

Downtown Framingham and Transit-Oriented Development

Roundtable Number 3

March 19th, 2014

Welcome & Introductions

Robert Halpin

Town Manager

Welcome

- **Our panelists**

- Pam Goodman, Beacon Communities
- Ed Zuker, Principal, Chestnut Hill Realty
- Marc Levin, Director of Development, Chestnut Hill Realty

- **Our organizing team**

- Gene Kennedy, Interim Director, Community and Economic Development Division
- Erika Jerram, Senior Planner, Community and Economic Development Division
- Sarah Lewis, Architect/Urban Planner, Fuss & O'Neill
- David Foss, Hydrogeologist/LSP, Fuss & O'Neill

- **And you, our attendees**

Previous Discussion

“Why hasn’t Transit Oriented Development materialized in Downtown Framingham?”

- The need for density to create critical mass and justify aggregation of parcels
- The need for less restrictive off street parking reflecting the transit-oriented development market
- The need for flexibility and ability to meet changes in the market

T.O.D. Focus Areas for Today's Discussion

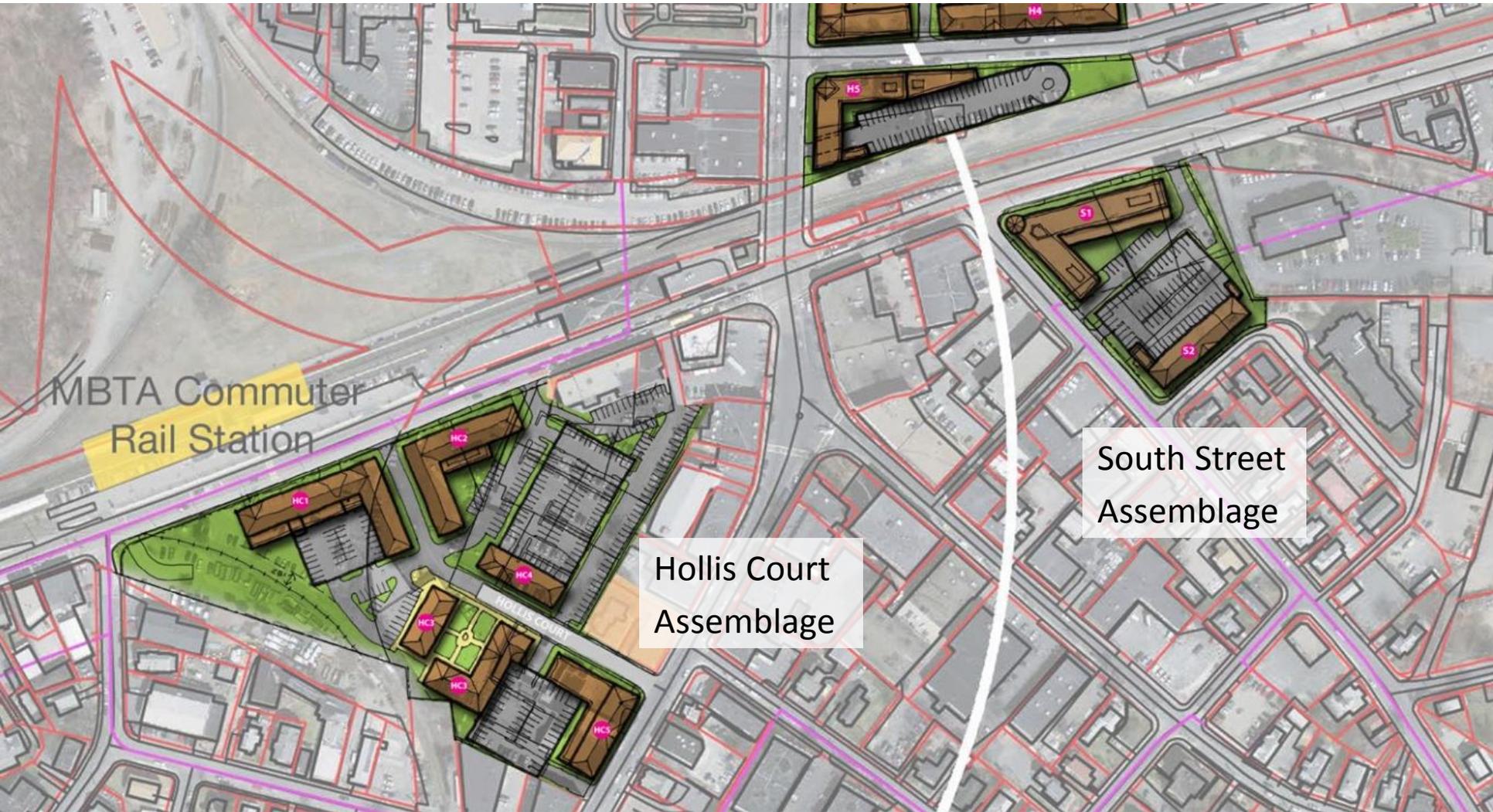
Sarah Lewis, *AIA, CNUa, LEED-AP*

Fuss & O'Neill

Possible Assemblage Sites



Previous Schemes

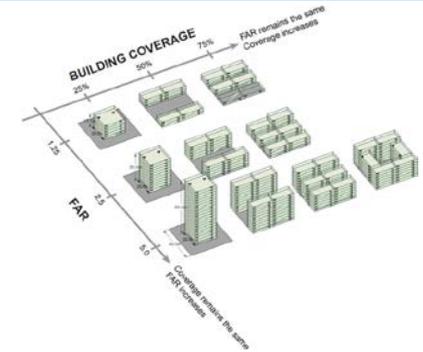


MBTA Commuter
Rail Station

Hollis Court
Assemblage

South Street
Assemblage

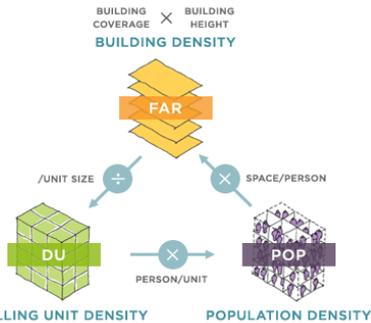
Density



Small single family and townhomes = approximately 10 dwellings per acre



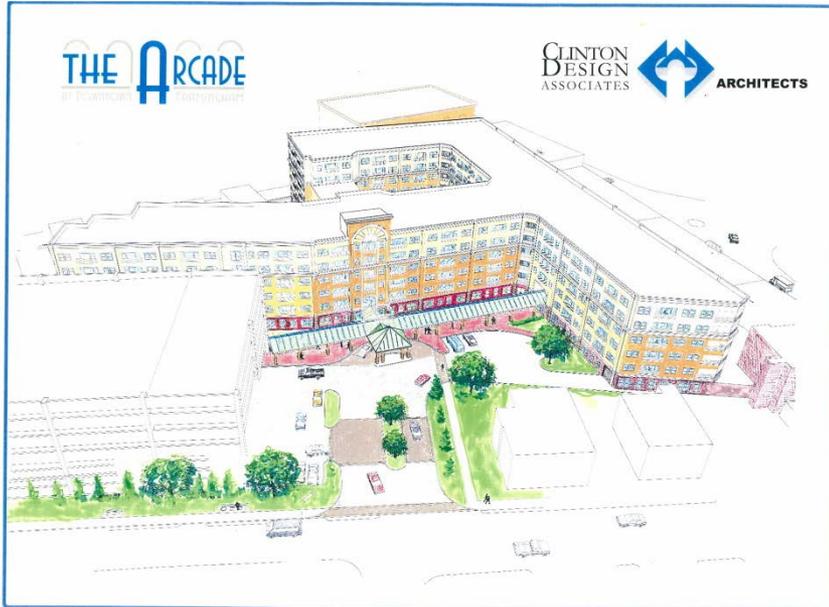
3-story garden apartments = approximately 20 dwellings per acre



5-story mixed-use buildings = approximately 40 dwellings per acre

The Arcade

101 Concord Street



Total Land Area	184,696 sf
	4.24 ac
Density	68 units/acre
	635 sf/du

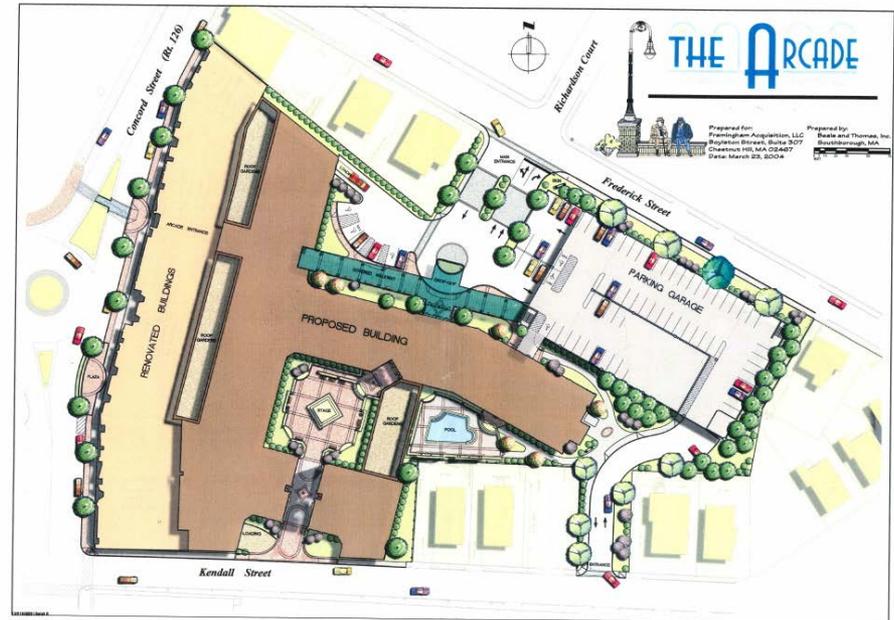
Program shown:

Building

Commercial	Office/Retail	50,000 gsf (ground 2nd)
Residential	Multifamily	290 du (floors 1-6)

Parking

Structured 5 levels	585 spaces/1.3 per unit
---------------------	-------------------------



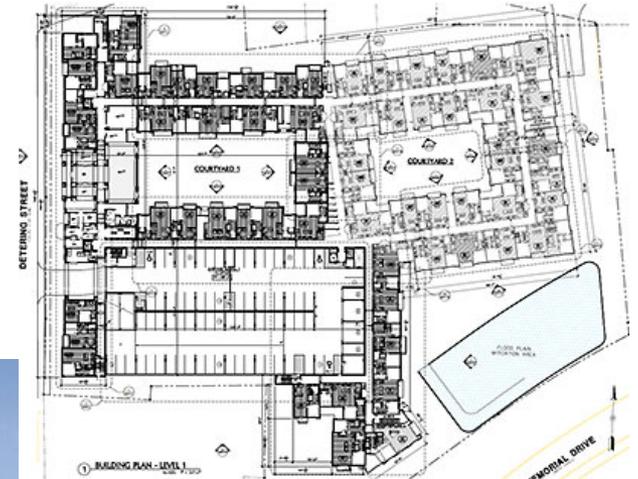
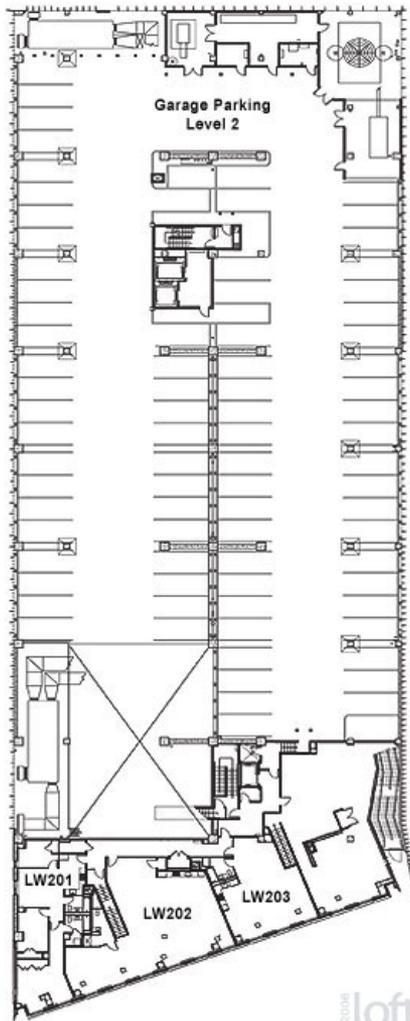
Recommendations

- Consider district-wide requirements instead of per parcel basis
- Change parking ratios to 3 spaces per 1,000 gsf for all commercial uses (Retail, Restaurant, and Office)
- Change parking ratios to 1.5 space per unit for all Residential types
- Increase coverage permitted to 80% maximum
- Streamline approval process

“Soft Lofts”



Apartments Lining Parking Structure



Phased Development



Station to Downtown



South Street Assemblage

Proposed T.O.D. Zoning

Total Land Area 80,138 gsf
Total Land Area 1.84 ac

Program shown:

Building S1

Commercial	Office/Retail	19,476 gsf (ground)
Residential	Multifamily	48 d.u. (floors 2-5)

Building S2

Commercial	Office/Retail	800 gsf (ground)
Residential	Multifamily	24 d.u. (floors 2-4)

Parking

Structured 2.5 levels	160 spaces (169 required)
Surface	11 spaces
Total Coverage	77%



Waverly at South Street



Waverly at South Street



Hollis Court Assemblage

Proposed T.O.D. Zoning

Total Land Area 252,718 gsf
 Total Land Area 5.08 ac

Program shown:

Building HC1

Commercial Office/Retail 13,200 gsf (ground)
 Residential Multifamily 36 d.u. (floors 2-5)

Building HC2

Commercial Office/Retail 10,400 gsf (ground)
 Residential Multifamily 32 d.u. (floors 2-5)

Building HC3

Residential Multifamily 35 d.u. (5 floors)

Building HC4

Residential Multifamily 75 d.u. (5 floors)

Building HC5

Commercial Office/Retail 13,200 gsf (ground)
 Residential Multifamily 40 d.u. (floors 2-5)

Parking

Structured 4 levels 224 spaces
 Structured 4 levels 256 spaces
 Surface 13 spaces
 Structured 3 levels 129 spaces
 Total Provided 622 spaces including 72 transit spaces
 Total Coverage 77%



Waverly at Hollis Court



Waverly at Hollis Court



Vision Statement

Gene Kennedy

Community and Economic
Development Division

Vision Statement Draft

- Optimize land uses by encouraging higher density, transit-oriented development (TOD) in Downtown to take better advantage of existing infrastructure: especially Framingham MBTA commuter rail service from Downtown Framingham to Worcester and Boston and the MWRTA public transit system.
- Support the multi-cultural businesses to strengthen a unique urban experience in Downtown that provides for residents and visitors by encouraging a mix of uses while respecting the character of the historic buildings and urban fabric.
- Promote reinvestment and redevelopment of existing housing stock and create opportunities for new investment to increase housing in Downtown and provide more residential types for a diversity of incomes.
- Provide increased tree canopy, passive open space, and active parks, and enhance linkages to natural resource areas including Farm Pond and Cushing Park.

Infrastructure

- Optimize land uses by encouraging higher density, transit-oriented development (TOD) in Downtown Framingham to take better advantage of existing infrastructure: especially Framingham MBTA commuter rail service from Downtown Framingham to Worcester and Boston and the MWRTA public transit system



Economic Development

- Support the multi-cultural businesses to strengthen a unique urban experience in Downtown that provides for residents and visitors by encouraging a mix of uses while respecting the character of the historic buildings and urban fabric.



Housing

- Promote reinvestment and redevelopment of existing housing stock and create opportunities for new investment to increase housing in Downtown and provide more residential types for a diversity of incomes.



Green Space

- Provide increased tree canopy, passive open space, and active parks, and enhance linkages to natural resource areas, including Farm Pond and Cushing Park, for environmental sustainability and health.



Vision Implementation Strategy for Downtown

Eric Halvorsen, *AICP*

Metropolitan Area Planning
Council (MAPC)

Panel Discussion

Perspectives: Development Community

- Pam Goodman, Beacon Communities
- Ed Zuker, Principal, Chestnut Hill Realty
- Marc Levin, Director of Development, Chestnut Hill Realty

Vision Statement Draft

- Optimize land uses by encouraging higher density, transit-oriented development (TOD) in Downtown to take better advantage of existing infrastructure: especially Framingham MBTA commuter rail service from Downtown Framingham to Worcester and Boston and the MWRTA public transit system.
- Support the multi-cultural businesses to strengthen a unique urban experience in Downtown that provides for residents and visitors by encouraging a mix of uses while respecting the character of the historic buildings and urban fabric.
- Promote reinvestment and redevelopment of existing housing stock and create opportunities for new investment to increase housing in Downtown and provide more residential types for a diversity of incomes.
- Provide increased tree canopy, passive open space, and active parks, and enhance linkages to natural resource areas including Farm Pond and Cushing Park.

Questions & Discussion

Conclusions & Next Steps

Robert Halpin and
Sarah Lewis

Contact Information

Town of Framingham

Robert Halpin – rjh@framinghamma.gov

Economic Development

Gene Kennedy – efk@framinghamma.gov

Brownfields

David Foss at Fuss & O'Neill – dfoss@fando.com

Transit Oriented Development

Sarah Lewis at Fuss & O'Neill – salewis@fando.com