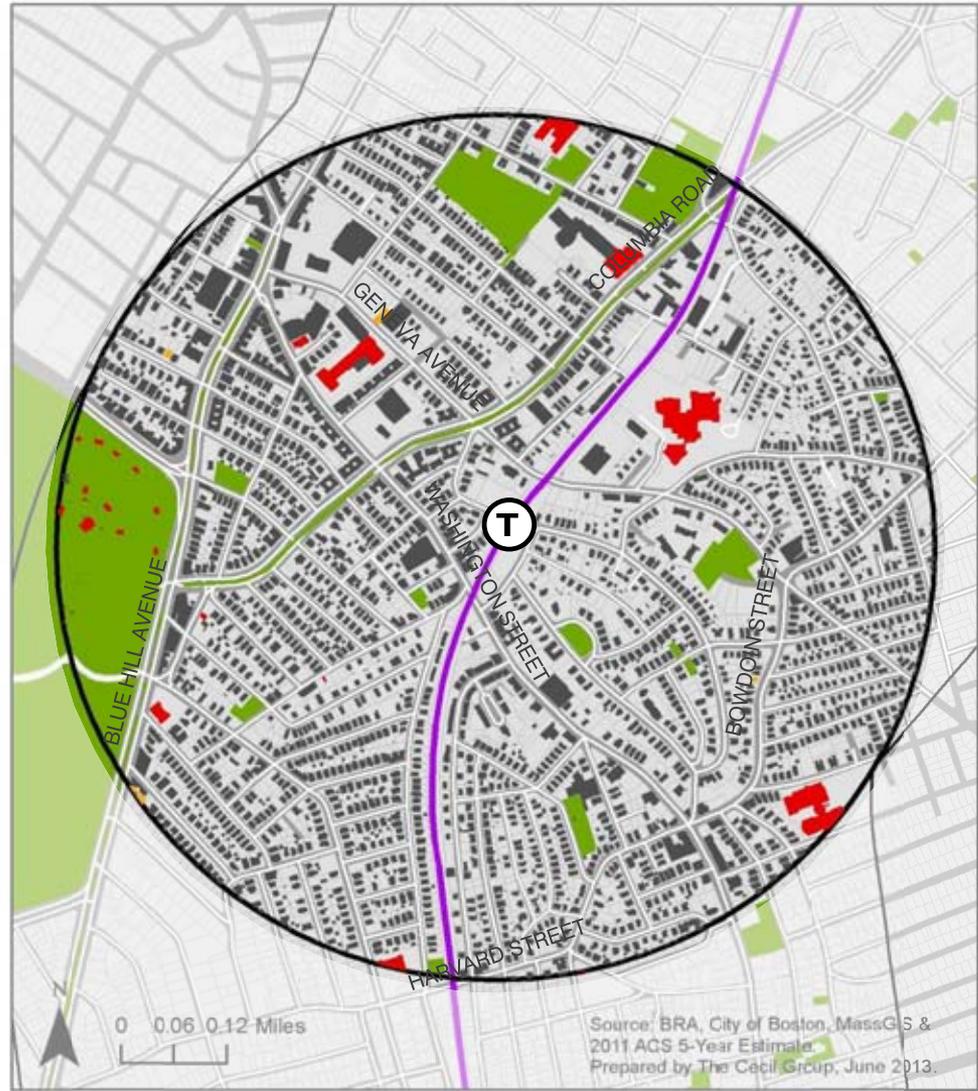
FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

City Owned Buildings

- Large buildings/parcels:
 - Holland Elementary School
 - Lilla Federick Middle School
 - Jeremiah Burke High School
 - UP Academy Dorchester

Building Ownership (Public / Private)

- Private
- City of Boston
- City of Boston (by Foreclosure)
- Half Mile Four Corners Geneva Ave
- Half Mile Fairmount Corridor
- Fairmount_Indigo Line



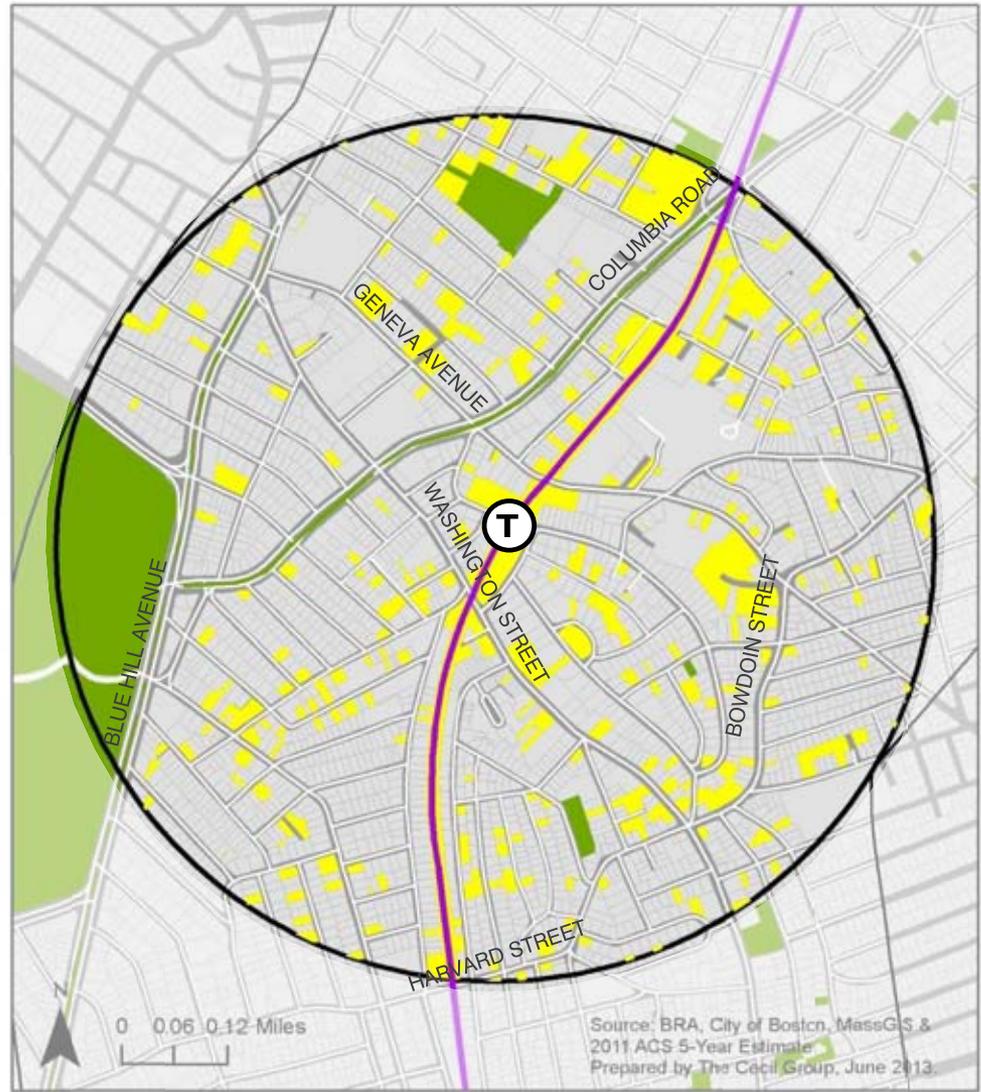
FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Vacant Parcels

- Over 450 parcels are vacant (13%) of the total land area
- Vacancies are distributed throughout the Study Area
- Parcel size varies generally from 3,000 to 30,000 SF

Vacant Parcels

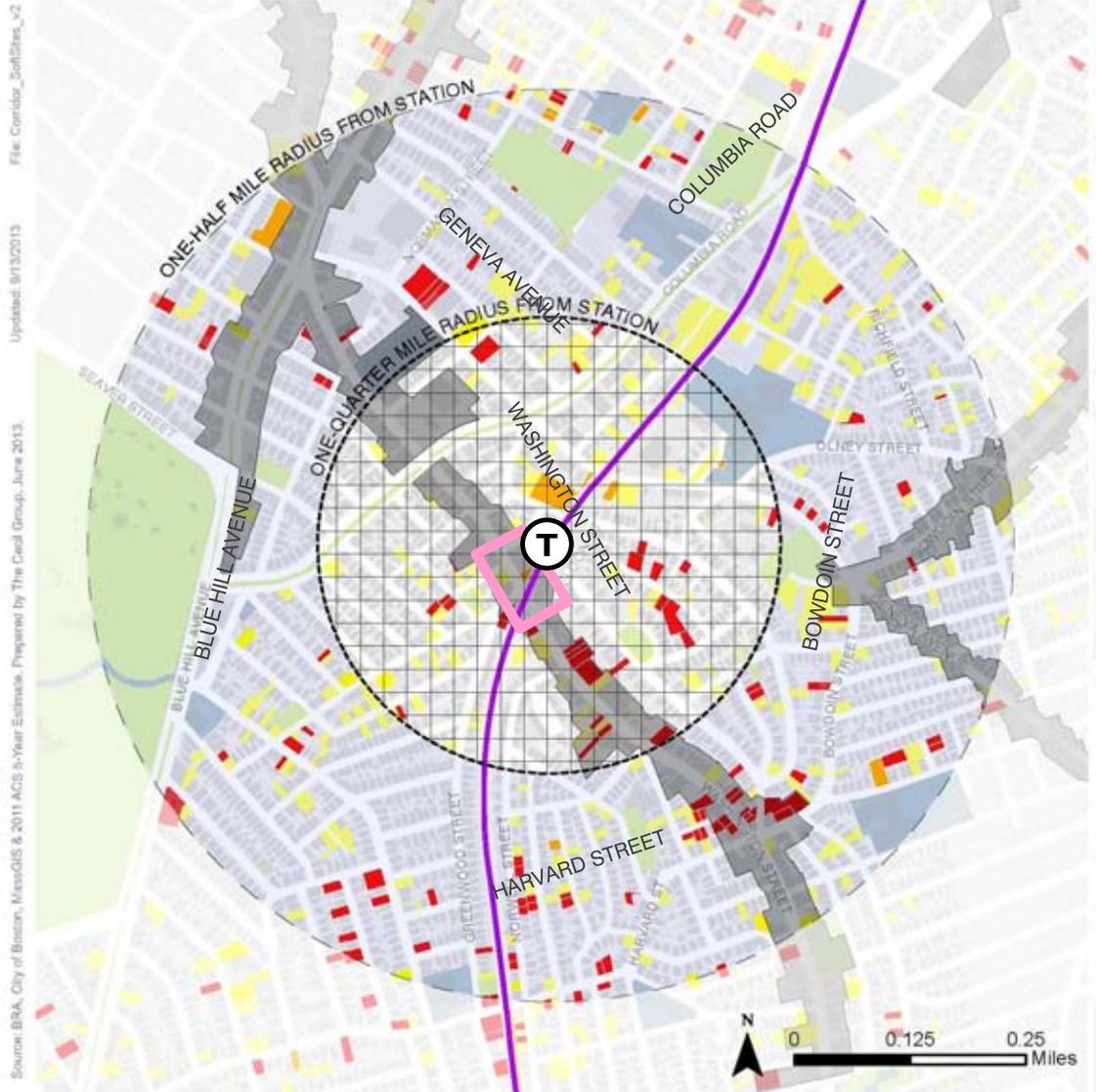
-  Fairmount_Indigo Line
-  Vacant Parcels
-  Half Mile Fairmount Corridor
-  Half Mile Four Corners Geneva Ave
-  Open Space



FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Vacant Parcels

- Break-down of vacancies, showing distribution of City-acquired by foreclosure, vacant publicly owned and other owner
- Based upon 2011 Data



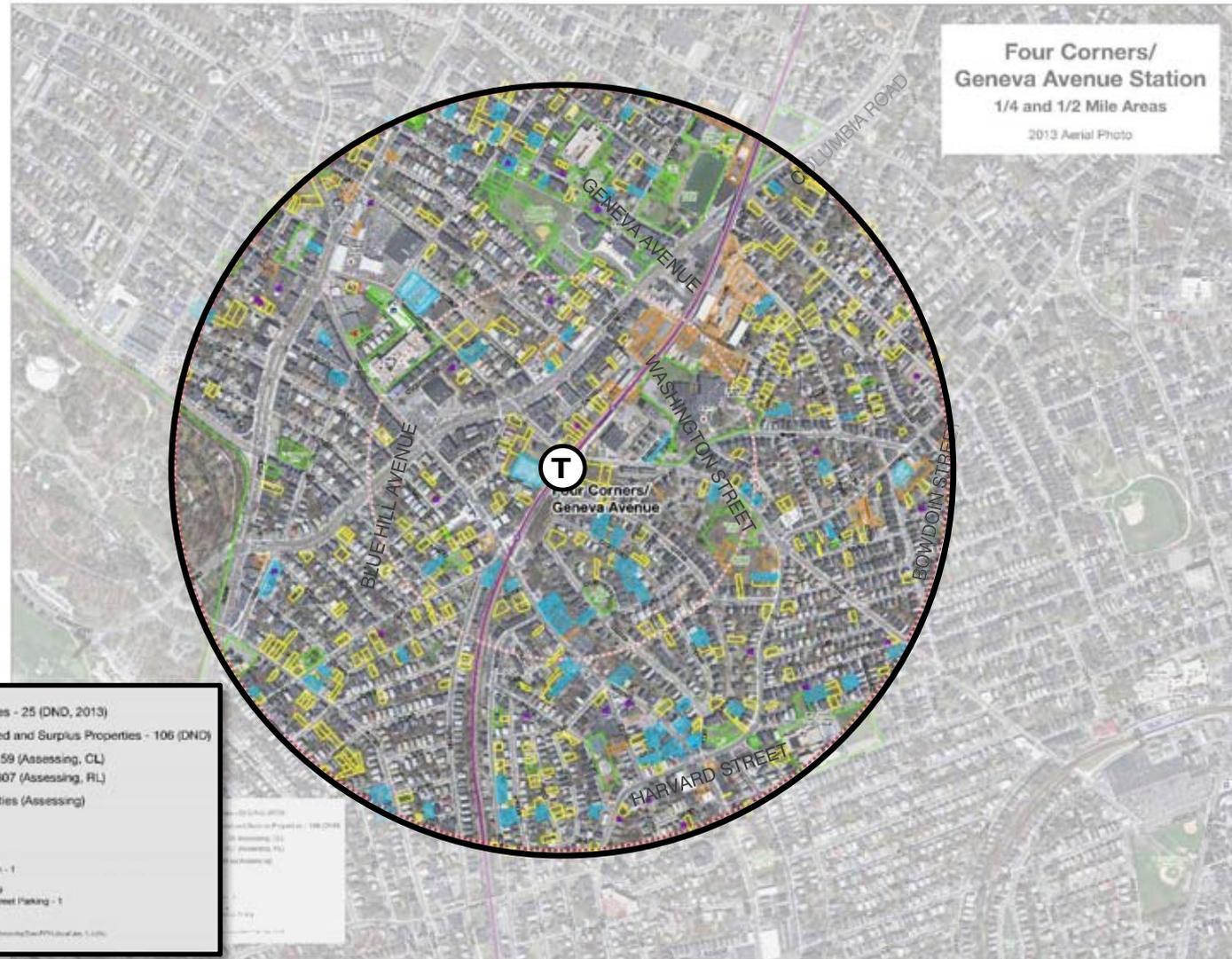
Source: BPA, City of Boston, MassGIS & 2011 ACS 5-Year Estimate. Prepared by The Cecil Group, June 2013. Updated: 9/13/2013. File: Corridor_Softlines_v2



FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

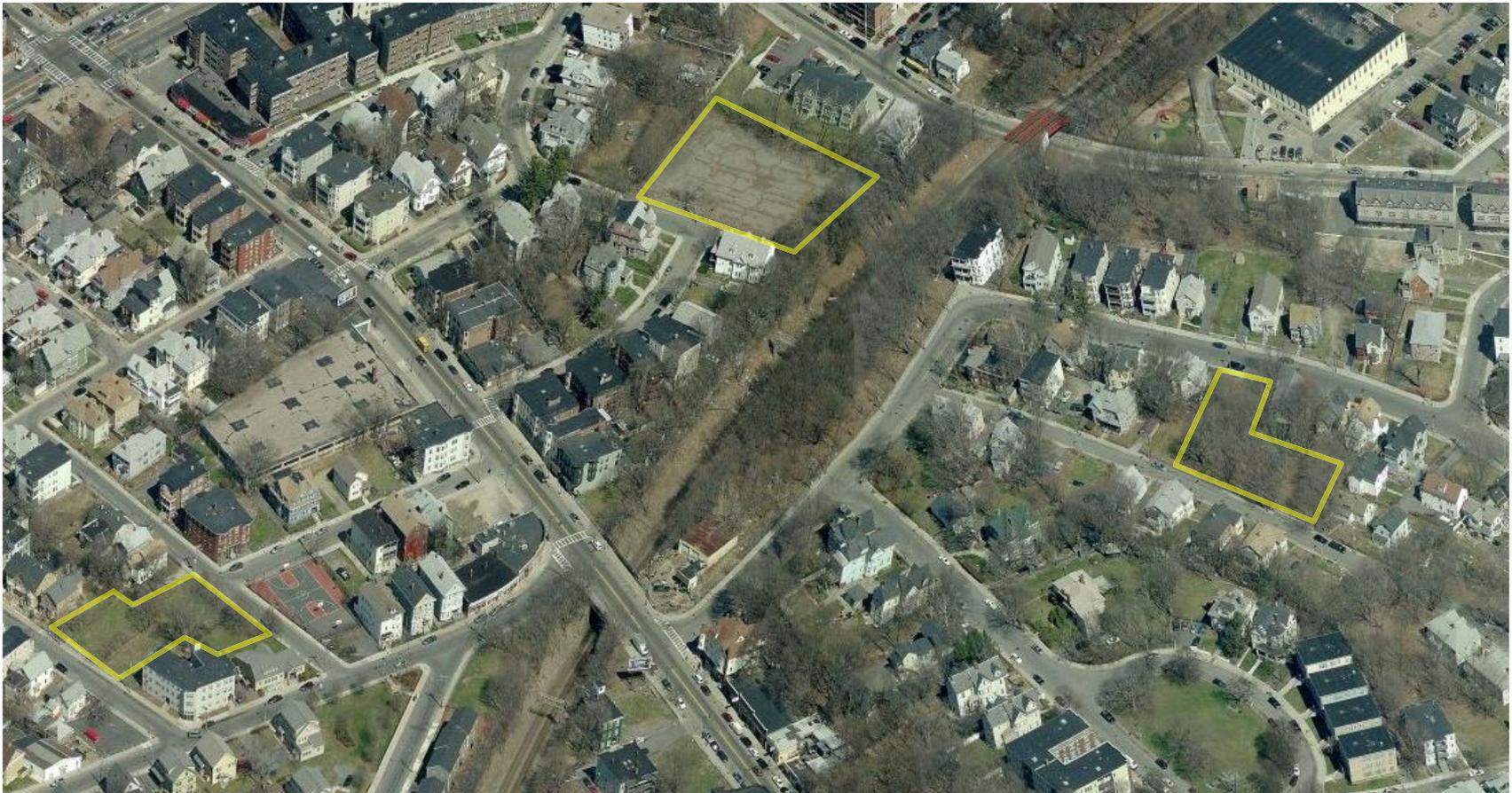
Vacant Parcels

- Detailed break-down of type of vacancy:
- City-owned
- Private residential
- Private commercial
- Based upon 2013 data



FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Vacant Parcels



FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Parking

- Some surface parking lots exist on larger parcels within the Study Area
- On street parking on most streets in the Study Area

On Street Parking

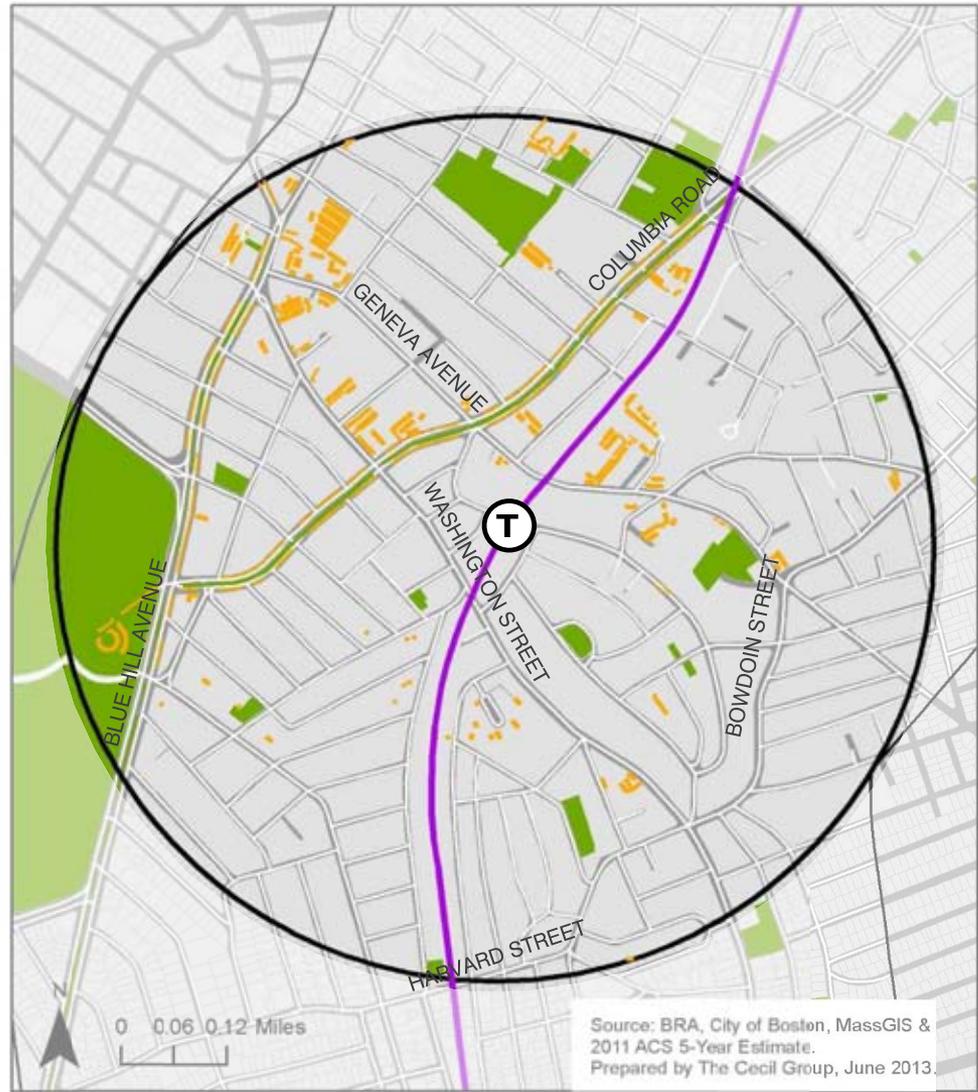
— On Street Parking

□ Half Mile Fairmount Corridor

□ Half Mile Four Corners Geneva Ave

■ Open Space

— Fairmount_Indigo Line



Fairmount Indigo
PLANNING INITIATIVE

The Cecil Group Team

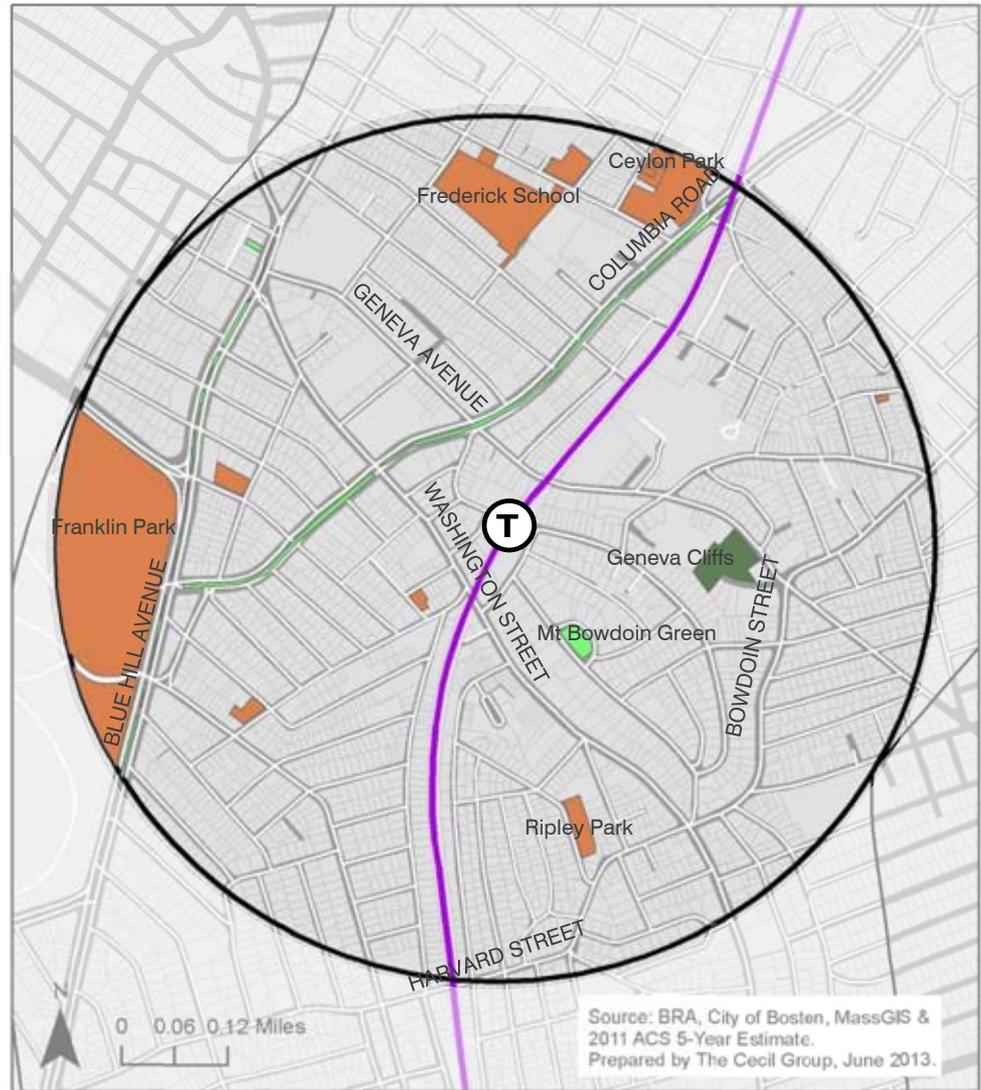


FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Open Space

- 7% Open space as percentage of total study area land
- Compared to 15.7% city-wide
- Study area includes corner of Franklin Park, direct connection to Emerald Necklace

Open Space (by Type)



FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Green Streetscape

- Street tree concentrations on Columbia Road and Bowdoin Street
- Less regular street trees on secondary streets

Trees

- Trees
- Fairmount Indigo Line
- Half Mile Fairmount Corridor
- Half Mile Four Corners Geneva Ave
- Open Space



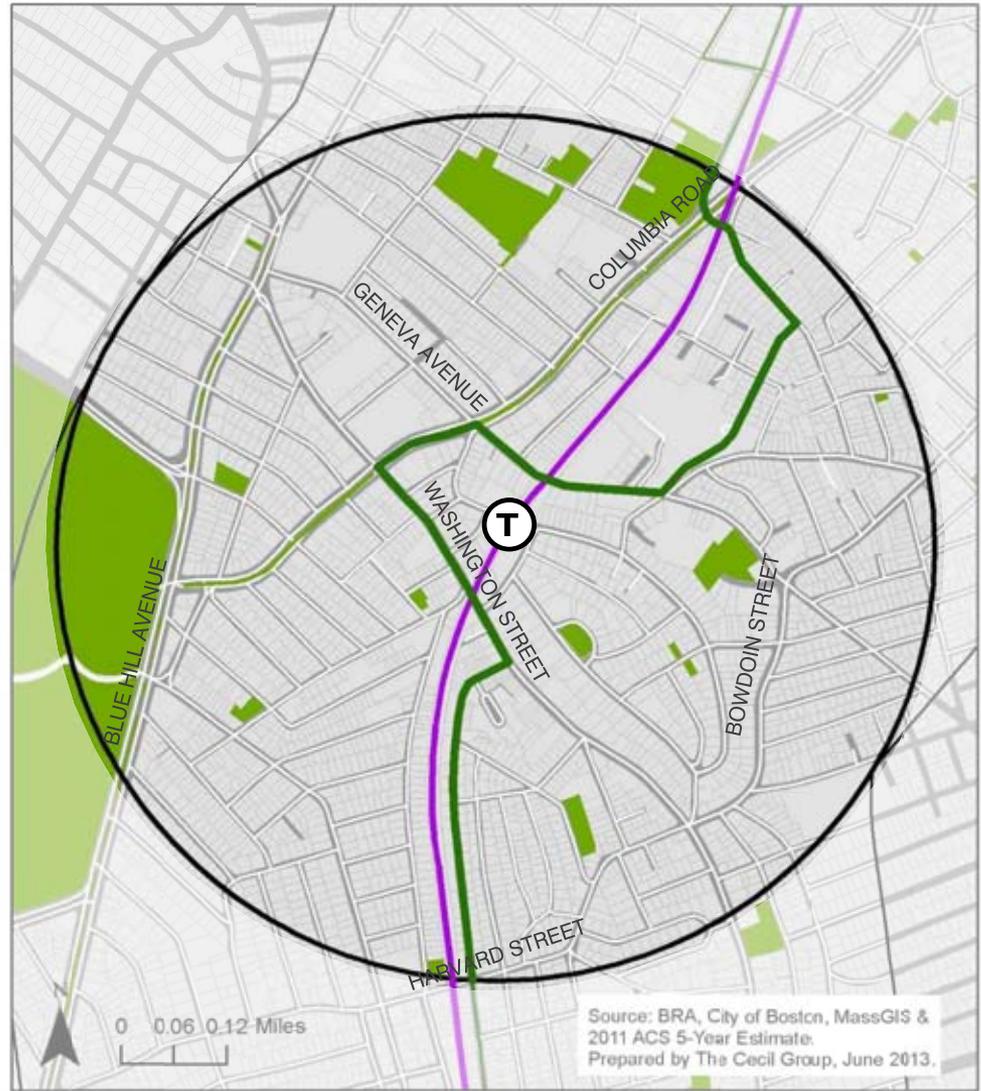
FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Fairmount Greenway

- Greenway proposed route up Vorwell Street, Washington Street, Columbia Road, Geneva Avenue and Olney Street
- Neighborhood loop to Bowdoin/Geneva

Proposed Fairmount Greenway

-  Proposed Greenway
-  Fairmount Indigo Line
-  Half Mile Fairmount Corridor
-  Half Mile Four Corners Geneva Ave
-  Open Space



Fairmount Indigo
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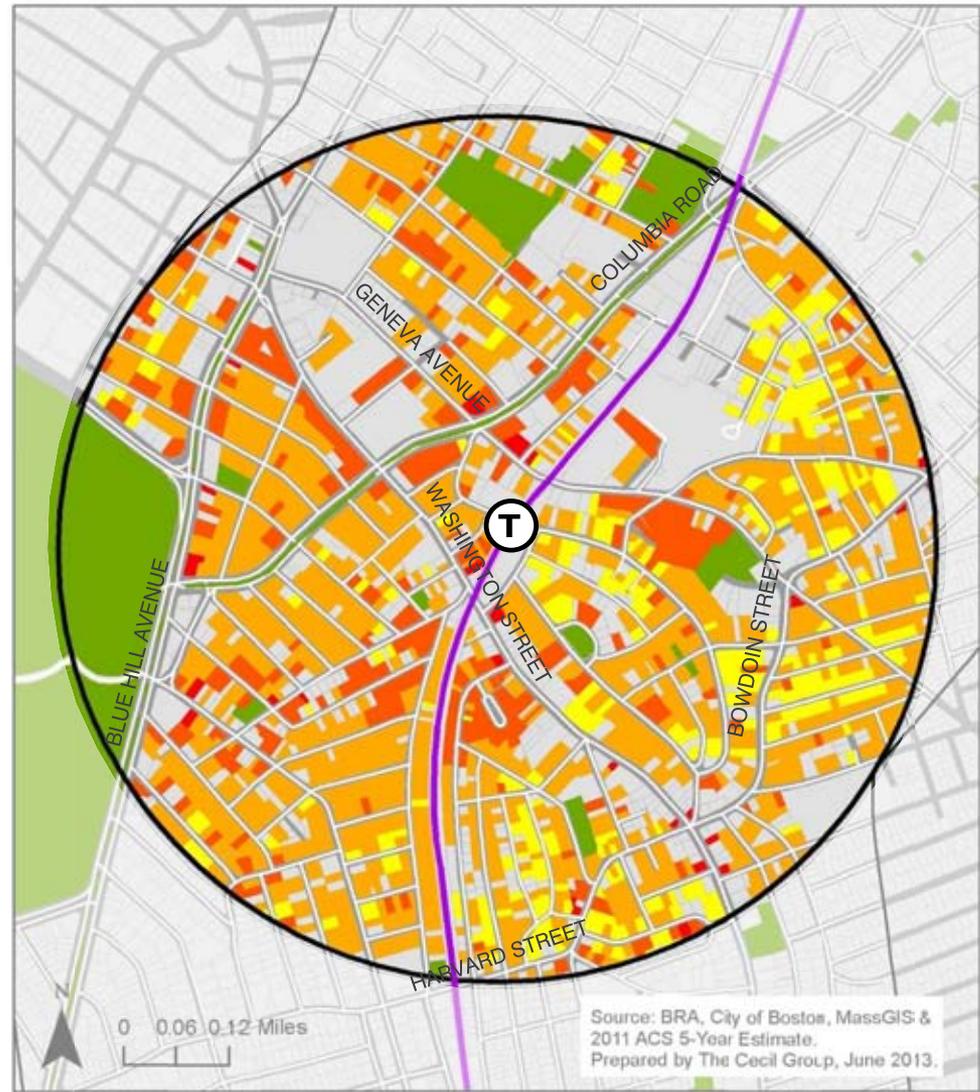


FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Housing Type

- Majority of residences are two/three family (R2, R3)
- Multi-family and single family about equally proportioned
- Single family biased to the east of the Station Area

Housing Type

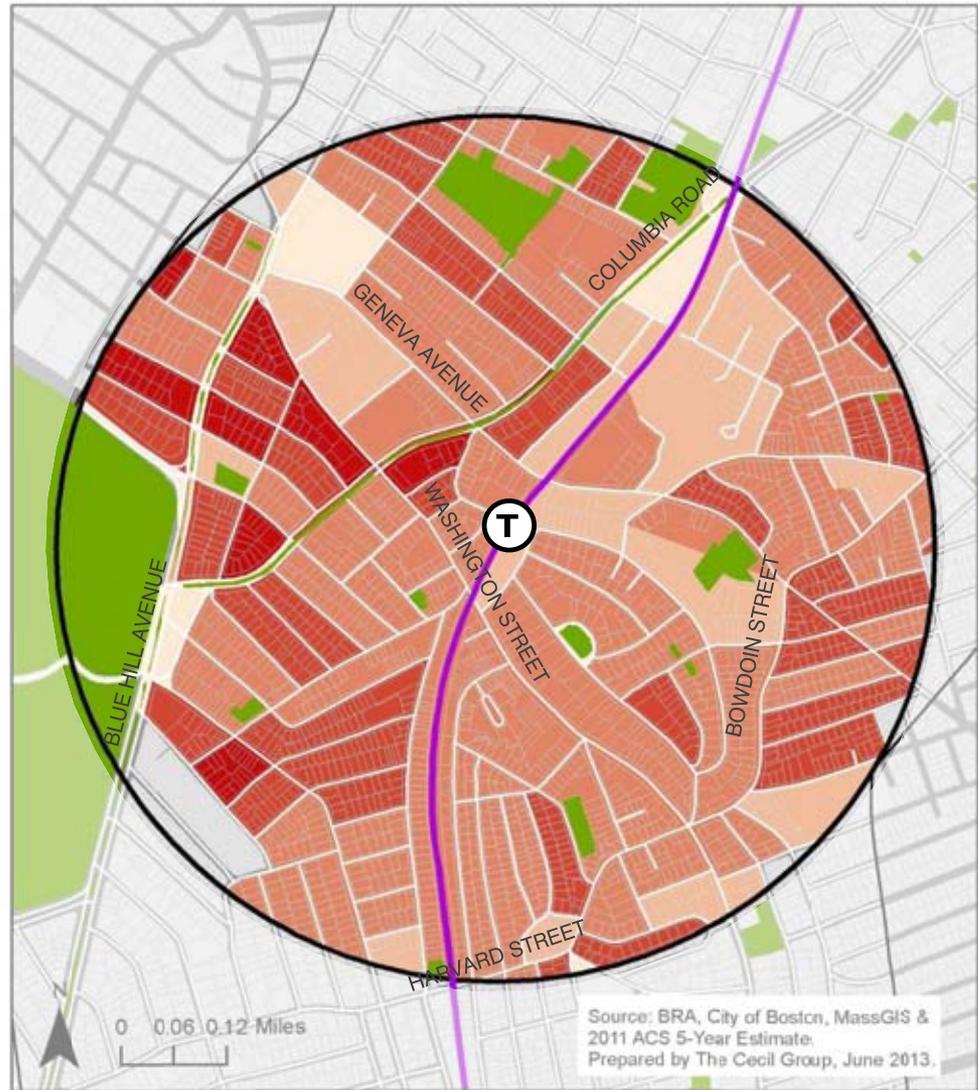
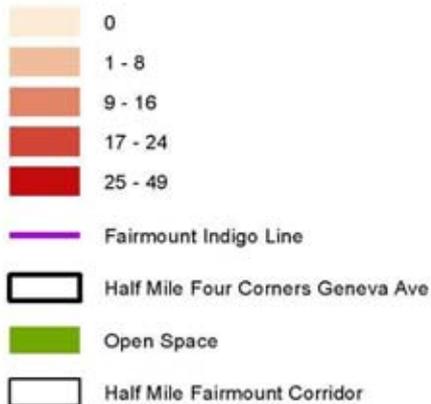


FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Housing Density

- Average **12.9** units/acre in Station Area
- Blocks as high as 40-50 units per acre
- Station Area population is approx. 16,000
- As a comparison the Blue Hill/Cummins Highway Station Area averages **7** units/acre and the Upham's Corner Station Area is **14** units/acre

Housing Density (Units per Acre)



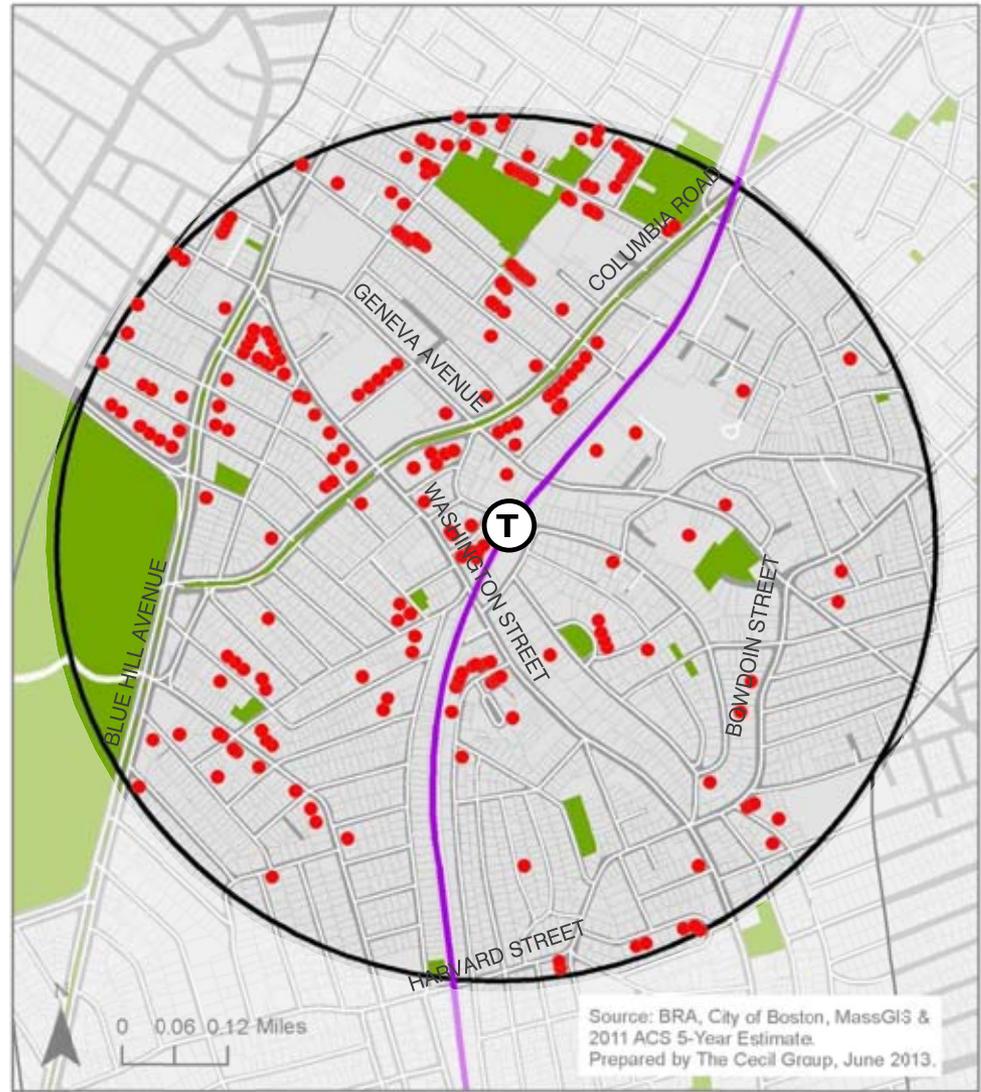
FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Affordable Housing

- (255) individual parcels with affordable housing units
- Majority are rental units
- Approx. (2000) affordable housing units in Station Area
- (1,900) affordable rental units
- (100) affordable ownership units

Affordable Housing Units

- Affordable Units
- Fairmount Indigo Line
- Half Mile Fairmount Corridor
- Half Mile Four Corners Geneva Ave
- Open Space



FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Severely Rent Burdened

- Approximately **38.5%** percent of local renter households are severely rent burdened
- **37%** of Corridor households are severely rent burdened
- **27%** of Boston renter households are severely rent burdened

Severely Rent Burdened
(Percentage of Population Paying > 50%
Income Paid Towards Housing)

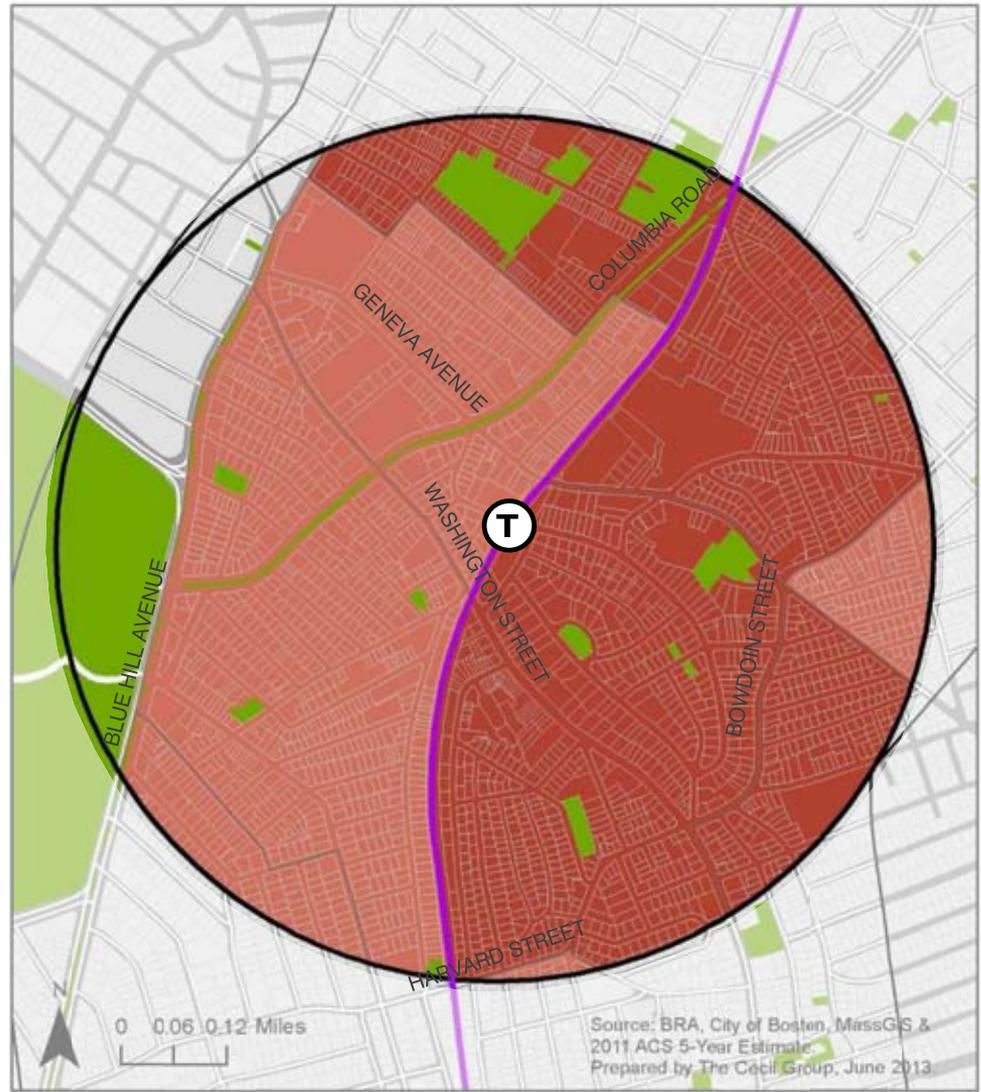


 Fairmount_Indigo Line

 Half Mile Fairmount Corridor

 Half Mile Four Corners Geneva Ave

 Open Space



Fairmount Indigo
PLANNING INITIATIVE

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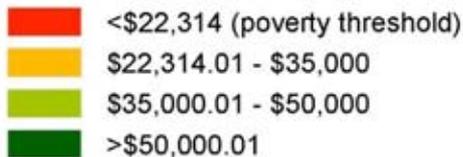


FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Household Income

- Station Area median household income is **\$29,720** – based upon Census tracts 901, 902, 918, 919 and 2011 data
- Boston median household income is **\$50,684**

Median Household Income

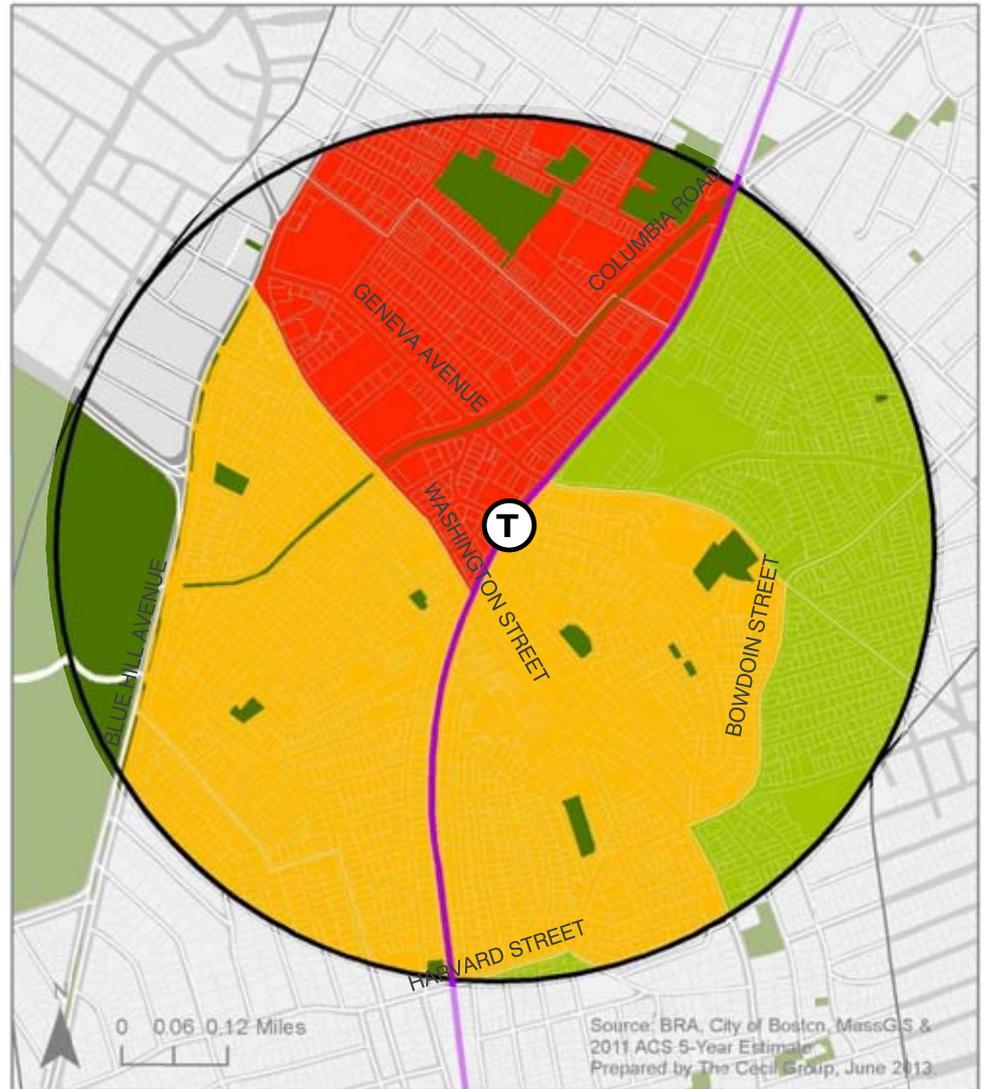


— Fairmount Indigo Line

Half Mile Fairmount Corridor

Half Mile Four Corners Geneva Ave

■ Open Space



Fairmount Indigo
PLANNING INITIATIVE

The Cecil Group Team

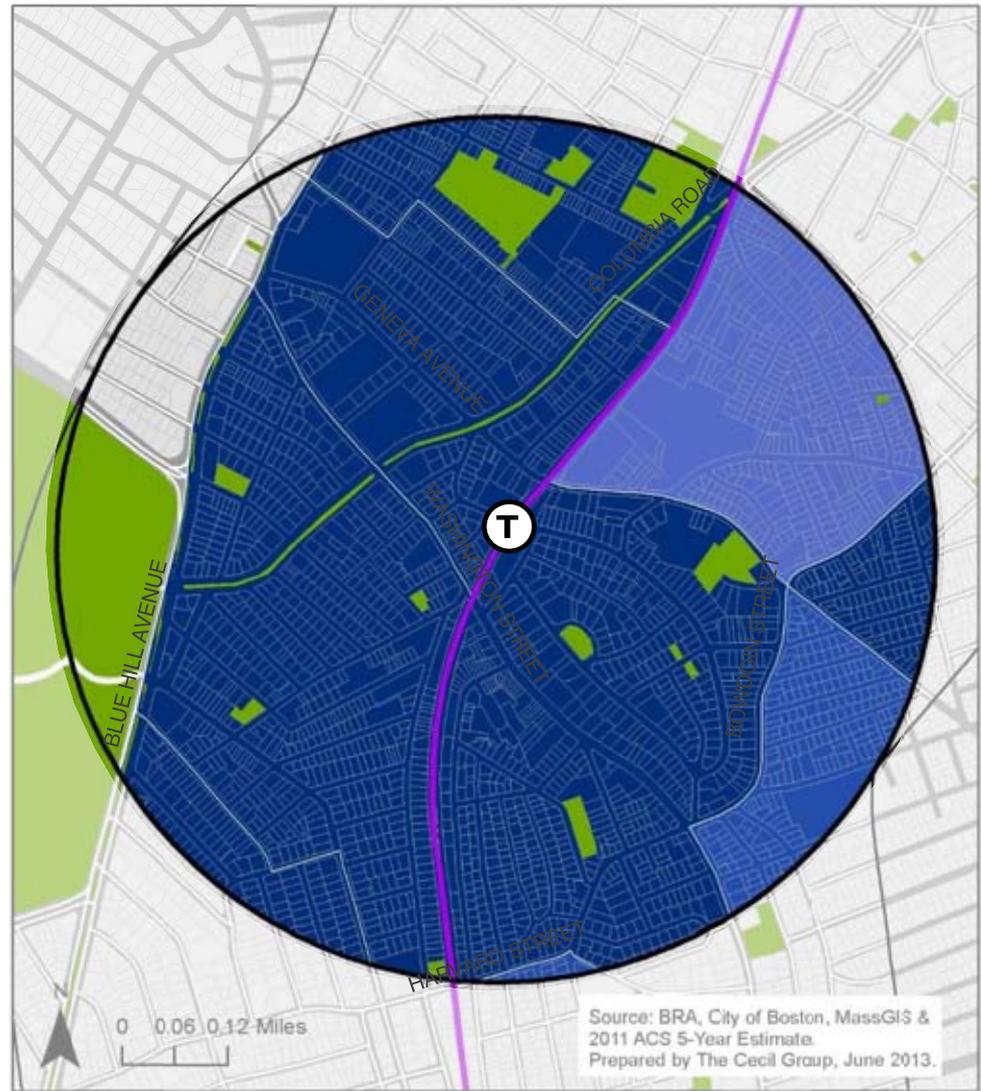


FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Unemployment

- Average unemployment rate is **20.9%**
– based upon Census tracts 901, 902, 918, 919 and 2011 data
- Fairmount Indigo Corridor is **15.6%** (2011)
- Boston unemployment is **9.3%** (2011)
- Boston unemployment today is **5.2%** (April 2014 US Bureau of Labor Statistics)

Unemployment Rate



FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Education

- Station Area population (25 years or older) with no more than a high school education is **60.7%** – based upon Census tracts 901, 902, 918, 919
- Boston is 49%

Percentage of Residents with Only High School Degree



Fairmount_Indigo Line

Half Mile Fairmount Corridor

Half Mile Four Corners Geneva Ave

Open Space



Fairmount Indigo
PLANNING INITIATIVE

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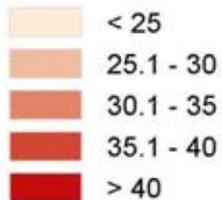


FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Age

- Median age of population within Station Area is 27.9 – based upon Census tracts 901, 902, 918, 919
- Boston median (citywide) is 30.9

Median Age



 Half Mile Fairmount Corridor

 Half Mile Four Corners Geneva Ave

 Open Space

 Fairmount_Indigo Line



Fairmount Indigo
PLANNING INITIATIVE

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FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Race and Ethnicity

- Black: Four Corners 64%; Boston 22.4%
- Hispanic: Four Corners 25%; Boston 17.5%
- Other: Four Corners 7.5%; Boston 4.2%
- White: Four Corners 2%; Boston 47%
- Asian: Four Corners 1.5%; Boston 8.9%

Race
(1 dot = 6 people)

- White
- Black
- Asian
- Other
- Hispanic
- Fairmount_Indigo Line
- Block Group
- Half Mile Fairmount Corridor
- Half Mile Four Corners Geneva Ave
- Open Space



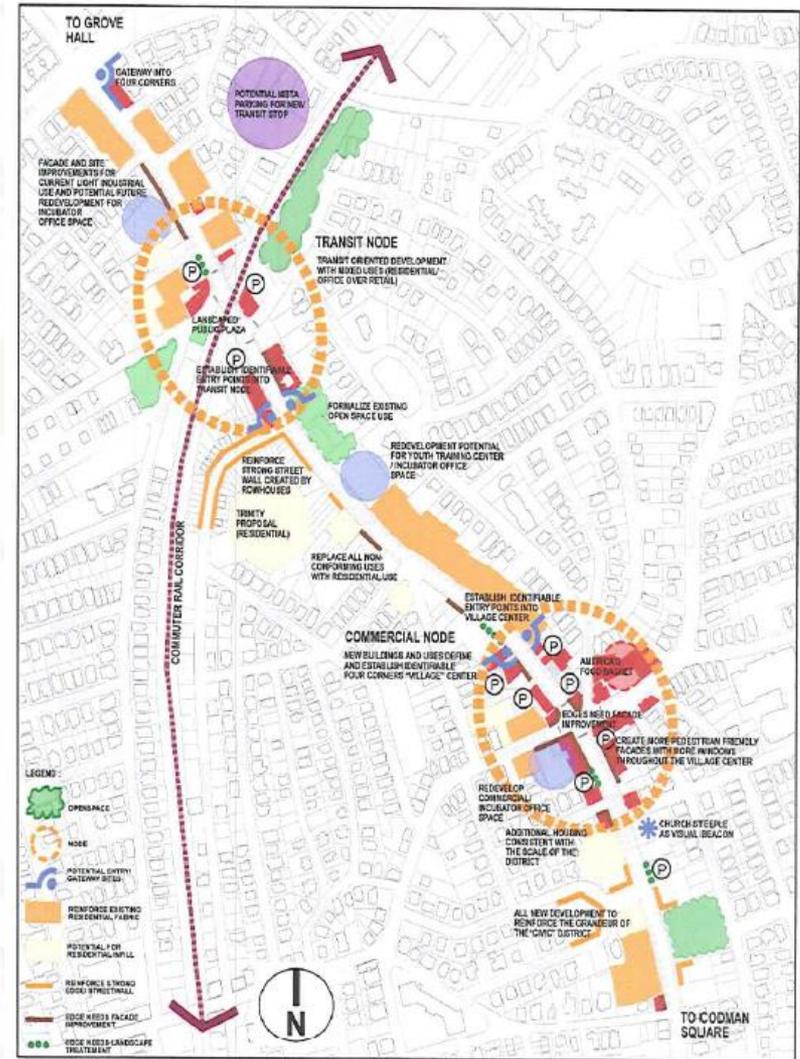
Source: BRA, City of Boston, MassGIS & 2011 ACS 5-Year Estimate
Prepared by The Cecil Group, June 2013



FOUR CORNERS/GENEVA AVE STATION AREA CONTEXT

Previous Studies and Resources

- Four Corners Main Street Urban Village Concept (2004)
- Mid Dorchester Action Plan (2008)
- Business District Conditions and Market Assessment, Bowdoin Geneva Business District, March (2009) FinePoint Associates
- Greater Four Corners Action Coalition (GFCAC) Community Planning (2013)



Four Corners/Geneva Ave. Working Advisory Group (WAG)

DISCUSSION



NEXT STEPS

NEXT MEETING:

August – 8/19, 8/20, or 8/27

WAG August/September

1. Introductions, Roles and Rules
2. Station Area Context – Transit
3. Station Area Context – Market
4. Discussion
5. Community Forum Prep
6. Next Steps

August 2014						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19 	20 	21	22	23
24	25	26	27 	28	29	30
31						



NEXT STEPS

Meeting Agendas:

WAG August/September

1. Introductions, Roles and Rules
2. Station Area Context – Transit
3. Station Area Context – Market
4. Discussion
5. Community Forum Prep
6. Next Steps

WAG October/November

1. Introductions, Roles and Rules
2. Community Visioning Results
3. Discussion
4. Priorities, Key Sites and Public Realm
5. Discussion
6. Next Steps

Community Forum October

1. Introduction
2. Virtual Station Area Tour
3. Break-out Group Discussion 1
4. Break-out Group Discussion 2
5. Concluding Presentation
6. Next Steps

WAG November/December

1. Introductions, Roles and Rule
2. Key Sites and Context
3. Development Scenarios and Feasibility
4. Urban Design and Zoning
5. Discussion
6. Next Steps



NEXT STEPS

Meeting Agendas:

WAG December/January

1. Introductions, Roles and Rules
2. Public Realm Recommendations
3. Discussion
4. Next Steps

WAG January/February

1. Introductions, Roles and Rules
2. Station Area Plan Summary
3. Discussion
4. Open House Preparation
5. Next Steps

Community Open House

February/March

WAG March/April

1. Community Open House Summary
2. Final Station Area Plan Review
3. Next Steps/Implementation





Fairmount Indigo Planning Initiative

Four Corners / Geneva Avenue Working Advisory Group

(WAG) Meeting #1

Tuesday, July 22, 2014
6:00 – 8:00 PM

Erie/Ellington Community Center

Prepared by:

The Cecil Group Team

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HDR Engineering, Inc.
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