



Fairmount Indigo Planning Initiative

UPHAM'S CORNER

Working Advisory Group (WAG) Meeting

Wednesday, February 27, 2013
Salvation Army Kroc Center

Prepared by:

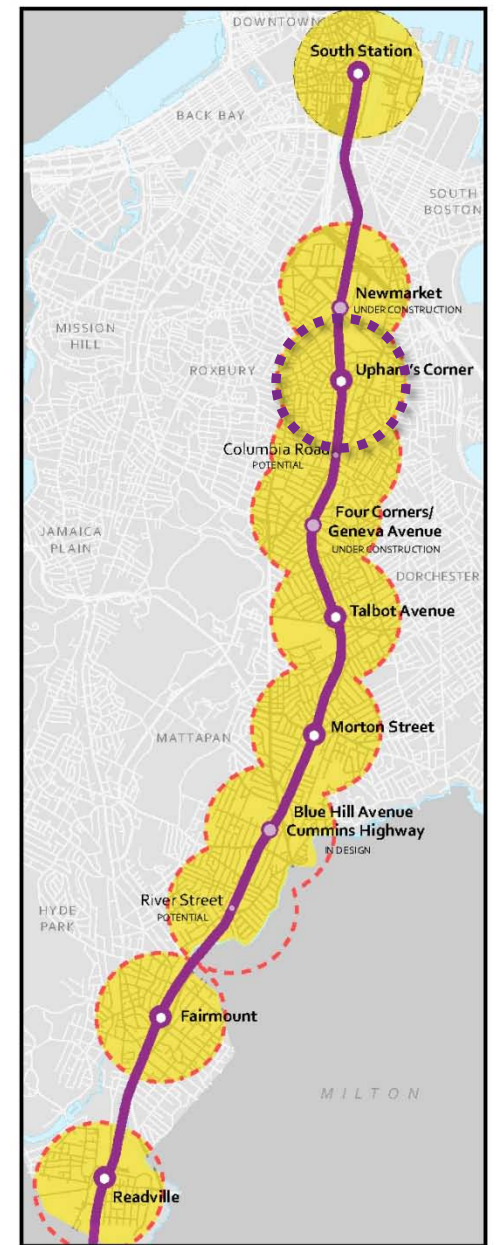
The Cecil Group Team

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



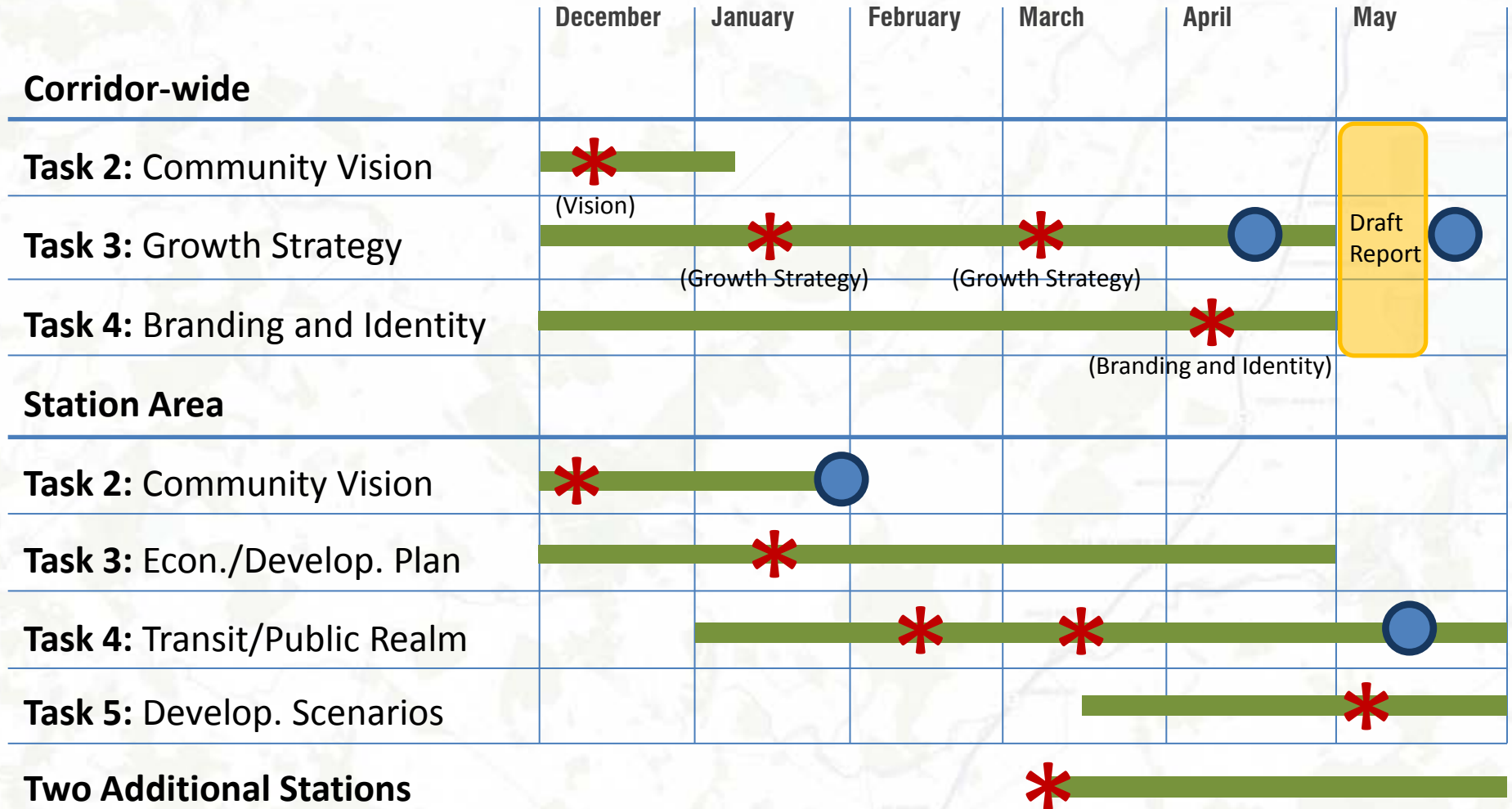
Agenda

1. Welcome and General Items
2. Summary of Visioning Forum
3. Upham's Corner Shared Themes
4. Methodology and Suggestion for Target Sites
5. Public Realm and Transit Improvement Introduction
6. Next Steps



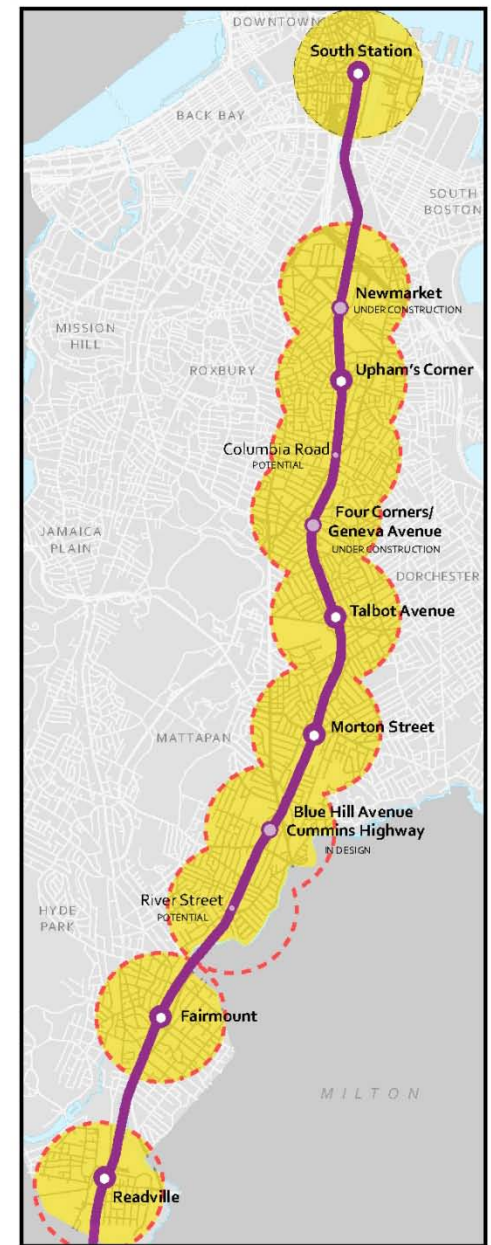
Update on Corridor Context

-  Advisory Group Meetings
-  Community Forums and Meetings



Fairmount Indigo Planning Initiative (FIPI) Objectives:

- 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



Fairmount Indigo Planning Initiative

Transit Equity

The Fairmount Indigo Planning Initiative (FIPI) advocates for the **long term integration of the Fairmount Indigo Corridor with the rapid rail network of Boston** in terms of fare structure, transfers, frequency, hours of operation and additional stations. This planning process is based upon the current conditions of transit in the Corridor while anticipating an expanded role of rail in the future.

Enhanced access for all modes of transit (rail, bus, car, bike and walking) translates into **better neighborhoods** and contributes to improvements across each major topic area for improving the corridor

Economic Development

Enhanced access and connection to new opportunities

Housing

Increased opportunity for transit-oriented development, including displacement prevention

Land Use

Improved relationships between locations of jobs, services, housing and transit

Transportation

Strengthened multi-modal transit network with reduced trip times

Public Realm

Improved access to station areas and surrounding neighborhoods

Quality of Life

Enhanced connections to arts, recreation activities, healthy food and community support



Fairmount Indigo Planning Initiative

Corridor-wide Scale:
Branding, vision

Corridor Identity

Culturally rich residential neighborhoods, served by corridor Main Streets and village centers, book-ended by vital job centers

Corridor-wide Scale:
economics, urban design, sustainability

Corridor-wide Plan
(Comprehensive Corridor Plan)

Diverse collection of station areas and neighborhoods each with a unique set of priorities and characteristics that are cultivated to create synergy in the corridor

Neighborhood Scale:
economics, urban design, public realm/landscape, complete infrastructure, sustainability

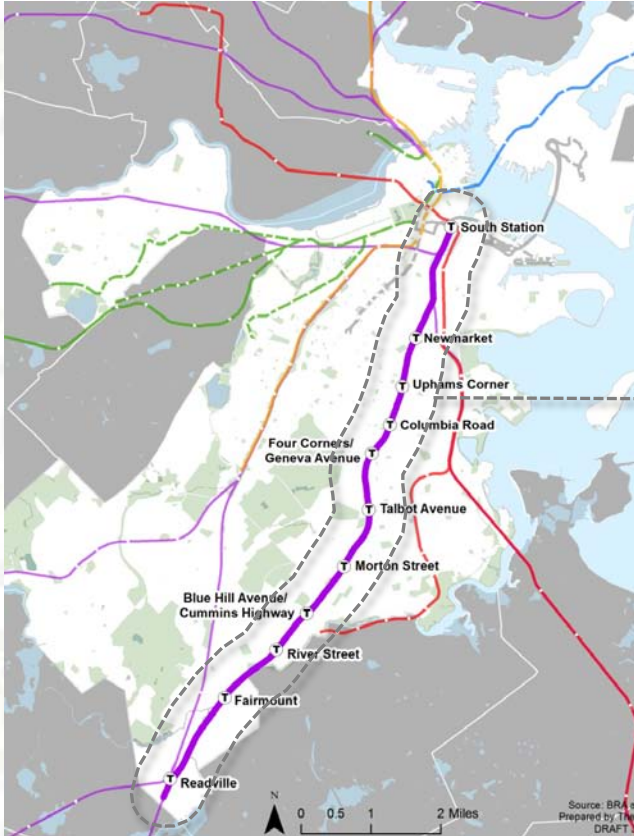
Station Area Plans

Reinforce Upham's Corner as a vibrant commercial village center that is a cultural destination surrounded by active residential neighborhoods

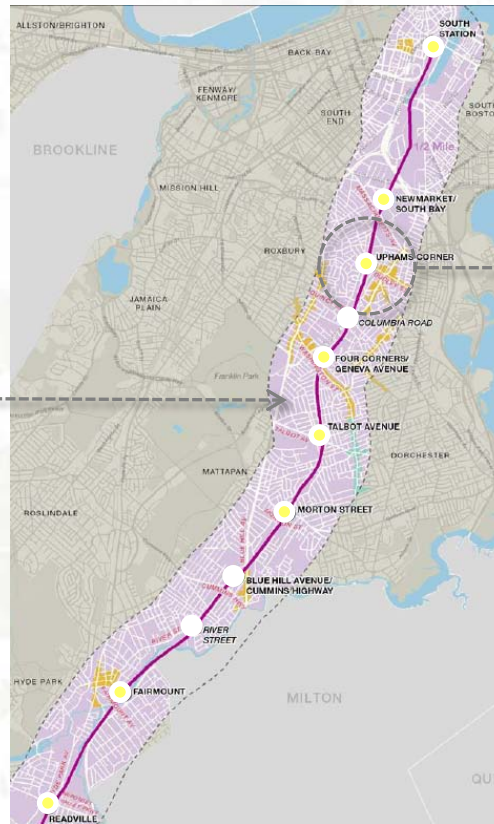


Fairmount Indigo Corridor Summary

City Context



Corridor



Station Areas



**UPHAM'S
CORNER**
Visioning Forum



Station Area Facts

Station Area Characteristics

Station Status	Current Station
Station Population (within 1/2 mile)	17,000
Dominant Land Use	Residential
Typical Daily Boardings (2009)	154
Bus Connection(s)	Routes 15, 41 and 16
Major Cross Street	Dudley Street
Major Open Space	Hannon Playground

1/2 Mile Walking Radius



Fairmount Indigo
PLANNING INITIATIVE

The Cecil Group Team



Summary

UPHAM'S CORNER

Visioning Forum

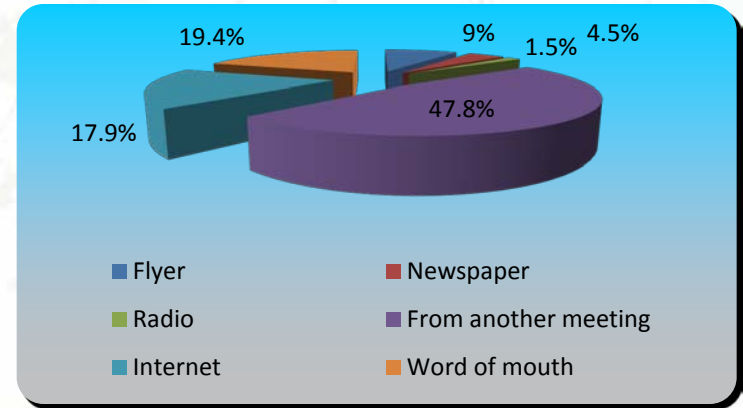
- Interactive survey results
- Word cloud results
- Committee attendee thoughts/discussion
- Opportunity and issues summary
- Shared Vision Summary

Interactive Question Responses

How did you hear about this event?

67 of 69

- 1. Flyer
Responses: 8.96% (6)
- 2. Newspaper
Responses: 4.48% (3)
- 3. Radio
Responses: 1.49% (1)
- 4. From another meeting
Responses: 47.76% (32)
- 5. Internet
Responses: 17.91% (12)
- 6. Word of mouth
Responses: 19.40% (13)



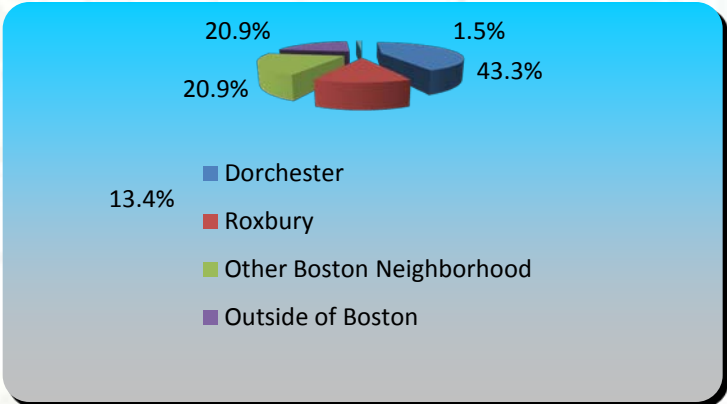
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Countdown

Interactive Question Responses

Where do you live?

67 of 69

- 1. **Dorchester**
Responses: **43.28%** (29)
- 2. **Roxbury**
Responses: **13.43%** (9)
- 3. **Other Boston Neighborhood**
Responses: **20.90%** (14)
- 4. **Outside of Boston**
Responses: **20.90%** (14)
- 5. **Other**
Responses: **1.49%** (1)



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Countdown

Interactive Question Responses

What category best describes you?

68 of 69

1. Resident

Responses: **33.82%** (23)

2. Government

Responses: **20.59%** (14)

3. Business/property owner

Responses: **2.94%** (2)

4. Non-profit or advocate

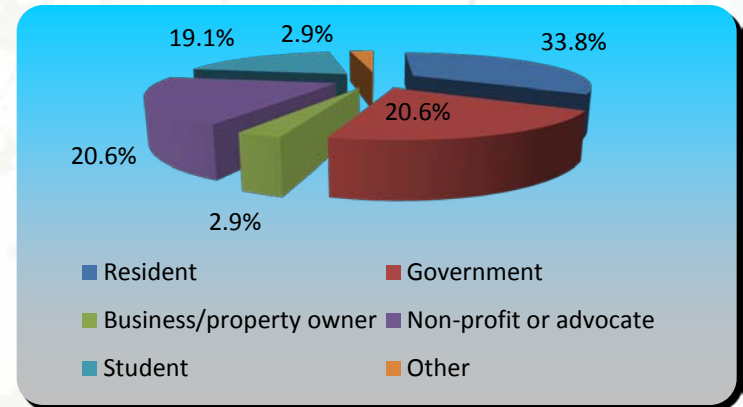
Responses: **20.59%** (14)

5. Student

Responses: **19.12%** (13)

6. Other

Responses: **2.94%** (2)



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Countdown

Interactive Question Responses

Do you own or rent your home?

65 of 69

1. I own a single family home

Responses: **32.31%** (21)

2. I own a multi-family home

Responses: **9.23%** (6)

3. I own a condominium or townhouse

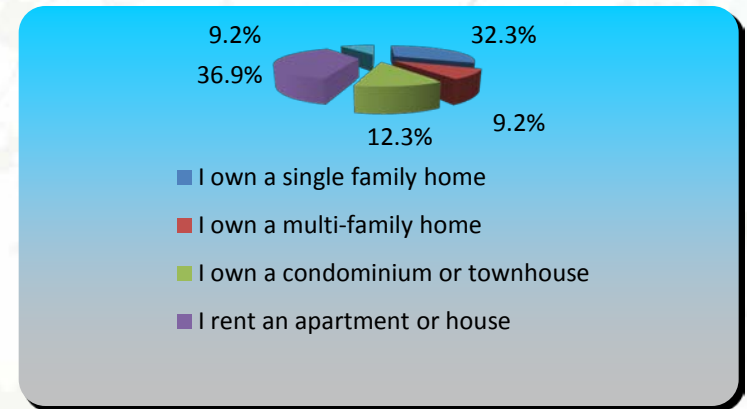
Responses: **12.31%** (8)

4. I rent an apartment or house

Responses: **36.92%** (24)

5. Other

Responses: **9.23%** (6)



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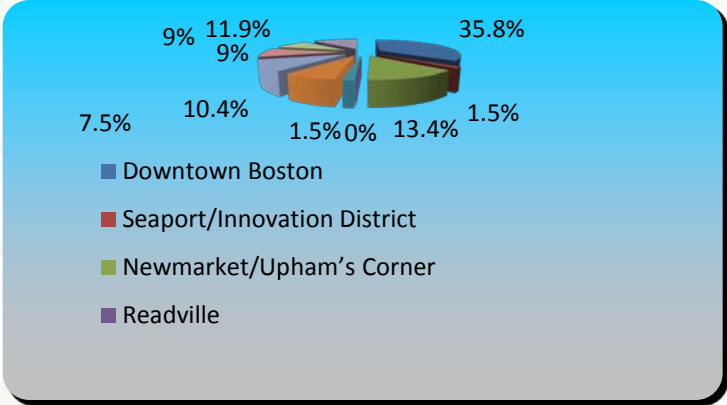
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Interactive Question Responses

Where do you work?

67 of 69

- 1. Downtown Boston
Responses: **35.82%** (24)
- 2. Seaport/Innovation District
Responses: **1.49%** (1)
- 3. Newmarket/Upham's Corner
Responses: **13.43%** (9)
- 4. Readville
Responses: **0%** (0)
- 5. Longwood Medical Area
Responses: **1.49%** (1)
- 6. Other locations on the Fairmount Indigo corridor
Responses: **7.46%** (5)
- 7. Other locations in Boston
Responses: **10.45%** (7)
- 8. Work from Home
Responses: **8.96%** (6)
- 9. I am not employed
Responses: **8.96%** (6)
- 10. Other
Responses: **11.94%** (8)



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Countdown

Interactive Question Responses

How often do you use the Fairmount Indigo rail line?

64 of 69

1. More than once per day

Responses: **3.12%** (2)

2. Once per day

Responses: **0%** (0)

3. Once per week

Responses: **1.56%** (1)

4. Once per month

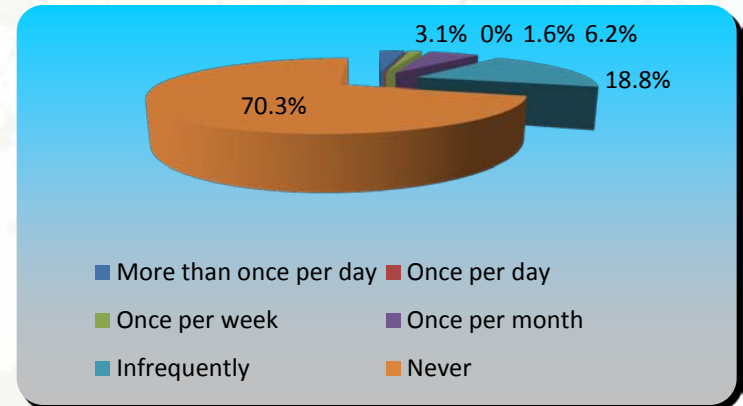
Responses: **6.25%** (4)

5. Infrequently

Responses: **18.75%** (12)

6. Never

Responses: **70.31%** (45)



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Countdown

Interactive Question Responses

What would be most important for you to ride the Fairmount Indigo rail line more?

66 of 69

1. Ticket price

Responses: **22.73%** (15)

2. Train schedule

Responses: **39.39%** (26)

3. It doesn't go where I need to go

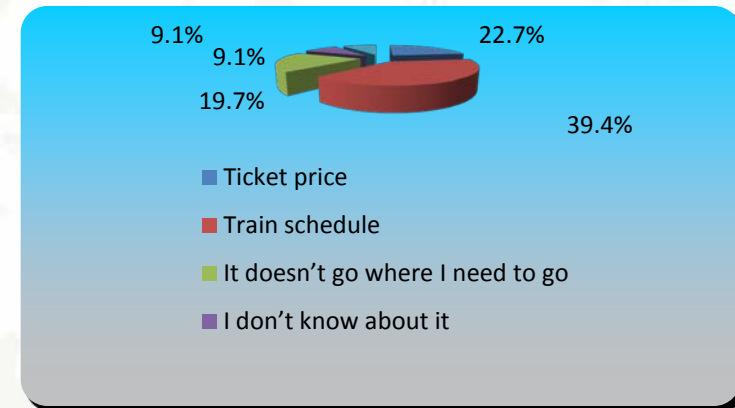
Responses: **19.70%** (13)

4. I don't know about it

Responses: **9.09%** (6)

5. Other

Responses: **9.09%** (6)



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Countdown

Interactive Question Responses

How often do you come to Upham's Corner business district?

67 of 69

1. More than once per day

Responses: **8.96%** (6)

2. Once per day

Responses: **8.96%** (6)

3. Once per week

Responses: **29.85%** (20)

4. Once per month

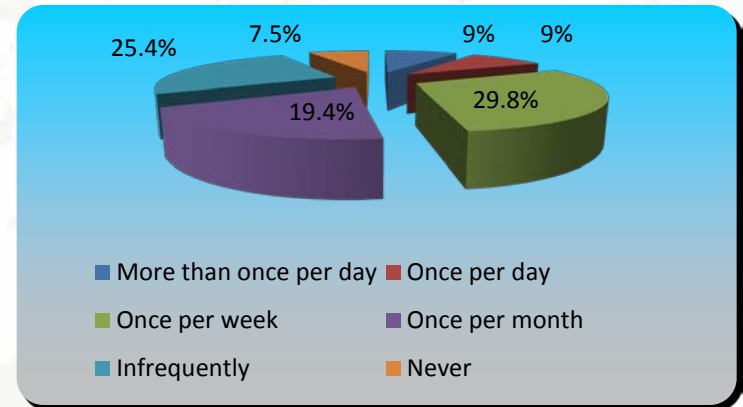
Responses: **19.40%** (13)

5. Infrequently

Responses: **25.37%** (17)

6. Never

Responses: **7.46%** (5)



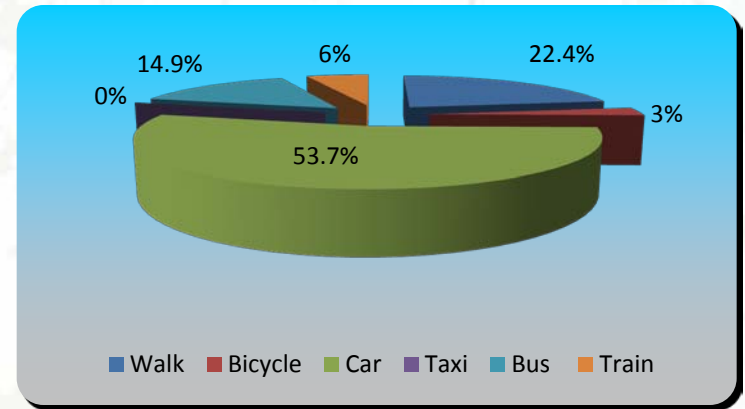
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Interactive Question Responses

How do you get to the Upham's Corner business district?

67 of 69

- 1. Walk
Responses: **22.39%** (15)
- 2. Bicycle
Responses: **2.99%** (2)
- 3. Car
Responses: **53.73%** (36)
- 4. Taxi
Responses: **0%** (0)
- 5. Bus
Responses: **14.93%** (10)
- 6. Train
Responses: **5.97%** (4)



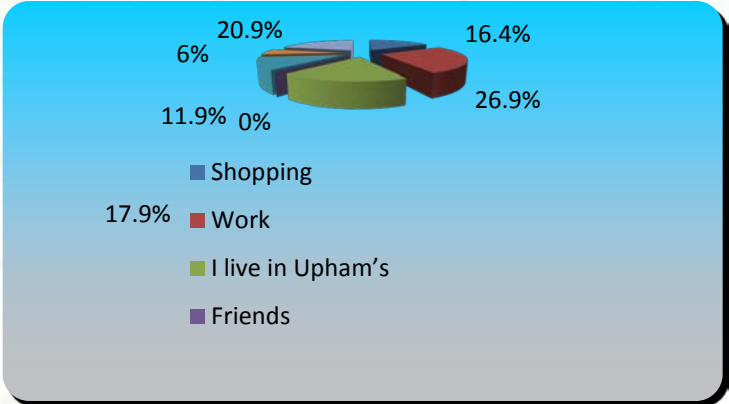
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Interactive Question Responses

What is your primary reason for visiting Upham's Corner?

67 of 69

- 1. Shopping
Responses: **16.42%** (11)
- 2. Work
Responses: **26.87%** (18)
- 3. I live in Upham's
Responses: **17.91%** (12)
- 4. Friends
Responses: **0%** (0)
- 5. Culture, arts or events
Responses: **11.94%** (8)
- 6. Community centers or services
Responses: **5.97%** (4)
- 7. Other
Responses: **20.90%** (14)



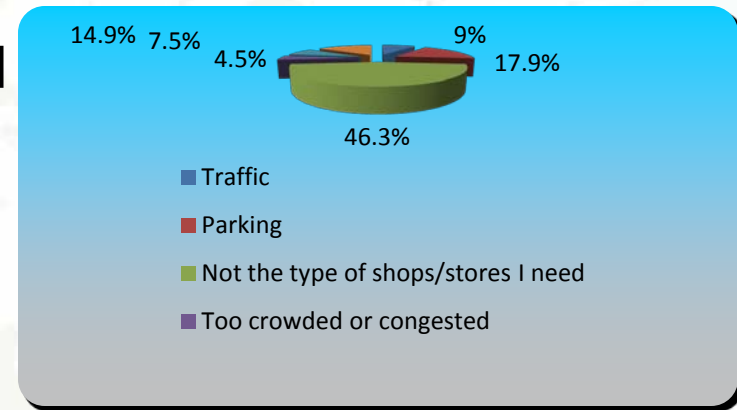
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Interactive Question Responses

What is your greatest challenge to coming to Upham's Corner?

67 of 69

- 1. Traffic
Responses: 8.96% (6)
- 2. Parking
Responses: 17.91% (12)
- 3. Not the type of shops/stores I need
Responses: 46.27% (31)
- 4. Too crowded or congested
Responses: 4.48% (3)
- 5. Safety
Responses: 7.46% (5)
- 6. Other
Responses: 14.93% (10)



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Countdown

Interactive Question Responses

What is your priority for Upham's Corner?

64 of 69

1. Retail and restaurants

Responses: **20.31%** (13)

2. Jobs and opportunities

Responses: **28.12%** (18)

3. Housing

Responses: **3.12%** (2)

4. Parks and open space

Responses: **0%** (0)

5. Transportation

Responses: **17.19%** (11)

6. Public Safety

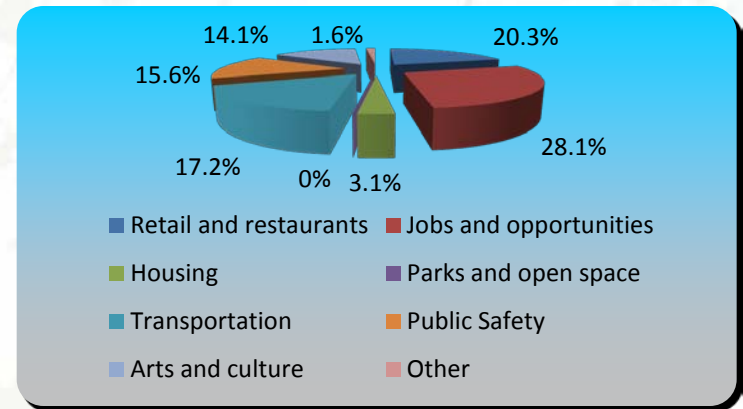
Responses: **15.62%** (10)

7. Arts and culture

Responses: **14.06%** (9)

8. Other

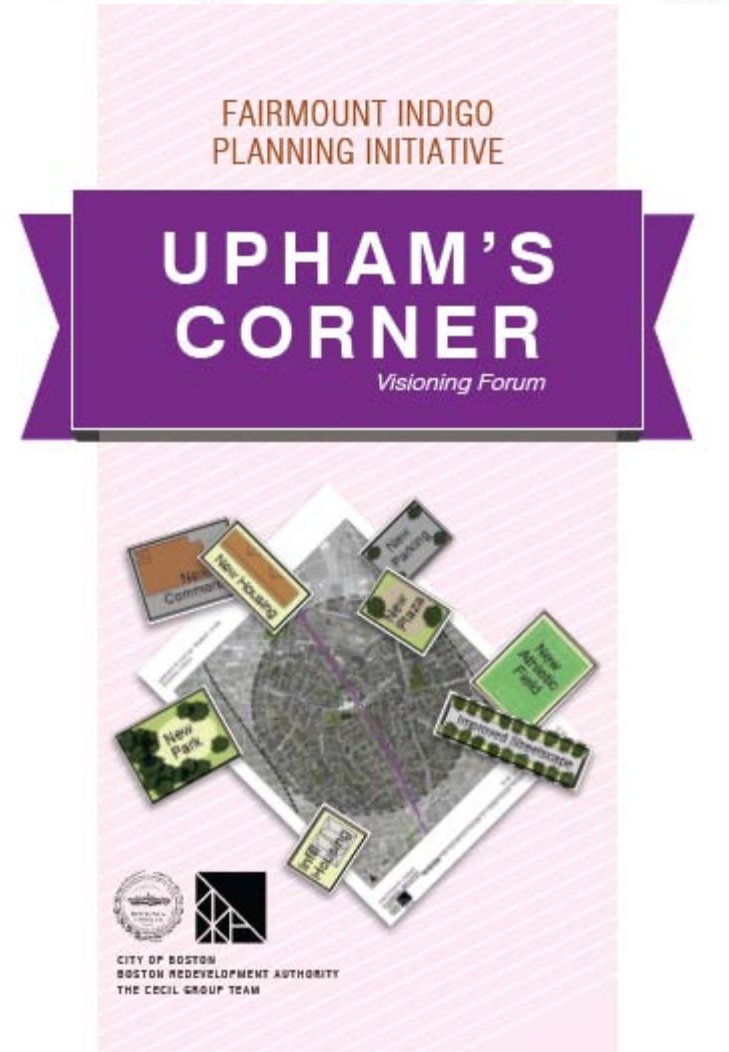
Responses: **1.56%** (1)



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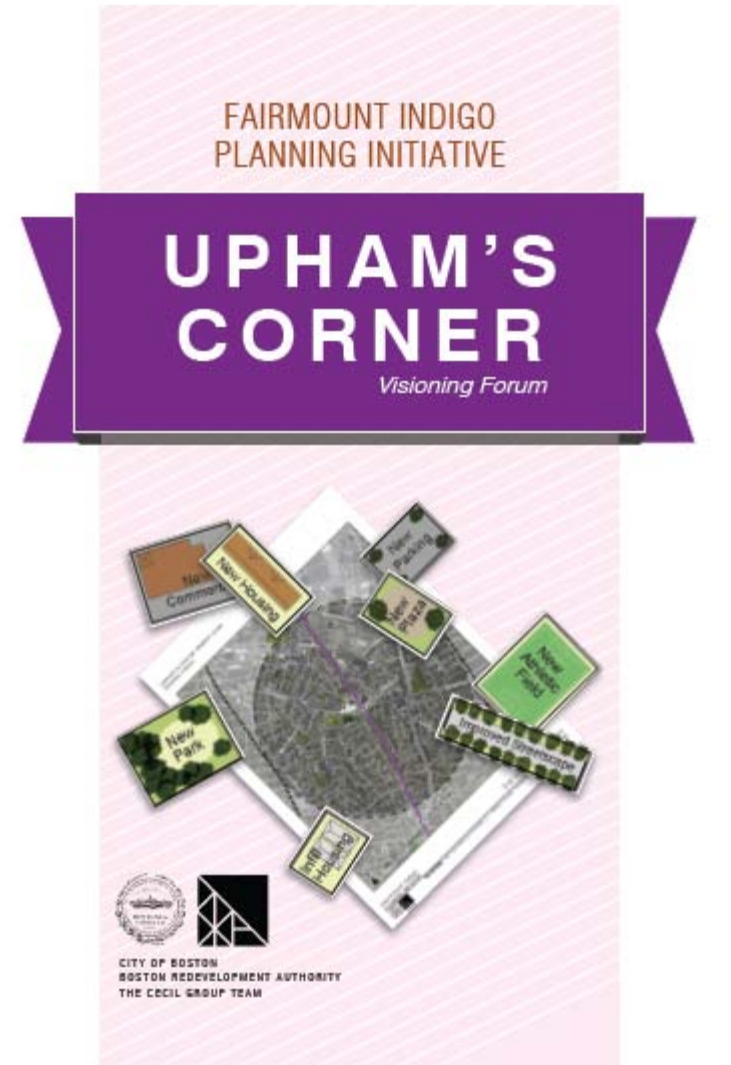
WAG Thoughts/Discussion

- WAG member feedback
- Important conversations to highlight
- Specific items to be sure to note
- Overall impressions



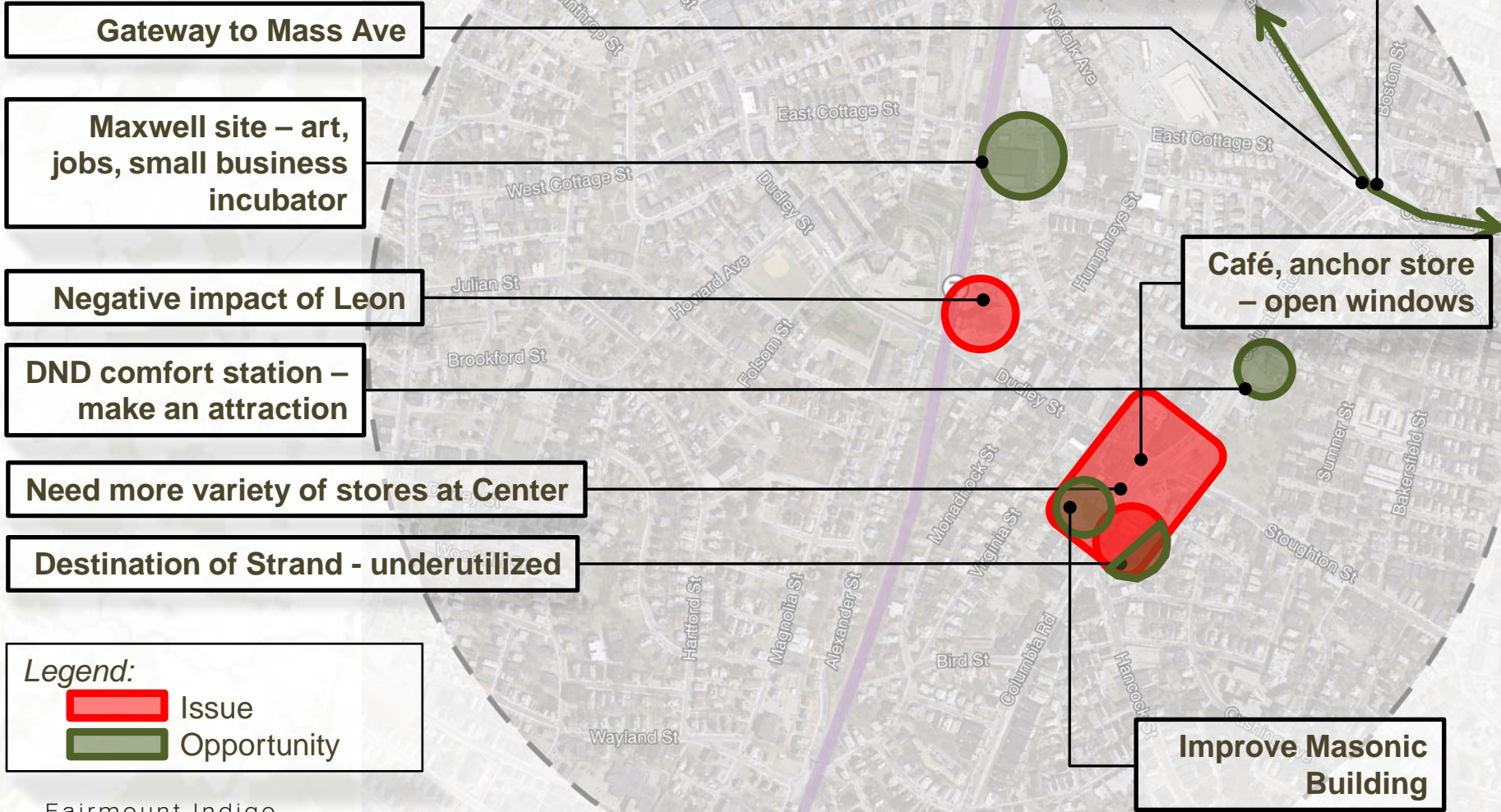
Opportunities and Issues Summary

- Summary graphics and notes from break-out groups
- Graphics and notes sorted by:
 - Prosperity
 - Housing
 - Transportation
 - Place and sustainability
 - Public realm/open space
 - Arts and culture



Opportunities and Issues Summary:

Prosperity



Legend:

- Issue
- Opportunity

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Community Opportunities and Issues Summary:

Prosperity

- More variety/diversity in commercial district/retail – art retail, coffee shop
- Build upon Main Streets efforts - shop locally
- Create co-amenities for destinations like the Strand – restaurants
- Evening activity centers for meetings and community gatherings
- Restaurants and entertainment destinations
- Create a more inviting Dudley Street
- Leon Building – opportunity similar to JP Brewery Complex
- Connections between station and commercial
- Enhance gateways and landmarks
- Address public safety/violence

Opportunities and Issues Summary:

Housing

Working artists housing

Potential artist housing

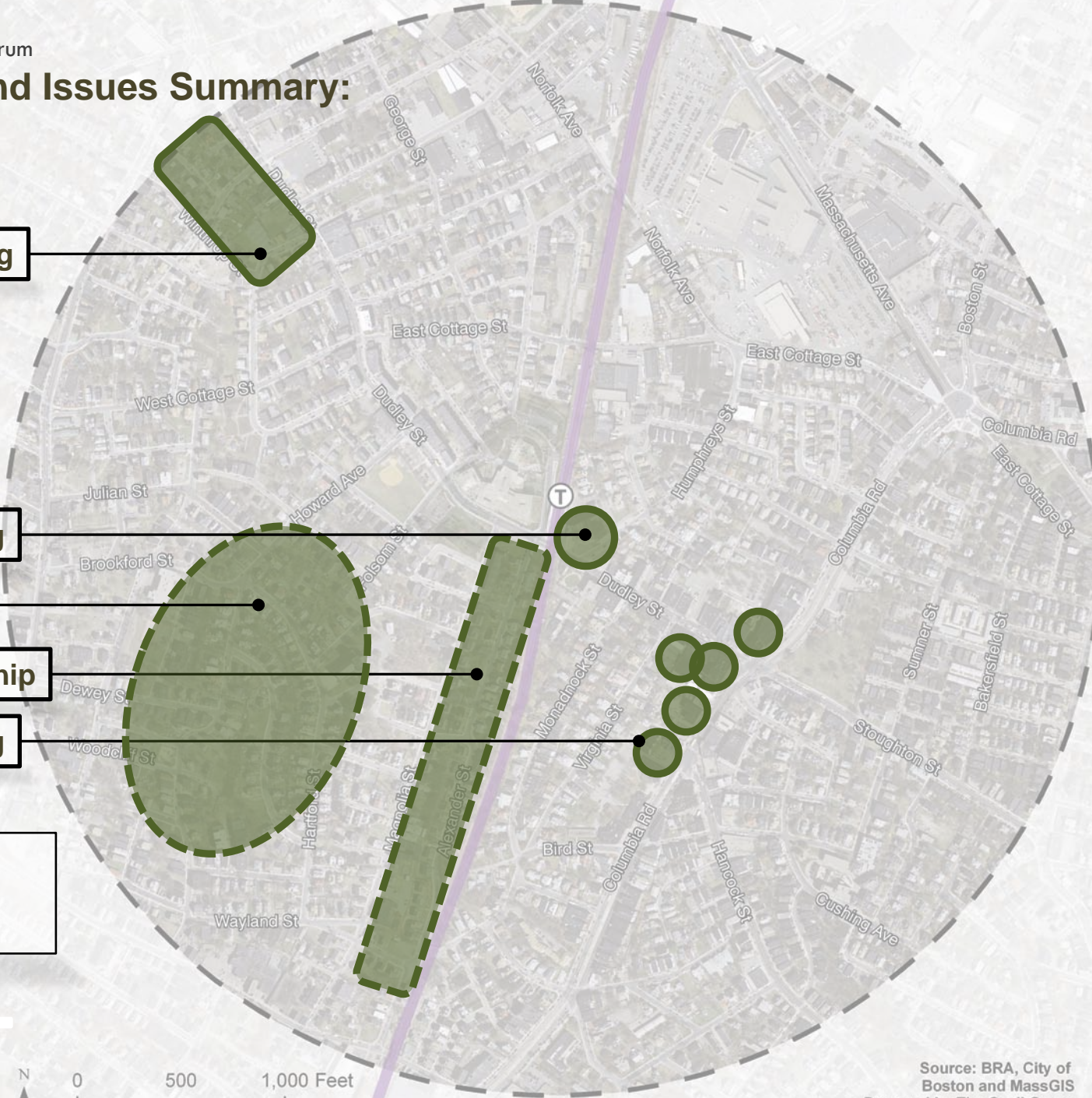
Infill housing

Enhance homeownership

Potential artist housing

Legend:

-  Issue
-  Opportunity



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0 500 1,000 Feet

Community Opportunities and Issues Summary:

Housing

- Increase opportunities for homeownership
- DSNi and DBEDC helpful with community
- Recover after foreclosures
- Housing opportunities at the Leon Building?
- Housing for artists, live/work housing, “microloft” housing for students, elderly
- More mixed income housing, range of incomes
- Low income housing

Opportunities and Issues Summary:

Transportation

Proposed Greenway and complete streets

Station needs parking (Discuss w/ WAG)

Hubway station(s)

New bus route to Quincy St.

Distance between station and center and station and Strand – improve walkability (trolley also suggested)

Traffic/street improvements

Dangerous intersection

Legend:

-  Issue
-  Opportunity

Link to BMC/UMass

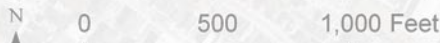
More central parking (Discuss w/ WAG)

Synchronize lights

Lower residential parking required

Parking needed

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Community Opportunities and Issues Summary:

Transportation

- Frequency of train, cost of fare and weekend service are a major issue
- Concerns about impacts of “traffic calming” – presumably on traffic – vision issue is this a car place or a walking/transit place?
- Increase frequency of #15 bus/continue to Fields Corner
- Improve walkability in station area
- Increase bike lanes
- Provide parking at commuter rail station
- Difficult pedestrian crossing at Columbia Road – the heart of the district
- Traffic flow a major issue throughout area
- Better identify and manage parking resources

Opportunities and Issues Summary: Place and sustainability

Proposed Greenway
and complete streets

Air rights should include
green open space

Improve Columbia
Road landscape

Importance of historic properties

Cemetery access,
beautification

Create attraction
from Comfort Station

Potential gathering
opportunity

Legend:

-  Issue
-  Opportunity

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0 500 1,000 Feet

Community Opportunities and Issues Summary:

Place and sustainability

- More lighting suitable for pedestrian environments
- Landscape traffic island on Columbia Road
- Improve wayfinding signage for destinations (Strand, Post Office, Upham's) and convenient uses (parking)
- Branding neighborhood, community signage, welcome signs\
- Station area needs a farmer's market

Opportunities and Issues Summary: Public Realm/Open Space

Maxwell – opportunity for jobs/art

Air rights for green/open space

Community garden outdoor cafe

Add T signage

Open park to neighborhood

Community/welcome signs

Upgrade public realm of business district

Improvement to Columbia Road

Legend:

-  Issue
-  Opportunity

Minimize parking

**More active,
public safety**

**Cemetery access,
beautification**

Fairmount Indigo
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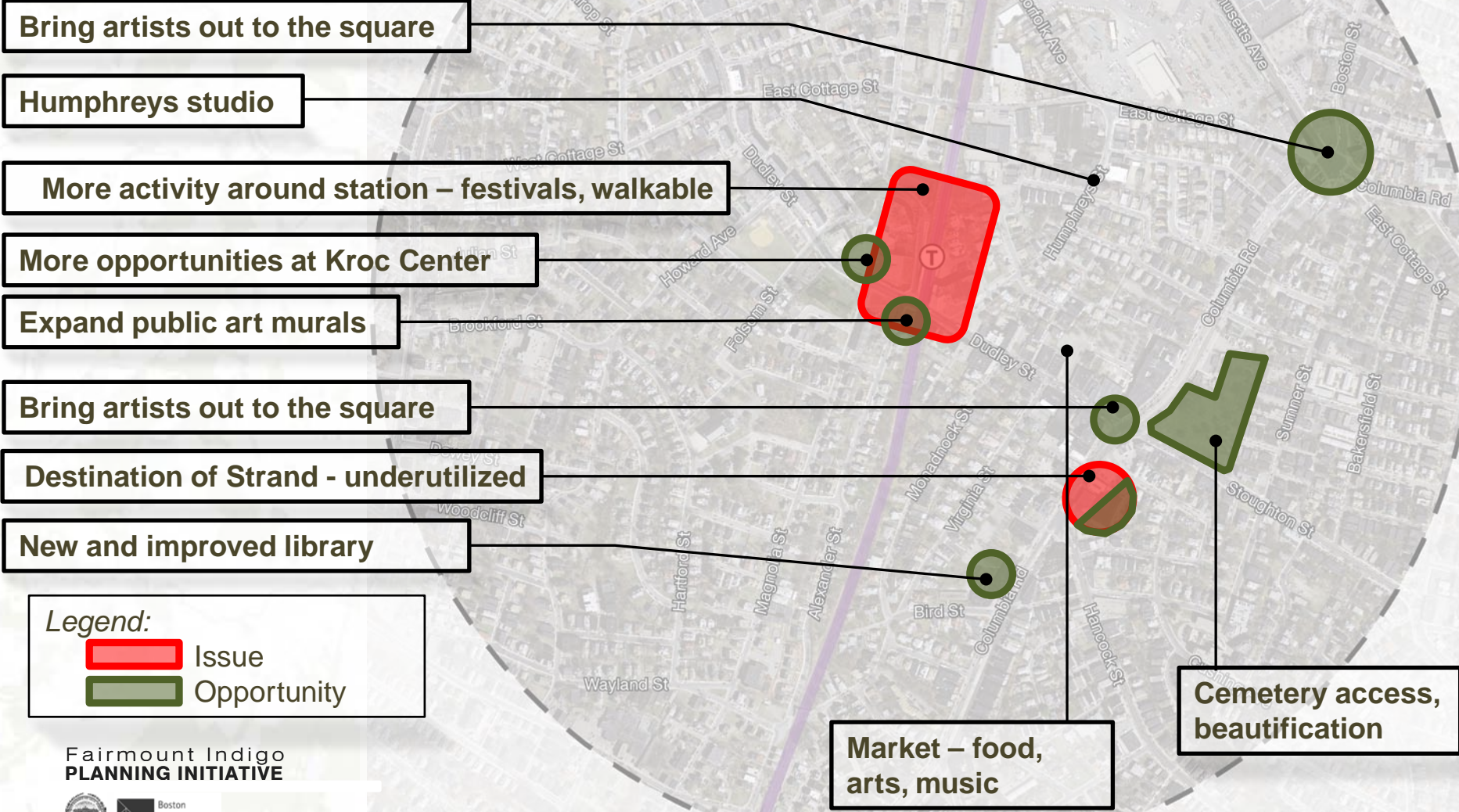
Community Opportunities and Issues Summary:

Public Realm/Open Space

- Upgrade public realm of business district
- Provide more green space around T stops
- Opportunities for events and beautification at the Burial Ground
- Need more gathering outdoor space, more community gardens
- Public art
- Trash on streets on a problem, not enough trash receptacles

Opportunities and Issues Summary:

Arts and Culture



Legend:

-  Issue
-  Opportunity

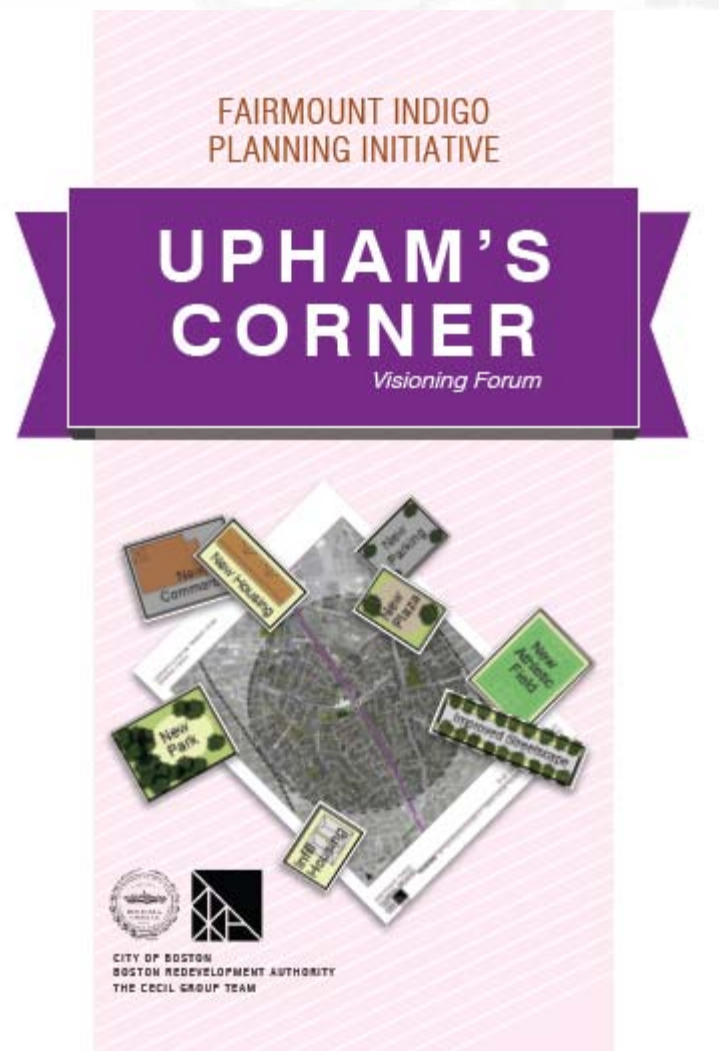
Community Opportunities and Issues Summary:

Arts and Culture

- Bring Dorchester arts groups together in Upham's Corner
- Open studios – bring artists out to the “Square”
- Art exhibit space in restaurants, lobby of Strand or other spaces
- Public art murals
- Expand Strand as a destination, improve promotion of the Strand Theater
- Highlight historic places
- Expand event opportunities at the Kroc Center
- More festival culture, multi-cultural events and activity near train station

Shared Vision Summary

- *“Come visit the world in one stop!”*
- National model for physical and human restoration and revitalization
- Creative interventions for district and community
- Celebrate cultural and community diversity
- Enhance and leverage the Strand Theatre as a destination, landmark and anchor
- Destination for leisure, shopping and culture








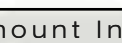


Shared Vision - 1

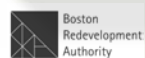
“Residential” Summary

- Increase residential uses at Upham's Center
- Increase commercial uses near Newmarket/Everett Square
- Mixed-use at the station
- Enhance key streetscapes and open spaces
- Improve parking at center

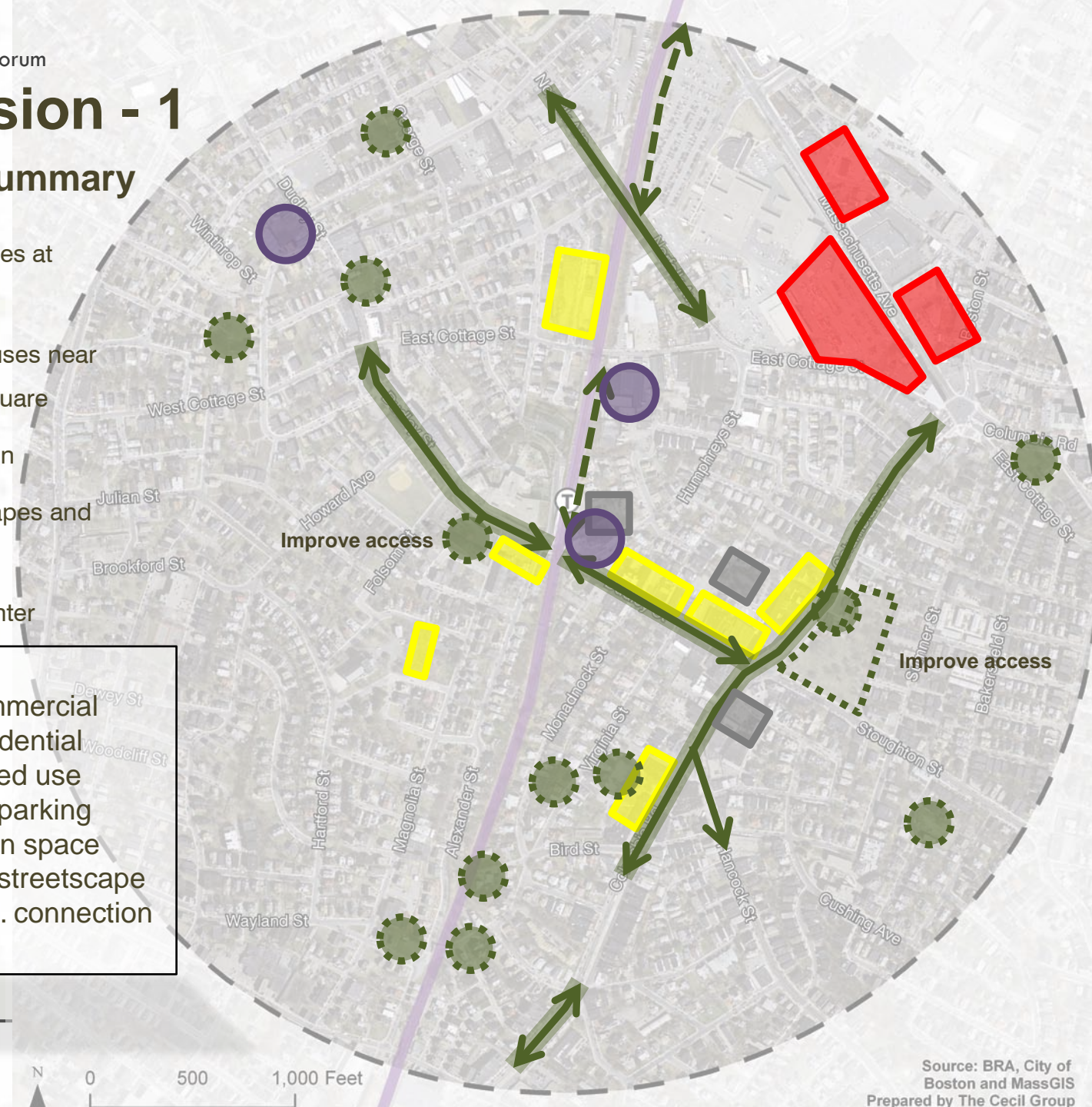
Legend:

-  New commercial
-  New residential
-  New mixed use
-  Improve parking
-  New open space
-  Improve streetscape
-  New ped. connection
-  Gateway

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0 500 1,000 Feet











Shared Vision - 2

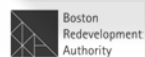
“Gateway and Center” Summary

- Increase mixed-use activity at center and at station
- Enhance visual arrival points and gateways to district
- Concentrate improved public realm
- Attract mixed-use development

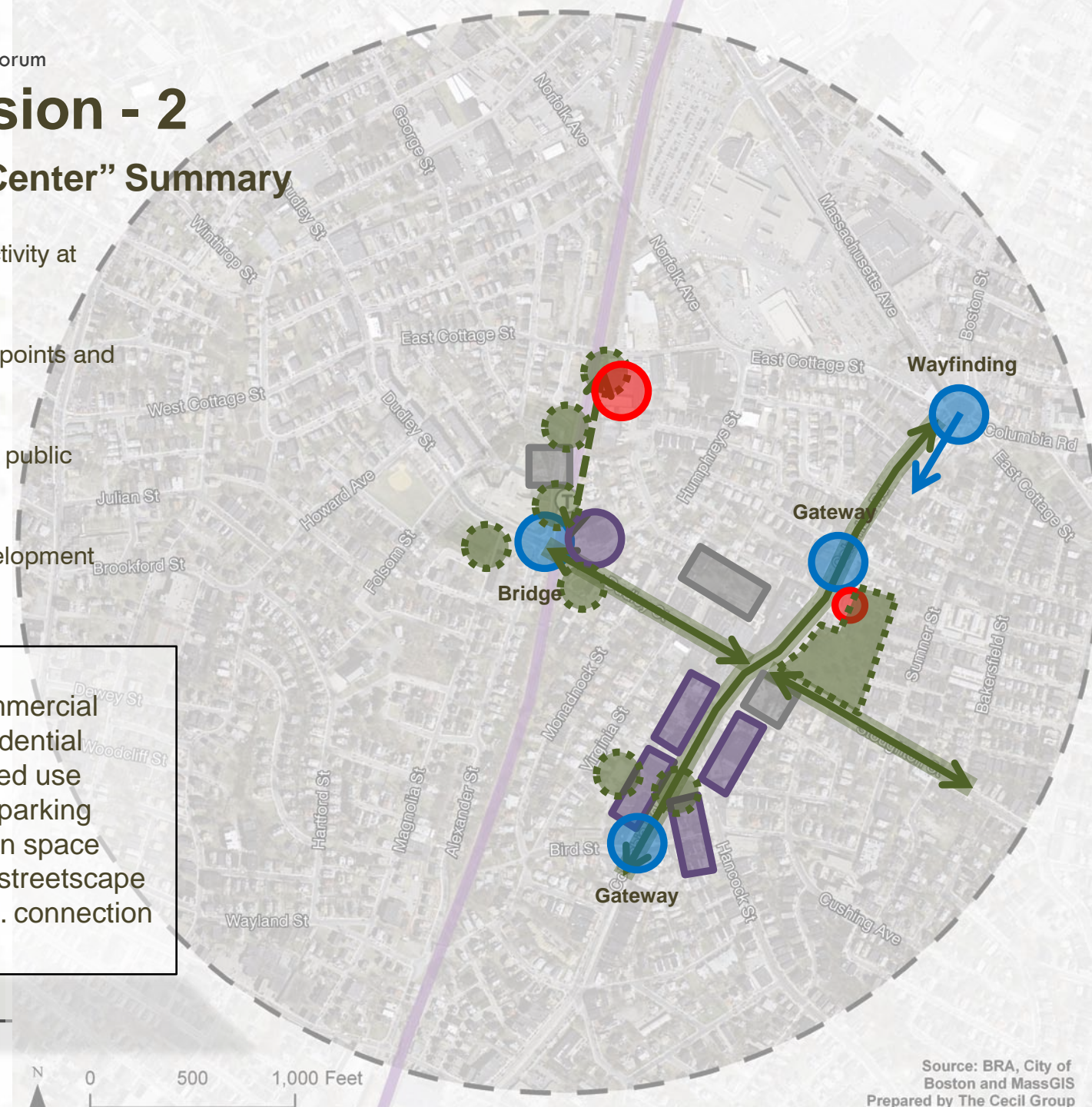
Legend:

-  New commercial
-  New residential
-  New mixed use
-  Improve parking
-  New open space
-  Improve streetscape
-  New ped. connection
-  Gateway

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0 500 1,000 Feet


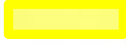





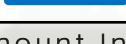


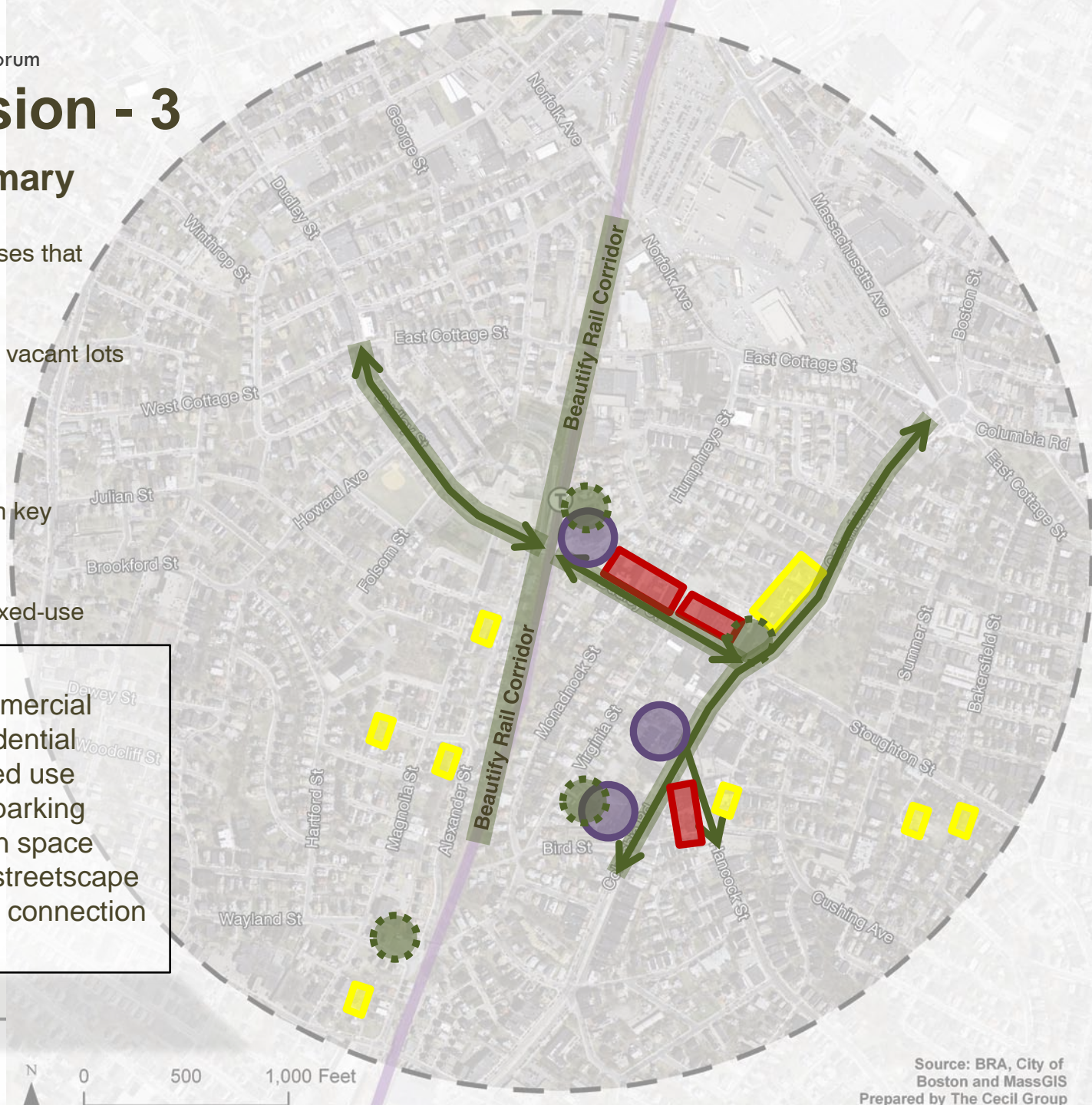
Shared Vision - 3

“Improve” Summary

- Increase commercial uses that people need at Center
- Create infill housing on vacant lots in neighborhoods
- Beautify rail corridor
- Improve streetscape on key corridors
- Convert key sites to mixed-use

Legend:

-  New commercial
-  New residential
-  New mixed use
-  Improve parking
-  New open space
-  Improve streetscape
-  New ped. connection
-  Gateway



Upham's Corner

Shared Themes

UPHAM'S CORNER



Emerging Vision Statement



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









Goals:

- Strengthen businesses and activity to revitalize the center as a **commercial and cultural anchor**
- **Reinforce a direct connection** between the center and station
- Provide new **housing opportunities to support vitality** and prosperity
- Reinforce a **walkable neighborhood orientation** through public realm and open space improvements

Emerging Shared Vision

- Increase residential uses at Upham's Center
- Infill residential uses in neighborhoods
- Mixed-use at the station and Upham's Center
- Enhance key streetscapes, open spaces and gateways
- Improve parking at center

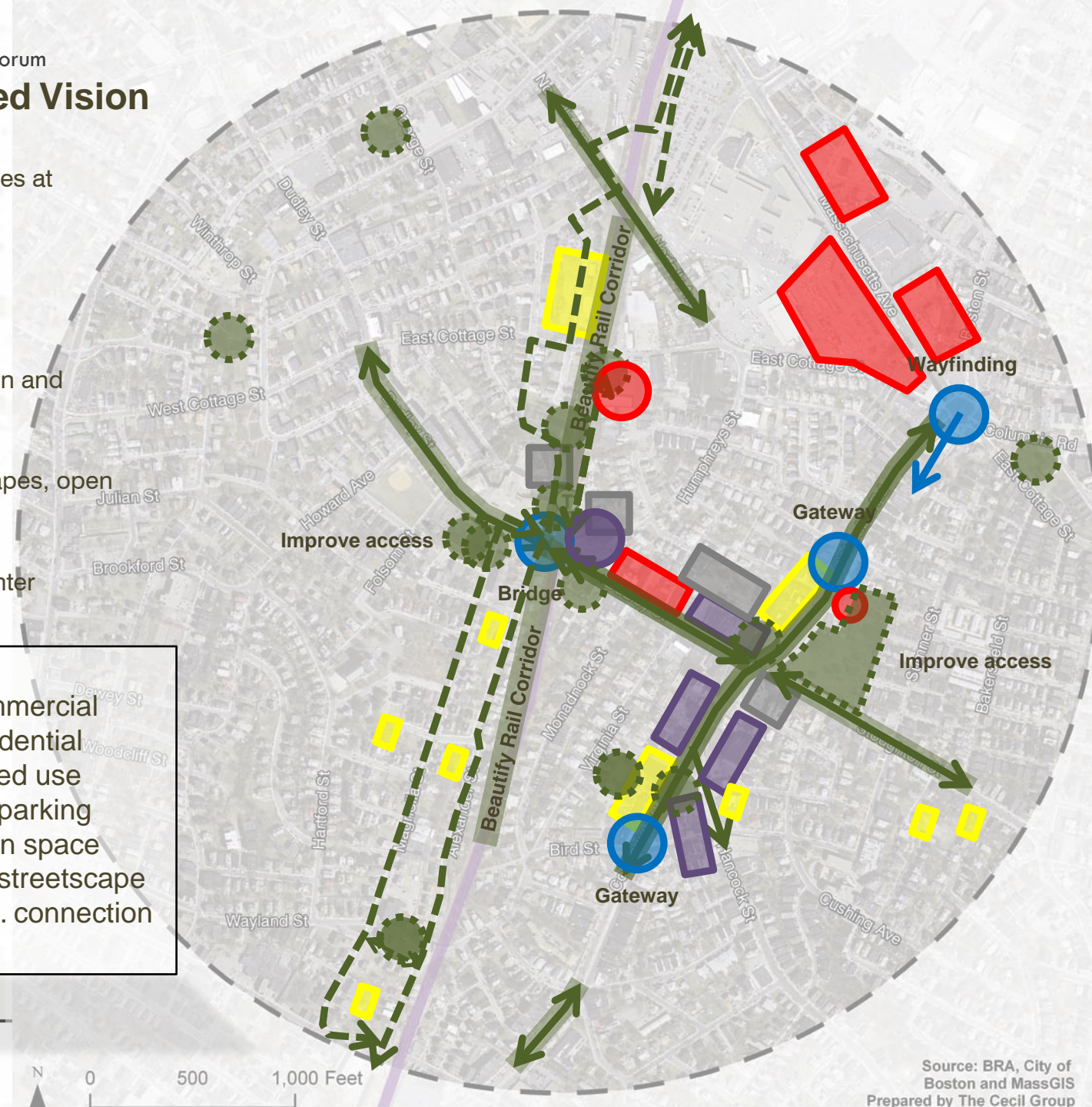
Legend:

	New commercial
	New residential
	New mixed use
	Improve parking
	New open space
	Improve streetscape
	New ped. connection
	Gateway

Fairmount Indigo PLANNING INITIATIVE



0 500 1,000 Feet



Upham's Corner

Potential Key Sites

UPHAM'S
CORNER

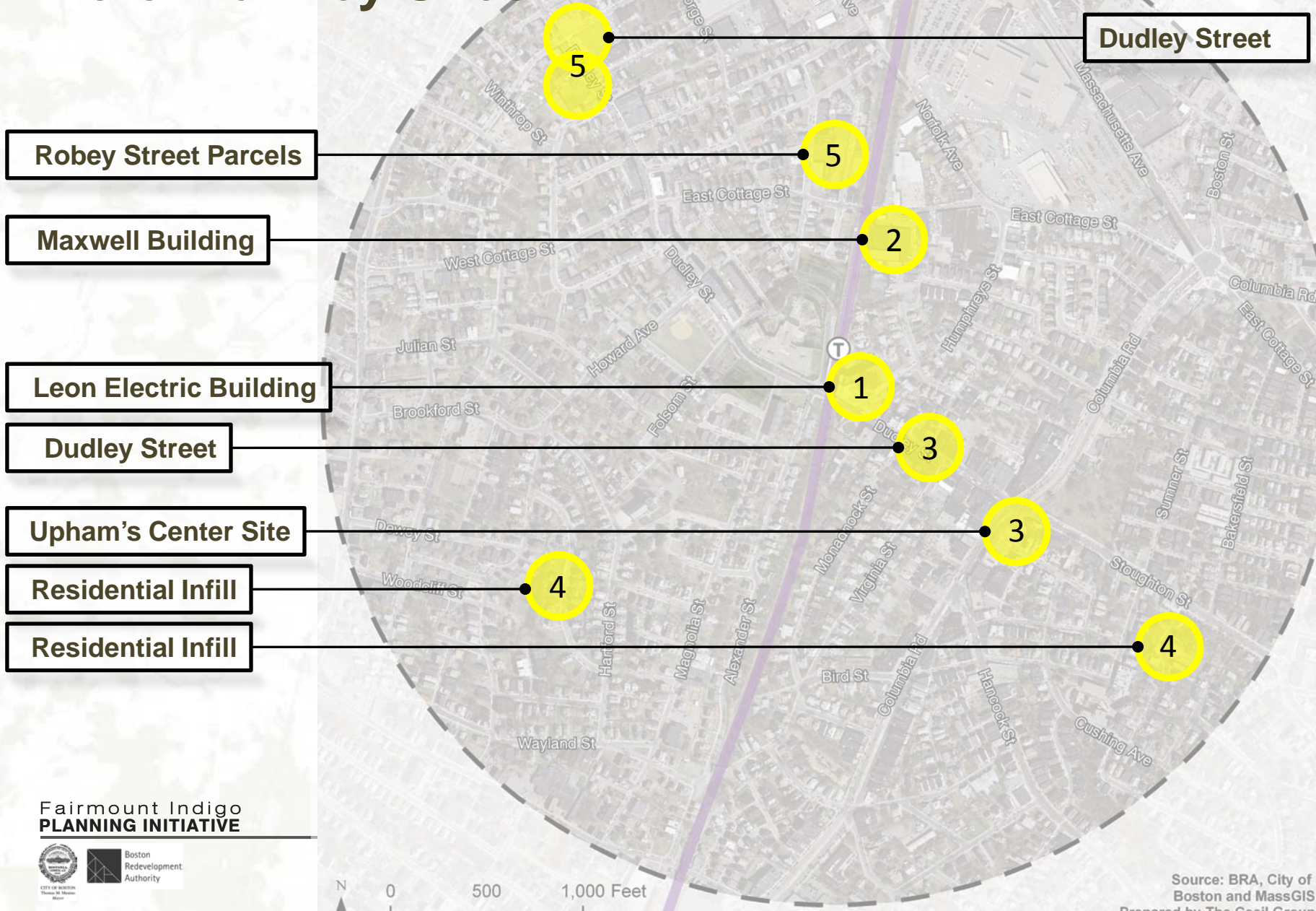


Methodology for Selection of Key Sites

Potential Selection Criteria

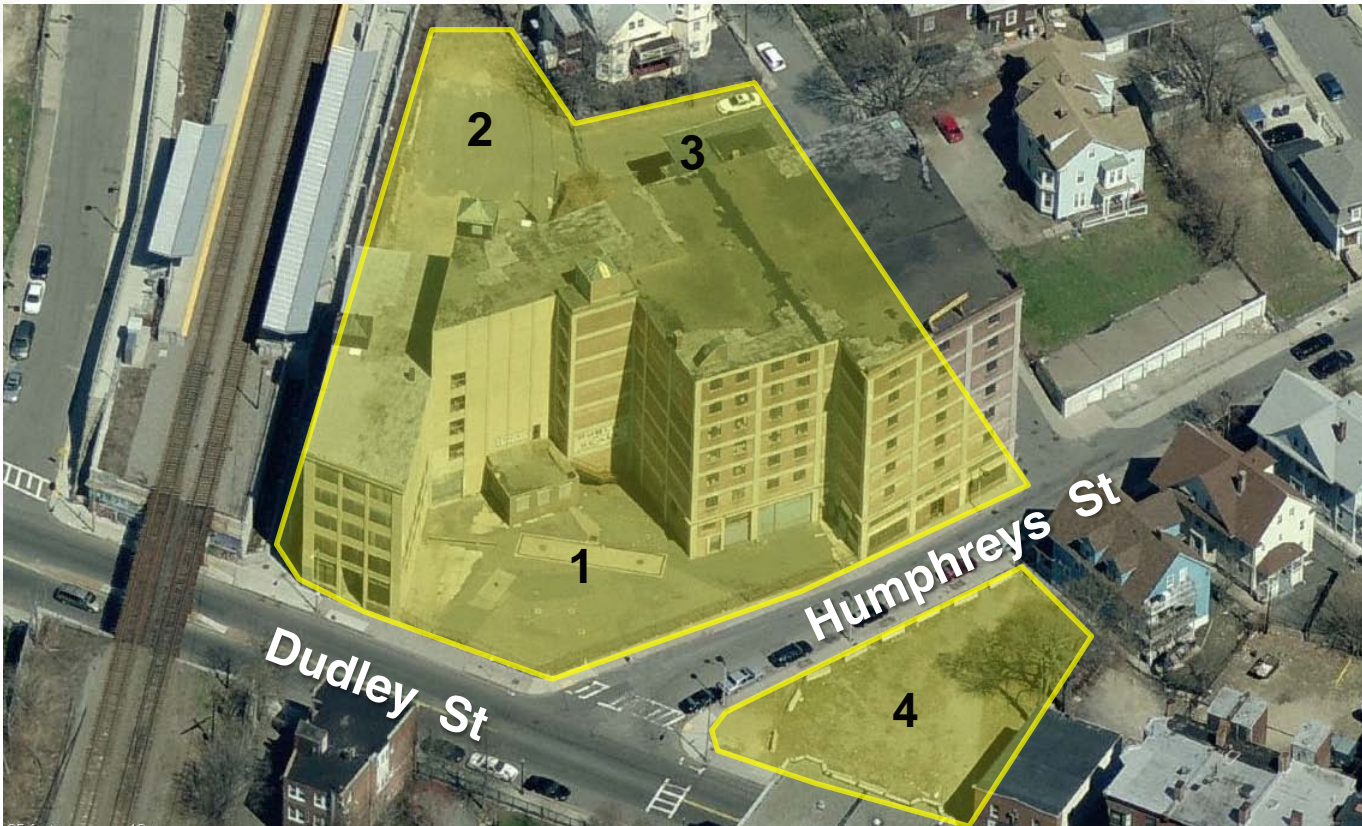
- Consistent with emerging shared vision
- “High impact sites” that can leverage station area change
- Underutilized sites, susceptible to change
- Sites that are under public control
- Diverse collection of sites
- Effective for purposes of this study:
 - Real estate analysis/feasibility testing
 - Development scenario testing
 - Evaluation of potential zoning modifications
 - Illustrative of potential station area improvements
 - Outline of Use and Design Guidelines

Potential Key Sites



Potential Key Sites

1 – Leon Electric Building



- 1** Lot area: 29,735 SF
Gross area: 135,007 SF
Owner: Leon Family LLC
- 2** Lot area: 13,493 SF
Gross area: Vacant
Owner: Leon Family LLC
- 3** Lot area: 7,115 SF
Gross area: 8,120 SF
Owner: Lepe Gabriel
- 4** Lot area: 10,396 SF
Gross area: Vacant
Owner: Meehan Paul et al

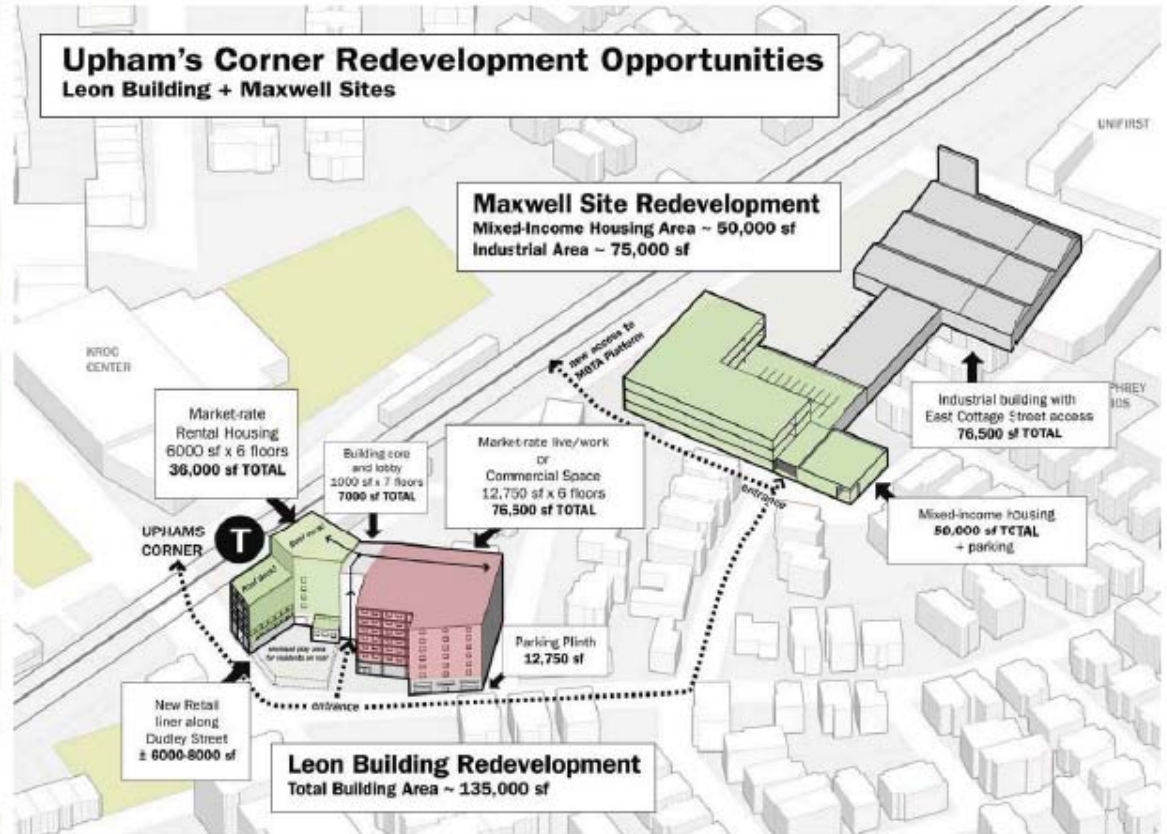
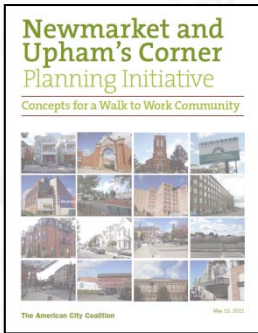
Potential Key Sites

1 – Leon Electric Building

Previous Study

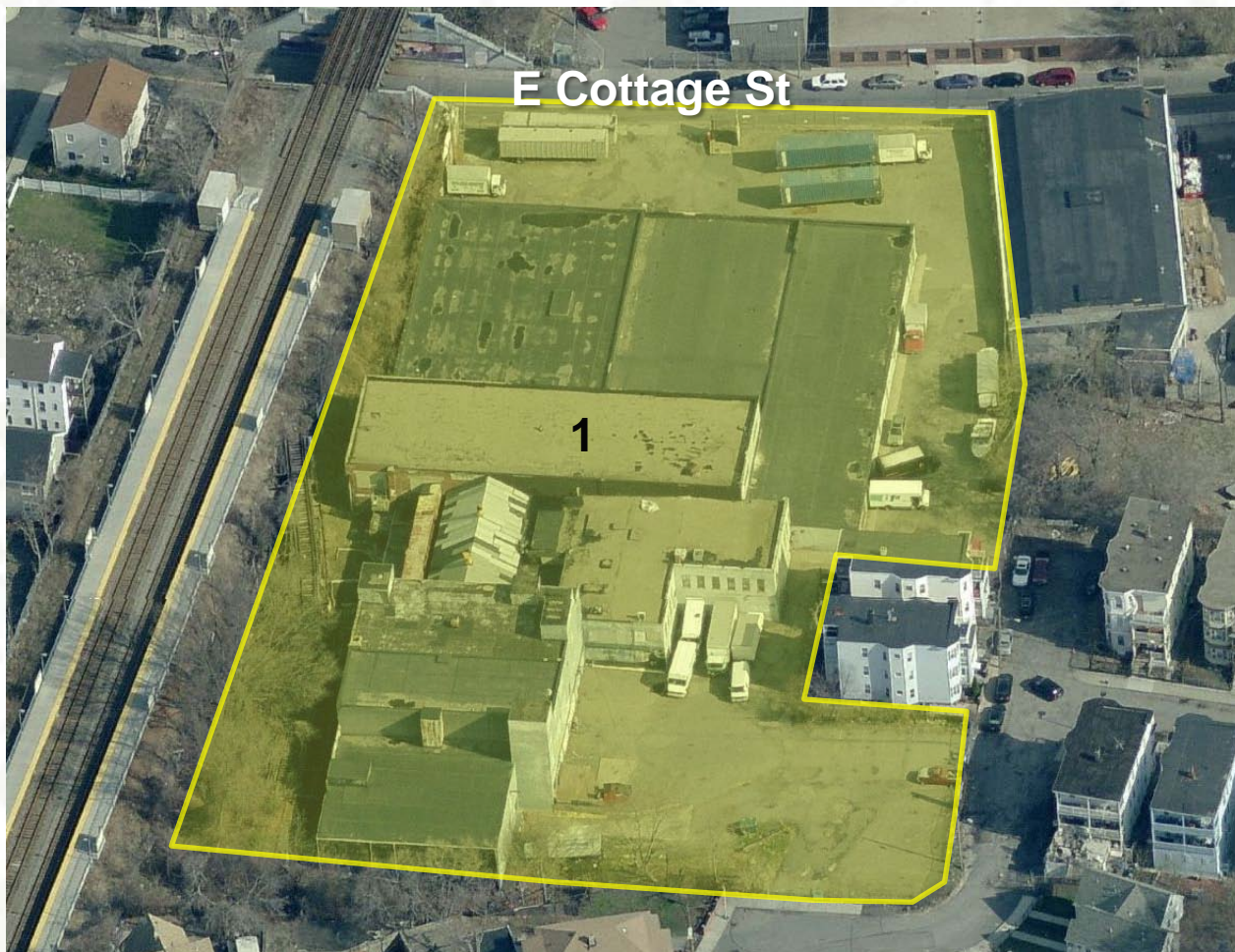


The American City Coalition with Utile, Inc.



Potential Key Sites

2 – Maxwell Property



1 Lot area: 120,238 SF
Gross area: 84,538 SF
Owner: City of Boston

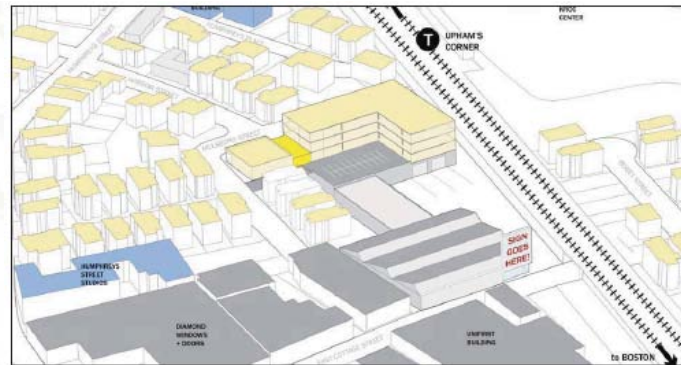
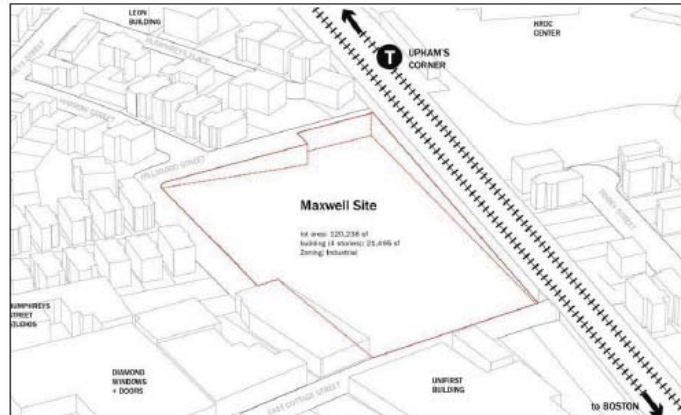
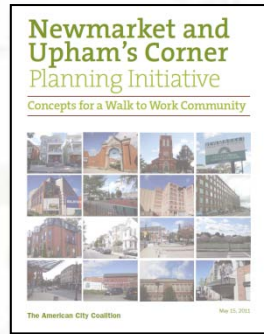
Potential Key Sites

2 – Maxwell Property

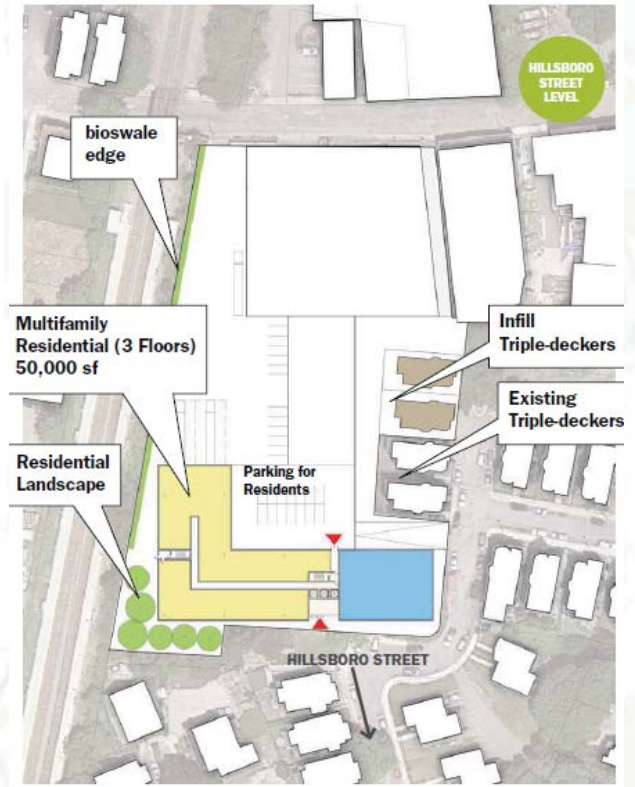
Previous Study



The American City Coalition with Utile, Inc.



Industrial-Residential Prototypes + Precedents



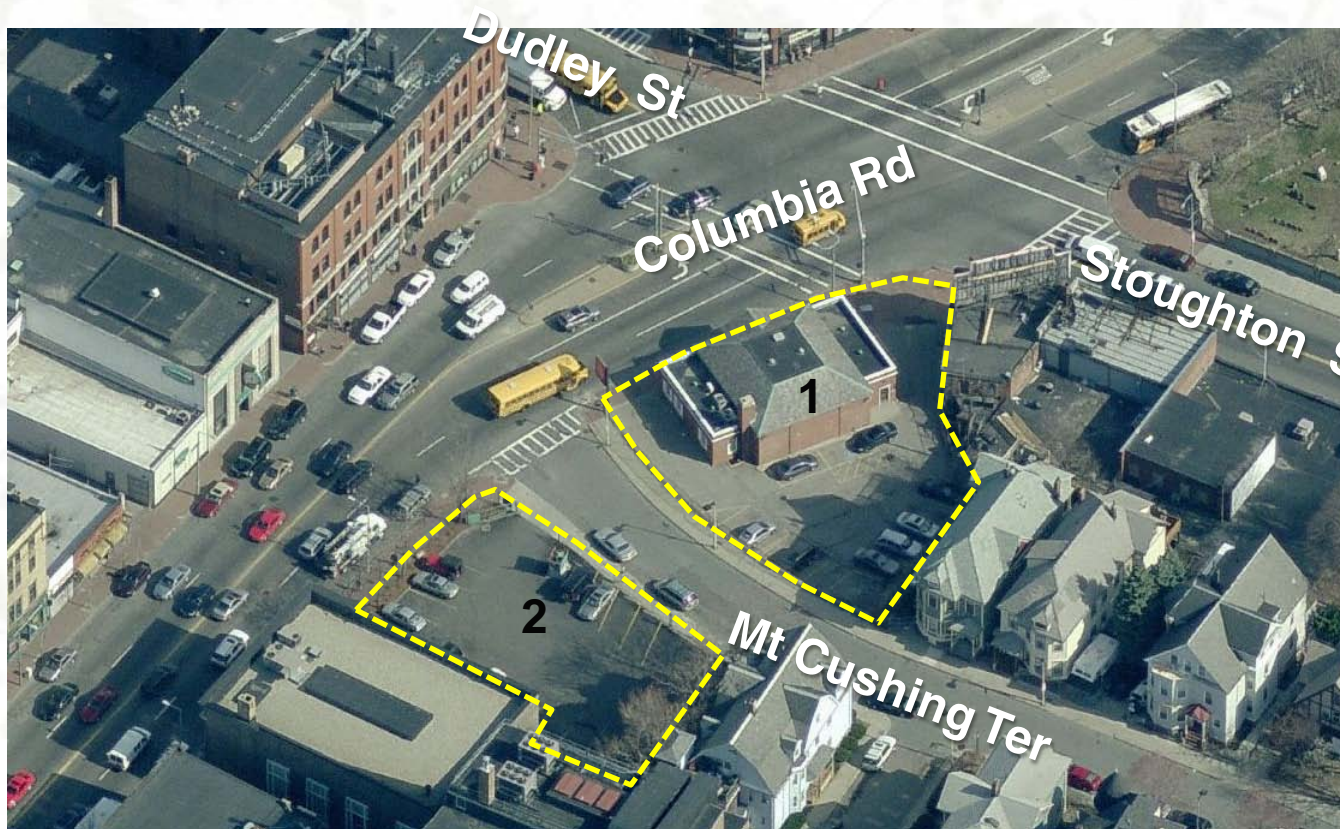
Fairmount Indigo
PLANNING INITIATIVE



The Cecil Group Team

Potential Key Sites

3 – Upham's Center Site



- 1** Lot area: 11,497 SF
Gross area: 5,416 SF
Owner: **S-BNK Dorchester**
- 2** Lot area: 10,570 SF
Gross area: **Vacant**
Owner: **CRE JV 5 Branch Holdings LLC**

Potential Key Sites

3 – Dudley Street Parcels



1 Lot area: 7,131 SF
Gross area: 11,640 SF
Owner: **Yang-Chan Yong Kuan**

2 Lot area: 7,460 SF
Gross area: 8,640 SF
Owner: **Kostopoulos Elias TS**

Potential Key Sites

4 – Residential Infill



- 1** Lot area: 4,095 SF
Gross area: **Vacant**
Owner: **City of Boston by FCL**

- 2** Lot area: 23,819 SF
Gross area: **Vacant**
Owner: **Ghany Rita**

Potential Key Sites

4 – Residential Infill



- 1** Lot area: 4,500 SF
Gross area: **Vacant**
Owner: **Veterans Affairs**
- 2** Lot area: 4,475 SF
Gross area: **Vacant**
Owner: **Joyner Derick D**
- 3** Lot area: 4,475 SF
Gross area: **Vacant**
Owner: **Alexander Magnolia LP**
- 4** Lot area: 32,133 SF
Gross area: 6,540 SF
Owner: **Roman Cath Arch of Bos**
- 5** Lot area: 5,183 SF
Gross area: **Vacant**
Owner: **City of Boston**

Potential Key Sites

5 – Robey Street Parcels



- 1** Lot area: 29,601 SF
Gross area: **Vacant**
Owner: **Lepardo Anthony F**
- 2** Lot area: 17,990 SF
Gross area: **Vacant**
Owner: **American Air Cndtng Co**
- 3** Lot area: 2,066 SF
Gross area: **Vacant**
Owner: **Jurevicz Victor**
- 4** Lot area: 2,716 SF
Gross area: **Vacant**
Owner: **Jurevicz Victor**

Potential Key Sites

5 – Dudley Street



- 1** Lot area: 10,623 SF
Gross area: **Vacant**
Owner: **Loew Elias M**
- 2** Lot area: 2,409 SF
Gross area: **Vacant**
Owner: **Jose Abreu Inc**
- 3** Lot area: 14,031 SF
Gross area: **Vacant**
Owner: **City of Boston**
- 4** Lot area: 2,425 SF
Gross area: **Vacant**
Owner: **Hosmer John TS**

Upham's Corner

Public Realm and Transit

UPHAM'S
CORNER



Uphams Corner Existing Conditions

Complete Streets

- Existing characteristics are supportive of safe access by all modes and users of all ages & abilities
- All the elements of complete streets come together in the Uphams Corner corridor
- Key is balancing needs AND facilitating connections between modes



Uphams Corner Existing Conditions

Transit Oriented Development (TOD)

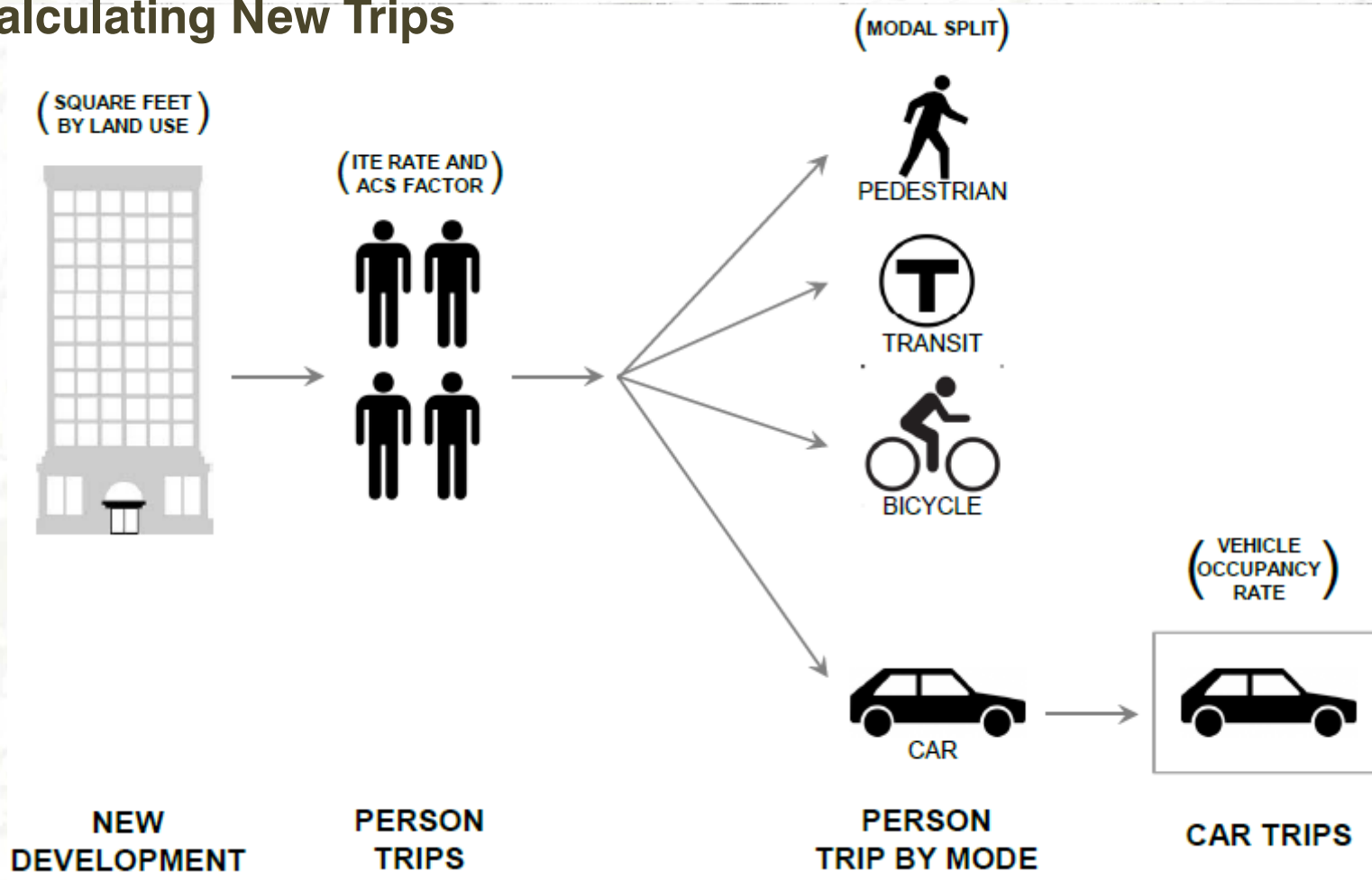
Many existing elements can be strengthened to support TOD:

- Compact, walkable communities centered around transit
- Require walkable design to facilitate connections -- the pedestrian given priority, as well as bicycle access
- Higher density development with integrated uses within a 10-minute walk of Upham's Corner station
- Reduced and managed parking to support transit use
- Create a sense of place



Uphams Corner Existing Conditions

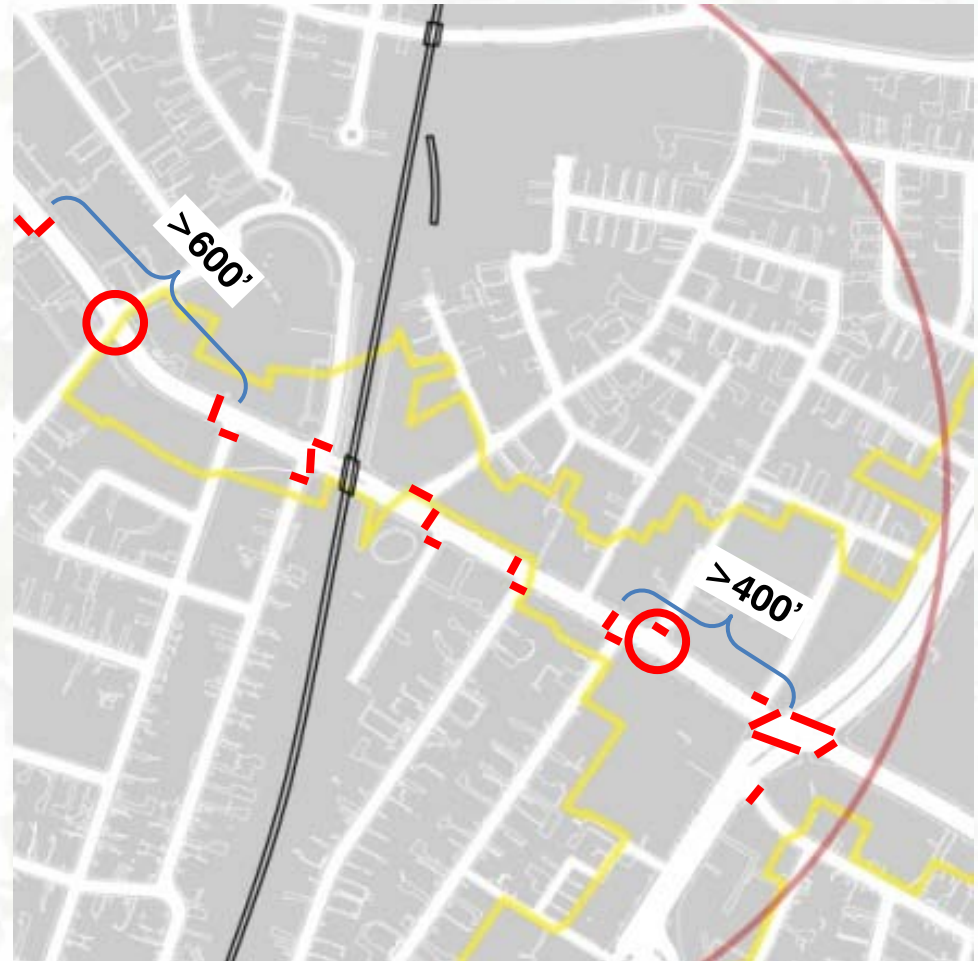
Calculating New Trips



Upham's Corner Existing Conditions

Pedestrian Network

- Along Dudley Street corridor, crosswalks across Dudley are generally available at each block, every 200-300 ft, and across side streets
- Some crosswalks missing across Dudley Street



Upham's Corner Existing Conditions

Pedestrian Treatments



Pedestrian Refuge



Crosswalk Treatments

Rectangular Rapid
Flashing Beacon (RRFB)



Uphams Corner Existing Conditions

Transit

- Fairmount Line** South Station < > Readville
- Route 15** Ruggles < > Kane Sq / Fields Corner
- Route 16** Forest Hills < > Andrew Station / UMass
- Route 17** Fields Corner < > Andrew Station
- Route 41** Centre & Eliot Sts < > JFK/UMass



Upham's Corner Existing Conditions



Fairmount Line Commuter Rail

- 9.2 miles South Station <> Readville
- Serves Upham's Corner station
 - Weekday AM inbound and PM outbound service (4 trains during each peak)
 - During off-peak periods, flag stop service only (20 off-peak trains throughout the day)
 - 154 average daily inbound boardings at Uphams Corner station (MBTA Ridership Statistics, 2009), 100% of which accessed the station by walking
 - There is no weekend service
 - Opening of Talbot Station, plus 3 additional new stations planned to open this year

Upham's Corner Existing Conditions

Fairmount Line Commuter Rail

- Opportunities
 - Advocate for more frequent service and reduced fare structure to encourage use of this mode of transportation
 - MBTA service planning
 - Reviews service performance and usage of transit services
 - Recommends service changes based on user demand
 - MBTA's Capital Investment Plan (CIP) is a rolling five-year plan which outlines current infrastructure needs and details planned investments



Uphams Corner Existing Conditions

Transit Improvements



Accessible Design



Traffic Signal Improvements



Multimodal connections



Benches



Shelters



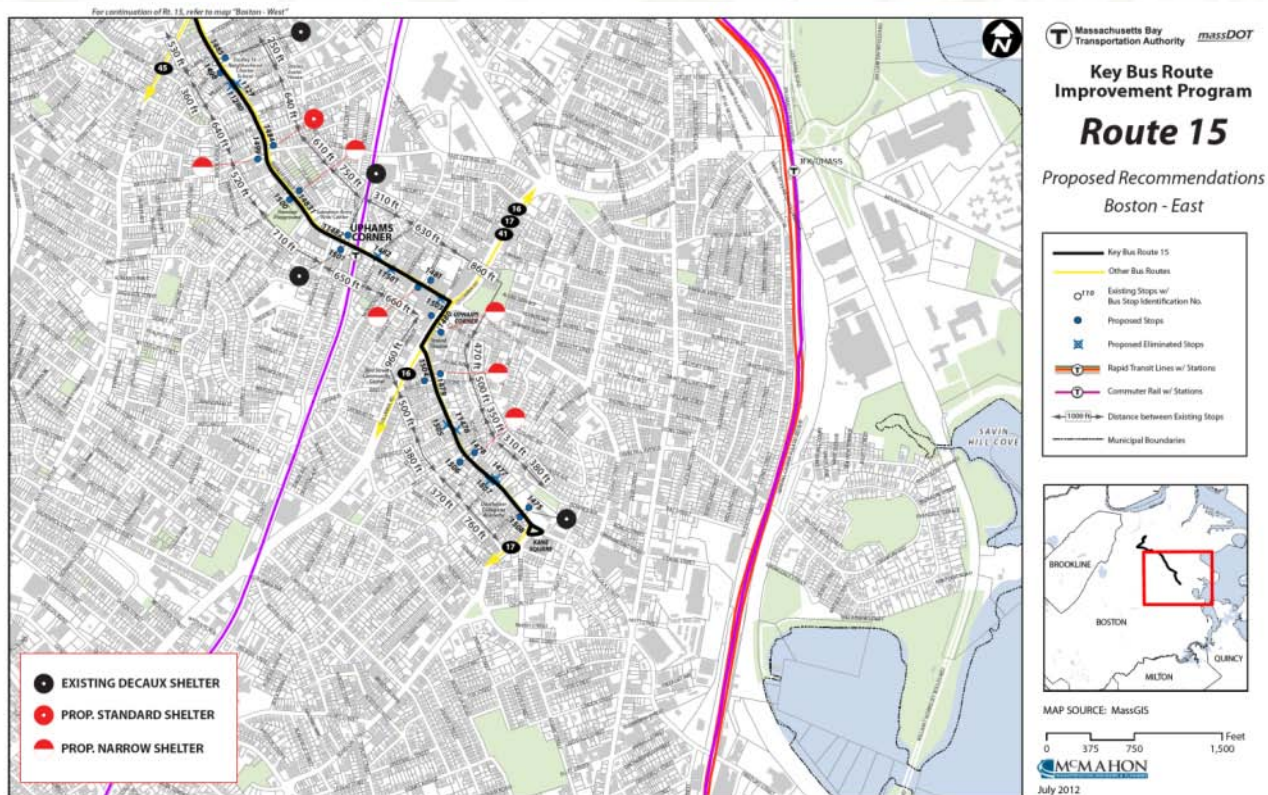
Curb Extensions



Uphams Corner Existing Conditions

Bus Transit

- Route 15 improvements proposed under MBTA's Key Bus Route Improvement Program



- Route 15 is MBTA's 11th busiest bus route
- About 1/4 of its riders get on or off the bus within station area

Upham's Corner Existing Conditions

Bicycle Network

- No bicycle accommodations are provided on Dudley Street.
- Approx. 38' curb-to-curb width – two travel lanes and parking along the corridor.

Bicycle Lane
Shared Lane



Upham's Corner Existing Conditions

Bicycle Accommodations



Bike Lanes



Shared Lane Markings (“sharrows”)



On-street Bike Corrals



Bike Racks

Upham's Corner Existing Conditions

Bicycle Facilities

- Hubway bikesharing stations could connect Uphams Corner station and business district to the citywide network of stations



Uphams Corner Existing Conditions

Parking Management

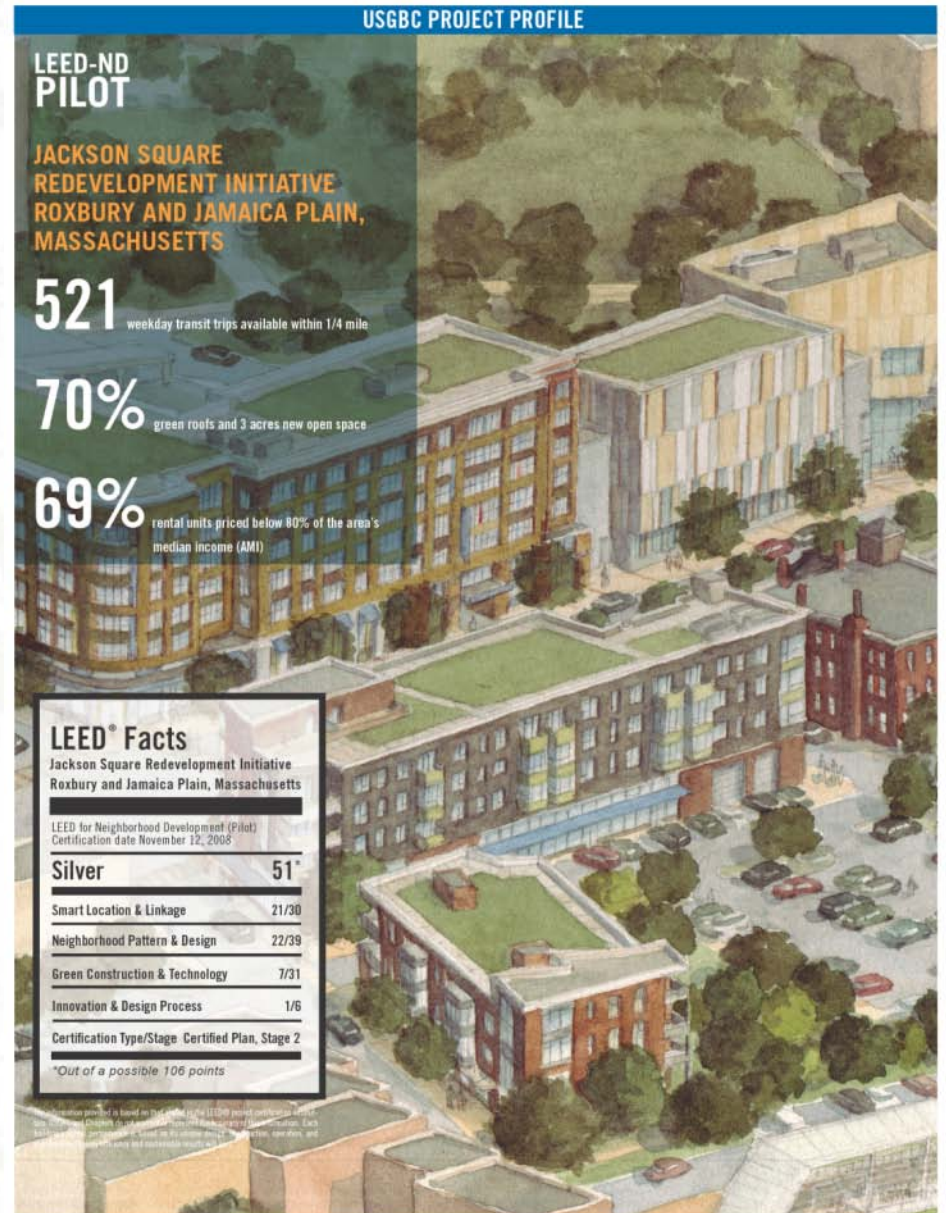
- Consider public partnerships with private off-street lots
- Improve signage for public lots
- Consider parking meters in commercial area to promote turnover
- Consider further study of utilization and turnover throughout the corridor and off-street lots
- Maximize on-street parking through design & balance with other needs



Upham's Corner Existing Conditions

Sustainability

- The Jackson Square TOD used LEED for Neighborhood Development (LEED-ND) as a tool for achieving its environmental goals



Next Steps and Meetings

Corridor-wide Advisory Group (CAG) Committee Meeting:

Tuesday, March 12th, 2013 at 6:30pm

Quincy Corridor Community Meeting:

Wednesday, March 20th, 2013 at 6:30pm

Next Upham's Corner Working Advisory Group (WAG) Committee Meeting:

Wednesday, March 27th, 2013 at 6:30pm

Corridor-wide Advisory Group (CAG) Committee Meeting:

Tuesday, April 9th, 2013 at 6:30pm





Fairmount Indigo Planning Initiative

UPHAM'S CORNER

Working Advisory Group
(WAG) Meeting

Wednesday, February 27, 2013
Salvation Army Kroc Center

Prepared by:

The Cecil Group Team

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