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
  – 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

- Pearl Street Assemblage
- Howard Street Assemblage
- South Street Assemblage
- Hollis Court Assemblage
Previous Schemes

MBTA Commuter Rail Station

South Street Assemblage

Hollis Court 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
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
**Hollis Court Assemblage**

**Proposed T.O.D. Zoning**

**Total Land Area**
- 252,718 gsf
- 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
Vision Statement

Gene Kennedy
Community and Economic Development Division
• 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 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

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Questions & Discussion
Conclusions & Next Steps

Robert Halpin and Sarah Lewis
Contact Information

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