



Downtown Study – Phase II



Framingham, MA
August 27, 2009

BETA ■ The Cecil Group ■ FXM Associates

Downtown Rail Crossing Study Process to Date

TASK	Pre 2005	2005	2006	2007	2008	2009
Previous Studies/Rizzo Study(1996)	█					
DRC Task Force Formed		█	█	█		
DRC Reviews Rizzo and other previous studies		█	█	█		
Consultant Selection/hiring Process			█	█		
DRC Recommends Four (4) alternatives				█	█	
Phase 1: Existing Conditions—Beta/Cecil Group				█	█	
Earmark Funds Released by EOT for Phase II					█	
Phase II Conceptual Feasibility Analysis						█

↑
August
2009

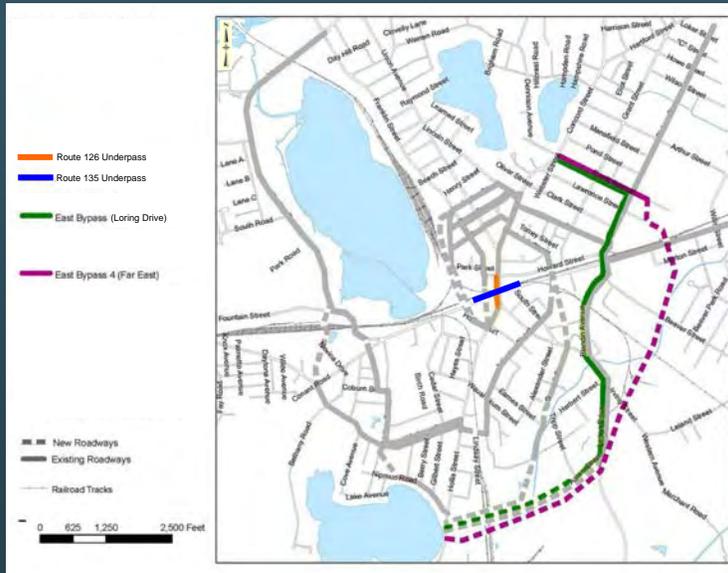
■ ■ ■ Downtown Goals and Objectives

- Transportation
 - Reduce Traffic Congestion
 - Maintain/Improve Pedestrian/Bicycle Connections
 - Accommodate Additional Development
- Urban Design and Development
 - Economic Development
 - Mitigation of Rail Impacts
 - Transit Oriented Mixed-Use
 - Open Space

■ ■ ■ Key Issues and Opportunities

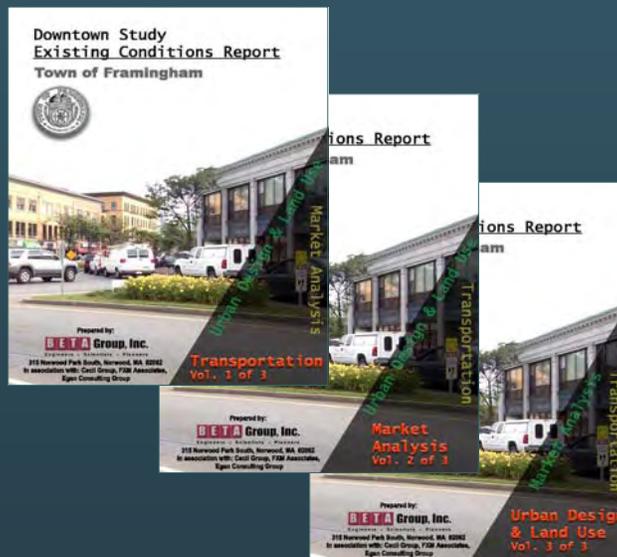
- Transportation
 - Conflicting Traffic (Rte 126 & Rte 135)
 - Rail Crossings
 - Pedestrian/Bicycle Environment
- Urban Design and Development
 - Underutilization of Downtown
 - TOD Opportunities
 - Historic Building Fabric
 - Rail, Roads and Land Use

DRC Alternatives



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Phase I Existing Conditions Reports (March 2008)



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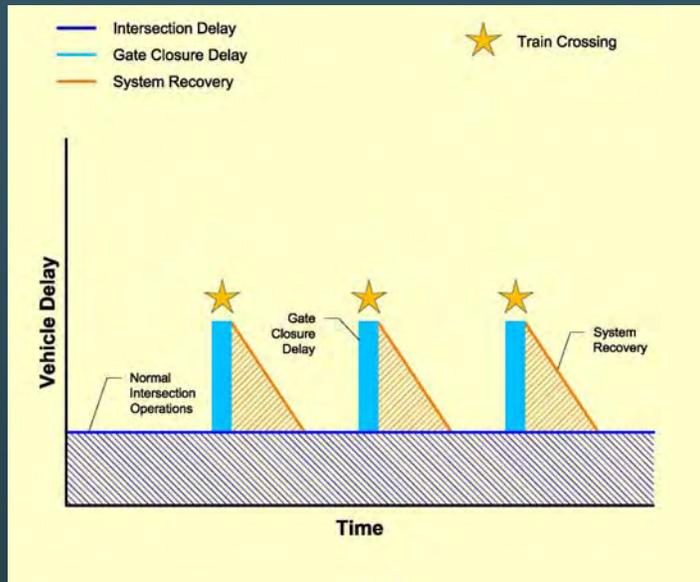
Existing Level of Service Review - AM



Existing Level of Service Review - PM

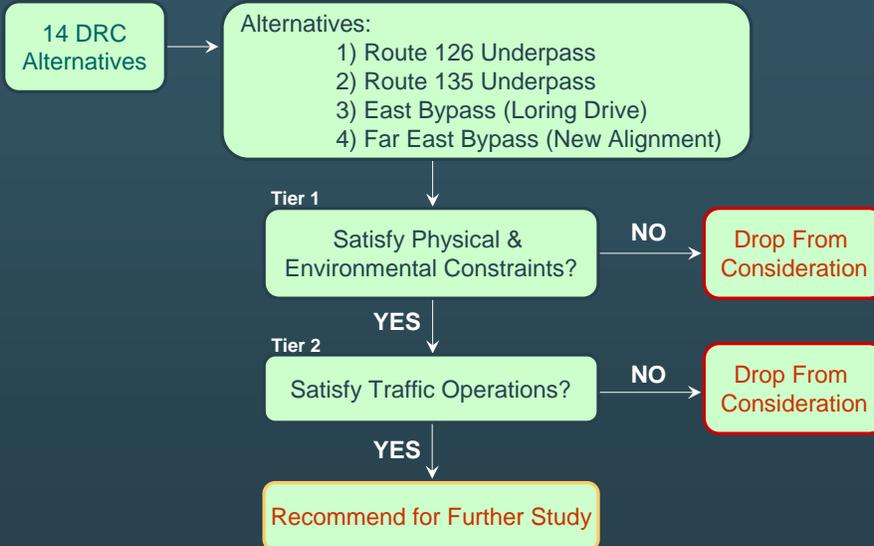


Train Crossing Effects On Delay Along Concord St @ Rte 135



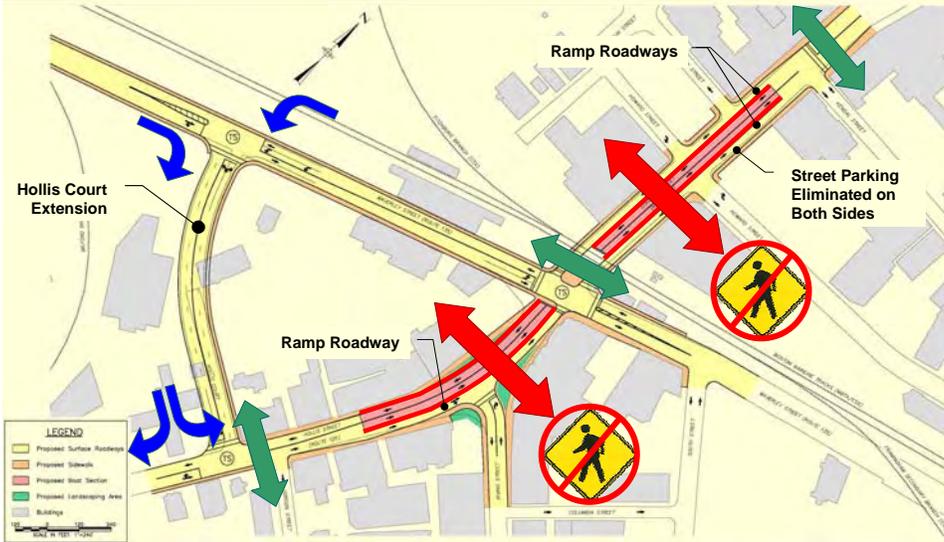
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Phase II - Transportation Two-Tiered Process



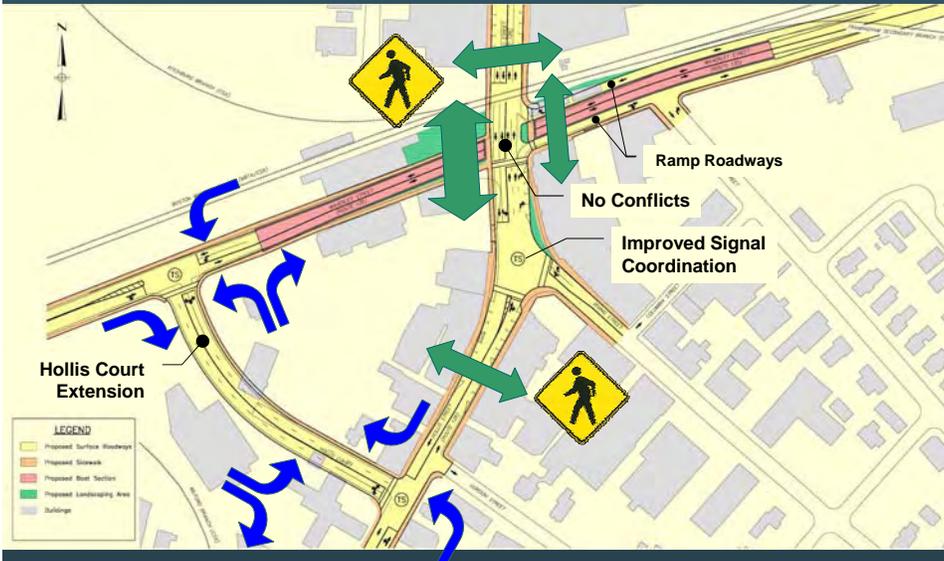
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Alternative 1 – Route 126 Underpass



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Alternative 2 – Route 135 Underpass



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Alternative 3 – East Bypass (Loring Drive)



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Alternative 4 – Far East Bypass (New Alignment)



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Transportation Two-Tiered Process

Tier 1: Satisfy Physical & Environmental Constraints?

Alternative 1 - Route 126 Underpass ❌

Alternative 2 - Route 135 Underpass ✅

Alternative 3 - East Bypass ❌

Alternative 4 - Far East Bypass ❌

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Future (Alt. 2) Level of Service – No-Train – AM



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Future (Alt. 2) Level of Service – No-Train – PM



Transportation Two-Tiered Process

Tier 2: Satisfy Traffic Operations?

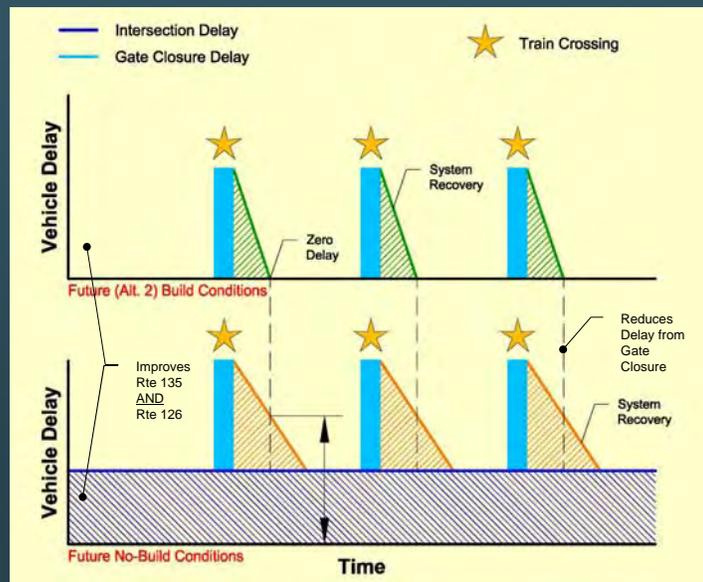
Alternative 1 - Route 126 Underpass - N/A

Alternative 2 - Route 135 Underpass ✓

Alternative 3 - East Bypass - N/A

Alternative 4 - Far East Bypass - N/A

Train Crossing Effects on Delay Along Concord St @ Rte 135



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Urban Design and Development Process

- Independent Urban Design and Development Directions
 - 3 Directions Created
- Integration Analysis
 - Urban Design and Development Directions and Transportation Alternatives Analyzed for Compatibility
- Preferred Land Use Option
 - Based on Urban Design and Development Directions
- Illustrative Plan & Model
 - Building Program

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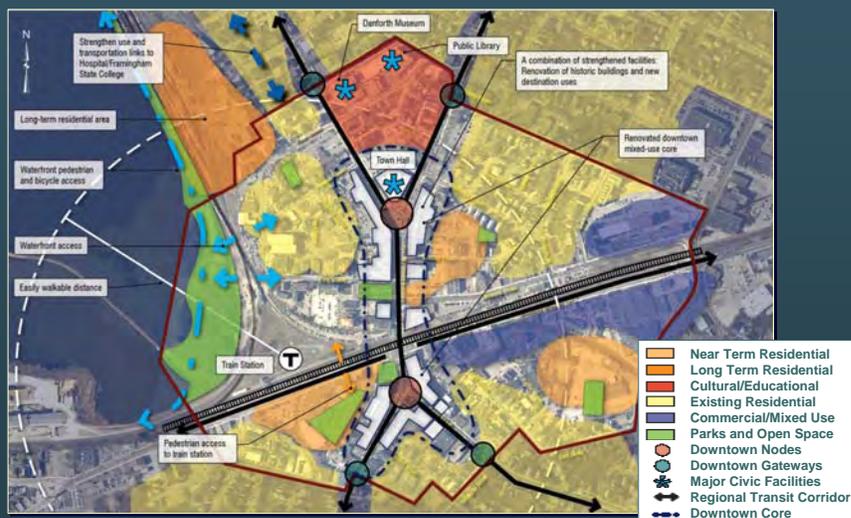
Urban Design and Development Directions

- Residential
 - Increase Residential Uses
- Cultural
 - Increase Institutional, Educational, and Cultural Uses
- Mixed-Use
 - Increase Volume of the Existing Mix of Uses
- Unifying Strategies
 - Retaining Traditional Downtown Building Core
 - Redevelopment of Key Parcels
 - Mixed-Use Strategies with Varying Emphasis

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Residential Theme

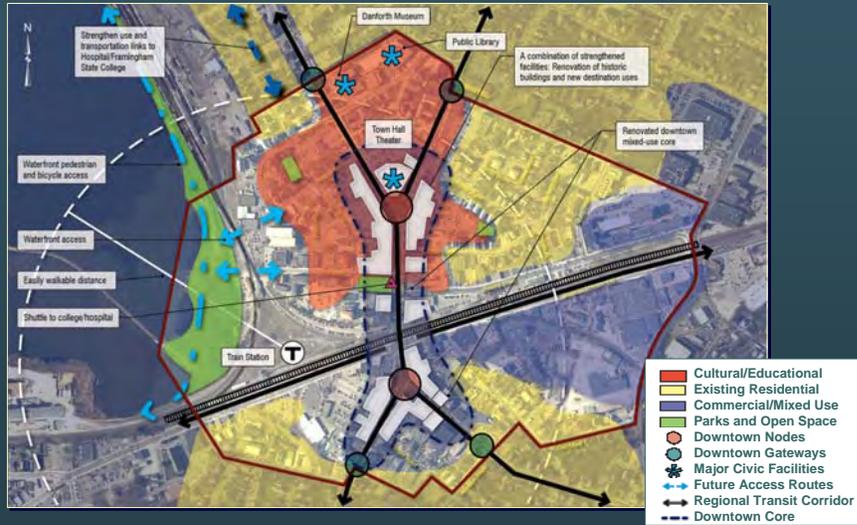
Urban Design and Development Direction Diagram



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Cultural Theme

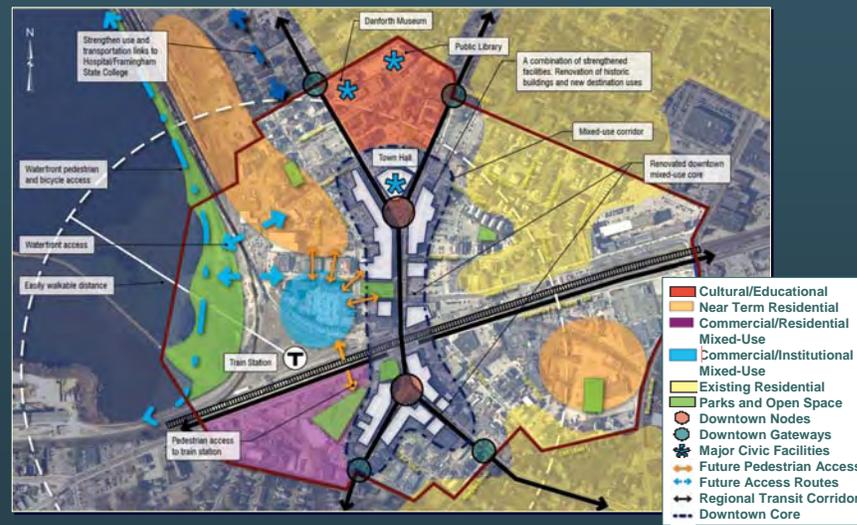
Urban Design and Development Direction Diagram



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Mixed-Use Theme

Urban Design and Development Direction Diagram



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■ ■ ■ Integration Analysis

- 4 Transportation Alternatives and 3 Urban Design and Development Directions
- Compatible
 - **East and Far East Bypass** Alternatives with All 3 Urban Design and Development Directions
- Not Compatible
 - **Route 126 Underpass** Alternative with All 3 Urban Design and Development Directions
- Highly Compatible
 - **Route 135 Underpass** Alternative with All 3 Urban Design and Development Directions

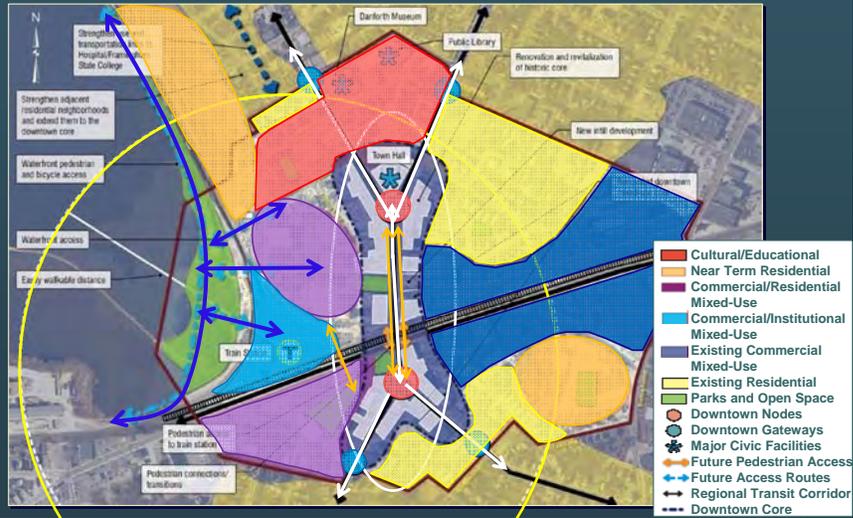
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■ ■ ■ Preferred Land Use Option

- Strategies
 - Mixed-Use Downtown Direction
 - Incorporated Elements from All Development Directions
- Key Elements
 - New Residential Developments
 - Improvements to Existing Residential Neighborhoods
 - Preserve and Renovate Traditional Downtown Core Buildings
 - Increase Cultural, Educational and Institutional Uses
 - Mixed-Use and Commercial TODs
 - Improve Pedestrian and Open Space Network

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Preferred Land Use Direction



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Illustrative Plan



1. Downtown Core: preserve and renovate
2. Mixed-Use TOD: residential and commercial
3. New Mixed-Use: residential, commercial, cultural, educational
4. New Residential: mixed-income housing
5. Commercial TOD
6. New Residential
7. New Parks and Open Space
8. New Parking
9. Harmony Grove
10. Pedestrian Bridge

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■ ■ ■ Illustrative Plan Phasing



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■ ■ ■ Illustrative Plan



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■ ■ ■ Illustrative Plan



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■ ■ ■ Illustrative Plan

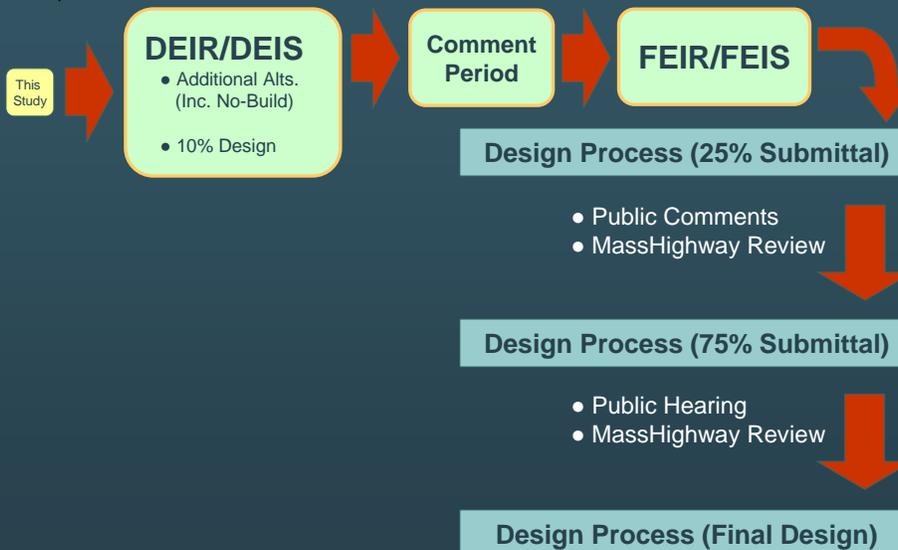


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Urban Design and Development Implementation Goals and Strategies

- Leverage Transportation Alternatives
 - Use Publicly Owned Land and Land Acquisition to Create Transit Oriented Development
 - Establish Redevelopment Entity to Sponsor Transit Oriented Redevelopment
 - Pursue Joint Development of CSX & MBTA Land
 - Establish District Improvement Financing Mechanism

Transportation Next Steps



■ ■ ■ We've Come A Long Way!

- Do we think today's Downtown has reached it's potential?
- Transportation Opportunities
- Development Opportunities
- Only realized if we move forward
- We've taken the first step – let's complete the journey!

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Questions?



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