

4.0 URBAN DESIGN AND DEVELOPMENT DIRECTIONS

Based upon assessments made through research, observations and consultations through the course of this study, **three urban design/ development directions** were formulated for the future development of the Downtown. The three urban design /development directions are residential, cultural and mixed-use. The strategy for each of these directions emphasizes certain uses, but not to exclude other elements completely. Each of these three urban design /development directions presents viable strategies to improve the Downtown.

4.1 Residential Urban Design and Development Direction

The Residential Urban Design and Development Direction represents specific opportunities for development and investment in new and existing residential areas of the Downtown. The Residential Urban Design and Development Direction emphasizes increased residential use as the key focus of the strategy to improve Downtown Framingham. **Figure 4-1** graphically portrays the key elements and strategies of the Residential Urban Design and Development Direction.

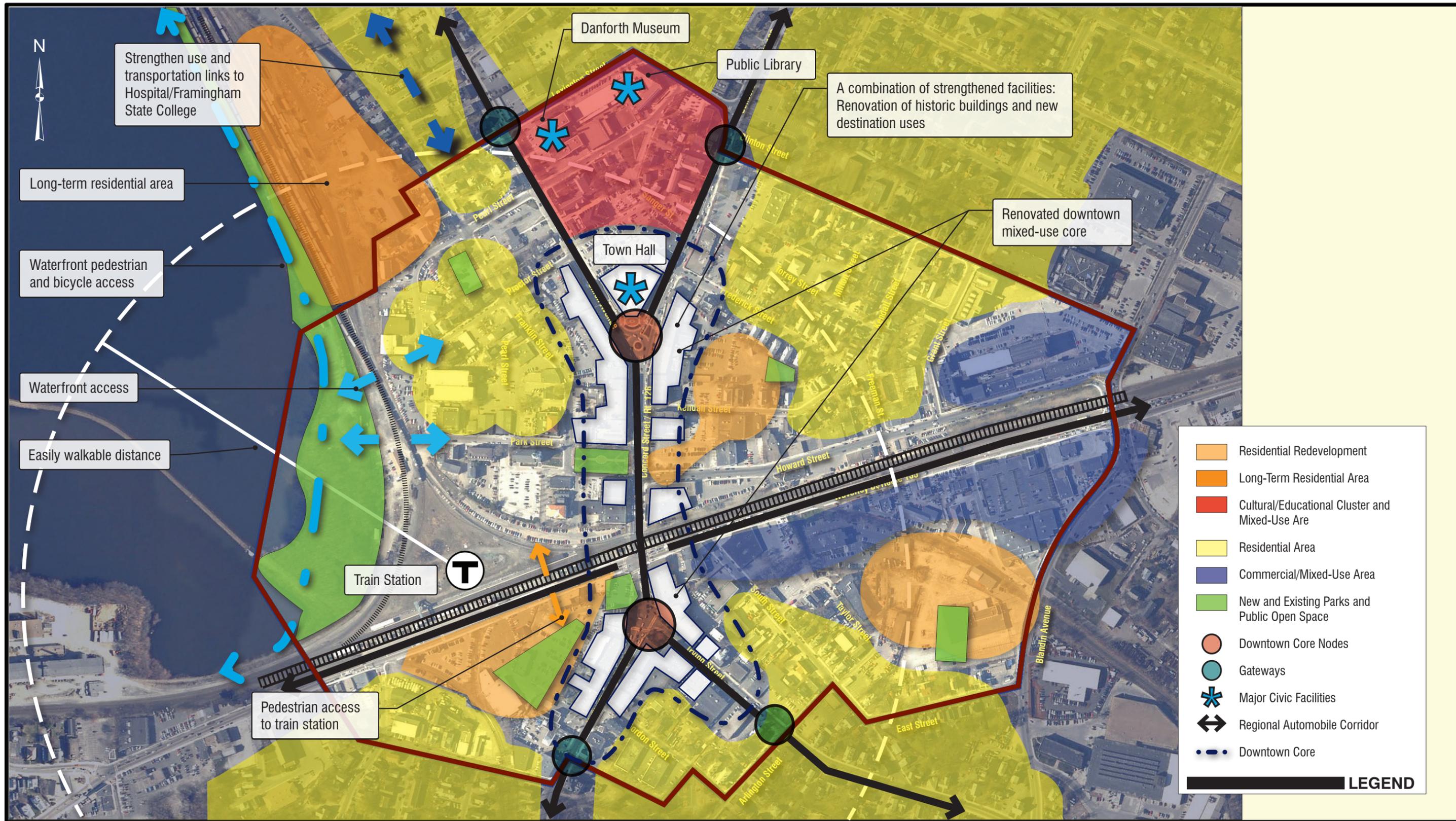
The **key elements** of this Residential Directional Strategy are:

- Increase new residential developments – encourage construction of new residential developments in Downtown Framingham providing variations in housing style, type and affordability
- Improve and strengthen the existing residential areas – utilize tools ranging from streetscape improvements to code enforcement in order improve the housing condition of the existing residential neighborhoods
- Maintain the existing commercial and civic mix of uses – renovate the historic buildings and preserve the mix of uses in the Downtown core to enhance the existing codependent relationship between the residential and commercial uses
- Capitalize on the existing mass transit station – encourage construction of new residential transit oriented developments in close proximity to the MBTA commuter rail station on Waverly Street

By employing a dual approach of improving the existing residential areas and developing new residential space the Residential Direction creates alternate market entry points, which broadens the potential market of prospective residents. Additionally, attracting different population segments will diversify the Downtown demographics, which will be important to supporting the existing diverse and varied commercial district.

The Residential Strategy would seek to maintain the existing commercial and civic uses, while increasing the residential component in the Downtown area. Increasing the volume of residential uses will benefit the various components of the area's commercial segment by expanding their adjacent customer base.

Transit oriented residential development remains an untapped opportunity in the Downtown. Few developments have capitalized on the MBTA commuter rail station on Waverly Street. There is little residential development within a ½ mile



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Figure 4-1
 Residential Alternative

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radius of the MBTA station and virtually no residential development within a ¼ mile radius of the MBTA station. Locating residential development within a ½ mile of a transit station will lessen, but not eliminate, the traffic impacts a residential development will have on an area. The area surrounding the MBTA commuter rail station on Waverly Street is significantly underutilized and presents several excellent opportunities for strong residential transit oriented development.

The Residential Direction improves the Downtown by developing underutilized areas as residential uses and improving the existing residential neighborhoods. Increased residential population benefits the Downtown by providing a larger immediate market to support commercial uses and by increasing pedestrian activity. Access to public transit and an active Downtown setting are attractive amenities for developers and residents alike. **The Residential Urban Design /Development Direction would improve Downtown Framingham.**

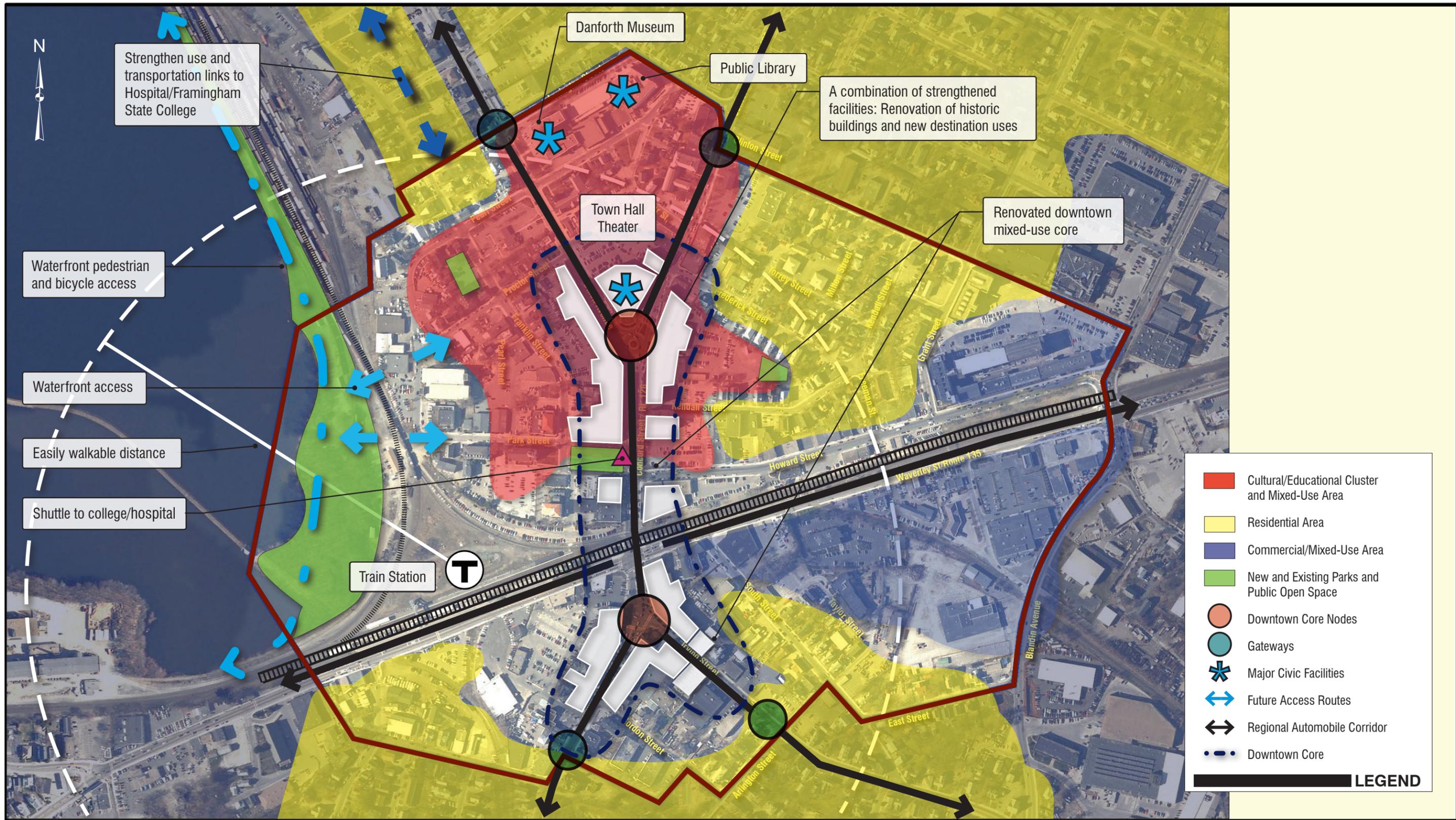
4.2 Cultural Urban Design and Development Direction

The Cultural Urban Design/Development Direction presents specific opportunities for development and investment in new and existing cultural resources located in the Downtown. The key focus of the Cultural Direction is emphasizing an increase in cultural uses in the Downtown area, while maintaining the existing residential and traditional commercial mixed-uses. Cultural uses include educational, institutional, and artistic events and uses, such as Framingham State College, Massachusetts Bay Community College, Framingham Union Hospital, independent movie theaters, and art galleries. **Figure 4-2** graphically portrays the key elements and strategies of the Cultural Urban Design and Development Direction.

The **key elements** of the Cultural Directional Strategy are:

- Increase cultural, institutional and educational uses and activities – encourage new development of cultural centers and resources in the Downtown.
- Improve and strengthen existing cultural resources – invest in facility upgrades and program expansion for existing cultural resources to increase and solidify the amount of cultural activities in the Downtown.
- Improve and strengthen the existing residential areas – utilize tools ranging from streetscape improvements to code enforcement to improve the housing condition of the existing residential neighborhoods.
- Maintain existing commercial and civic mix of uses – renovate the historic buildings and preserve the mix of uses in the Downtown core to enhance the existing codependent relationship between the residential and commercial uses.

Numerous cultural resources exist within the Town of Framingham and the greater Framingham area. These resources could be approached and encouraged to consider an expansion or relocation of facilities and activities to the Downtown. Framingham Union Hospital and Massachusetts Bay Community College are both located directly north of the Downtown area. These are two examples of local



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Institutions may consider investing in a Downtown Framingham location particularly to take advantage of the access provided by the MBTA commuter rail station. In addition to large institutions, opportunities for independent theaters and galleries should be investigated and encouraged to expand or relocate to Downtown Framingham.

Downtown Framingham already possesses a number of existing cultural resources, which include the Danforth Museum, Framingham Public Library and Nevins Hall within the Town Hall. Investing in these resources and increasing programs that use these resources would increase the cultural activity of the downtown area.

Cultural uses by their definition are destination uses. They host or present specific activities that are unique. Therefore, cultural uses should be expected to draw individuals to the Downtown area, which will increase potential customers and business for the existing commercial and mixed-uses areas in the Downtown core. Improving the edges and areas of the residential neighborhoods will enhance and solidify these areas as safe and welcoming for visitors to the cultural activities.

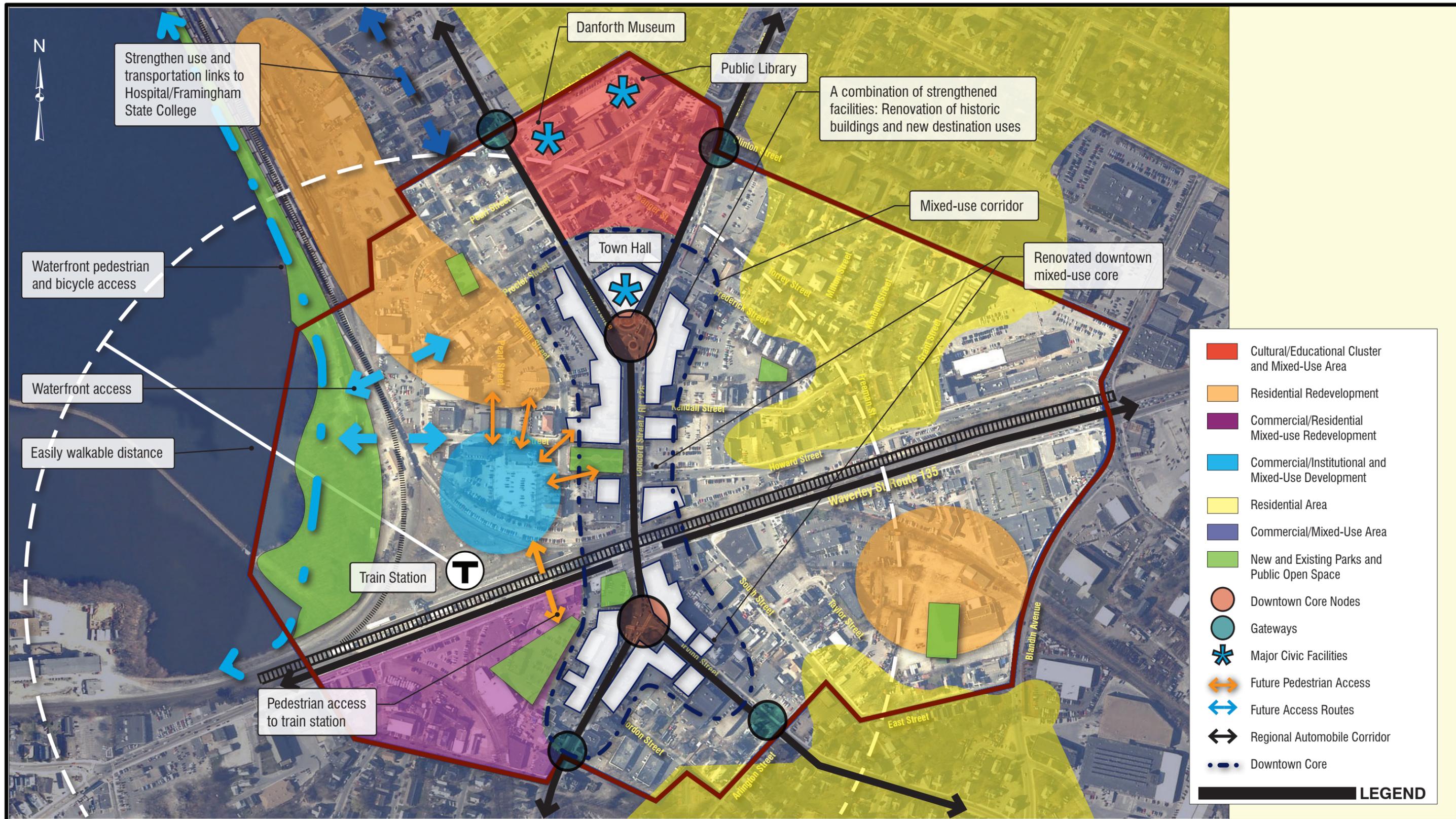
The Cultural Urban Design /Development Direction would improve the Downtown by developing underutilized areas and increasing activity throughout the Downtown area. By leveraging the valuable presence of the MBTA commuter rail station, the existing cluster of cultural resources, and the safe and welcoming feel of the area, Downtown Framingham could create an extremely viable destination for cultural activities. **Cultural uses which attract visitors that support local businesses and generate activity would have a positive impact on Downtown Framingham.**

4.3 Mixed-Use Urban Design and Development Direction

The Mixed-Use Urban Design and Development Direction represents specific opportunities for mixed-use developments and for a variety of developments and investments that contribute and enhance the existing mix of uses located in the Downtown. The Mixed-Use Direction emphasizes a range of new developments, which are appropriate for each specific location, but are balanced in a manner that is consistent with the existing mixed-use character of the Downtown. Increasing the volume and variety of the uses currently present in Downtown Framingham will increase the activity level throughout the area in a more efficient and effective manner, making Downtown Framingham a more desirable place to live, work and visit. **Figure 4-3** graphically portrays the key elements and strategies of the Mixed-Use Urban Design and Development Alternative.

The **key elements** of the Mixed-Use Directional Strategy are:

- Increase new commercial developments – encourage construction of new commercial developments in Downtown Framingham capitalizing on the proximity to mass transit and the regional highway system
- Increase new residential developments – encourage construction of new residential developments in Downtown Framingham providing variations in housing style, type and affordability



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Figure 4-3
Mixed-Use Alternative

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- Increase new mixed-use developments – encourage construction of new mixed-use developments in Downtown Framingham featuring ground floor retail or commercial and upper levels of residential uses and capitalizing on the proximity to mass transit and the regional highway system
- Capitalize on existing mass transit station – encourage construction of new residential transit oriented developments in close proximity to the MBTA commuter rail station
- Maintain existing commercial and civic mix of uses – renovate the historic buildings and preserve the mix of uses in the Downtown core and enhance the existing codependent relationship between the residential and commercial uses
- Improve and strengthen the existing residential areas – utilize tools ranging from streetscape improvements to code enforcement to improve the housing condition of the existing residential neighborhoods

The use of each new development should be determined based on the most appropriate fit for the specific location, but the existing mixed-use character of Downtown Framingham should be maintained. In addition to seeking new development opportunities for a variety of uses, The Mixed-Use Urban Design /Development Direction includes preserving the downtown mixed-use core and improving the existing residential areas. Strengthening the existing mixed-use environment is critical to ensuring the success of additional and expanded mixed-use areas.

The Mixed-Use Urban Design and Development Direction improves the Downtown by developing underutilized areas and expanding the existing mixed-use character of the area to include new residential, new commercial and new mixed-use transit oriented development. A balanced mix of appropriate uses will efficiently maximize activity in Downtown Framingham creating a highly desirable place to live, work and visit.

4.4 Integrated Scenarios Matrix

The Consultant team evaluated the three urban design and development directions with the four transportation alternatives to determine the compatibility of each integrated scenario. Each of the twelve possible integrated scenarios was assessed to determine in what ways urban design and development directions and transportation alternatives conflicted or enhanced each other. This evaluation is detailed in an Assessment Matrix shown in **Figure 4-4**. The following four transportation alternatives included in the integrated scenario assessment were detailed in **Section 2.2** of this Report:

- Route 135 as the Underpass
- Route 126 as the Underpass
- East Bypass
- Far East Bypass

	135 AS UNDERPASS	126 AS UNDERPASS	EAST BYPASS	FAR EAST BYPASS
CULTURAL DIRECTION	<p>INTEGRATION ASSESSMENT</p> <p>The 135 Underpass Transportation Alternative is highly compatible with the Cultural Urban Design and Development Direction. Not only will the 135 Transportation Alternative function in concert with the key initiatives of the Cultural Urban Design and Development Direction, but by increasing the TOD development opportunities along Hollis Ct this transportation alternative actually enhances the goals and objectives of the Cultural Urban Design and Development Direction.</p>	<p>INTEGRATION ASSESSMENT</p> <p>The 126 Underpass Transportation Alternative is not compatible with the Cultural Urban Design and Development Direction. This transportation alternative would require tunnel sections to be placed in front of storefronts throughout the downtown corridor, creating a significantly negative impact on both the pedestrian environment and the commercial viability of those locations. The Cultural Urban Design and Development Direction emphasized the strengthening of the downtown core mixed-use district.</p>	<p>INTEGRATION ASSESSMENT</p> <p>The East Bypass Transportation Alternative is compatible with the Cultural Urban Design and Development Direction. This transportation alternative would have little impact on the urban design or development initiatives, beyond a reduction of through traffic in the downtown area. All of the key initiatives of the Cultural Urban Design and Development Direction can be pursued in concert with the implementation of the East Bypass Transportation Alternative.</p>	<p>INTEGRATION ASSESSMENT</p> <p>The Far East Bypass Transportation Alternative is compatible with the Cultural Urban Design and Development Direction. This transportation alternative would have little impact on the urban design or development initiatives, beyond a reduction of through traffic in the downtown area. All of the key initiatives of the Cultural Urban Design and Development Direction can be pursued in concert with the implementation of the Far East Bypass Transportation Alternative.</p>
	<p>PROS</p> <ul style="list-style-type: none"> Increases the TOD development opportunities along Hollis Ct Alleviates vehicular congestion in the downtown area by creating a grade separation with Route 126 Enhances the goals and objectives of the Cultural Urban Design and Development Direction 	<p>PROS</p> <ul style="list-style-type: none"> Alleviates vehicular congestion in the downtown area by creating a grade separation with both the rail line and Route 135 	<p>PROS</p> <ul style="list-style-type: none"> Reduction in through traffic in the downtown area Does not interfere with goals and objectives of the Cultural Urban Design and Development Direction 	<p>PROS</p> <ul style="list-style-type: none"> Reduction in through traffic in the downtown area Does not interfere with goals and objectives of the Cultural Urban Design and Development Direction
	<p>CONS</p>	<p>CONS</p> <ul style="list-style-type: none"> Severely detrimental to the commercial viability of the downtown area Severely detrimental to the pedestrian environment of the downtown area Infrastructure requirements directly conflict with the goals and objectives of the Cultural Urban Design and Development Direction 	<p>CONS</p> <ul style="list-style-type: none"> Does not enhance the goals and objectives of the Cultural Urban Design and Development Direction 	<p>CONS</p> <ul style="list-style-type: none"> Does not enhance the goals and objectives of the Cultural Urban Design and Development Direction

	135 AS UNDERPASS	126 AS UNDERPASS	EAST BYPASS	FAR EAST BYPASS
RESIDENTIAL DIRECTION	<p>INTEGRATION ASSESSMENT</p> <p>The 135 Underpass Transportation Alternative is highly compatible with the Residential Urban Design and Development Direction. Not only will the 135 Transportation Alternative function in concert with the key initiatives of the Cultural Urban Design and Development Direction, but by increasing the TOD development opportunities along Hollis Ct this transportation alternative actually enhances the goals and objectives of the Residential Urban Design and Development Direction.</p>	<p>INTEGRATION ASSESSMENT</p> <p>The 126 Underpass Transportation Alternative is not compatible with the Residential Urban Design and Development Direction. This transportation alternative would require tunnel sections to be placed in front of storefronts throughout the downtown corridor, creating a significantly negative impact on both the pedestrian environment and the commercial viability of those locations. The Residential Urban Design and Development Direction emphasizes the strengthening of the downtown core mixed-use district through the renovation of historic buildings, creating new destinations and activity generators in the downtown core and increasing the residential uses.</p>	<p>INTEGRATION ASSESSMENT</p> <p>The East Bypass Transportation Alternative is compatible with the Residential Urban Design and Development Direction. This transportation alternative would have little impact on the urban design or development initiatives, beyond a reduction of through traffic in the downtown area. All of the key initiatives of the Residential Urban Design and Development Direction can be pursued in concert with the implementation of the East Bypass Transportation Alternative.</p>	<p>INTEGRATION ASSESSMENT</p> <p>The Far East Bypass Transportation Alternative is compatible with the Residential Urban Design and Development Direction. This transportation alternative would have little impact on the urban design or development initiatives, beyond a reduction of through traffic in the downtown area. All of the key initiatives of the Residential Urban Design and Development Direction can be pursued in concert with the implementation of the Far East Bypass Transportation Alternative.</p>
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	135 AS UNDERPASS	126 AS UNDERPASS	EAST BYPASS	FAR EAST BYPASS
MIXED-USE DIRECTION	<p>INTEGRATION ASSESSMENT</p> <p>The 135 Underpass Transportation Alternative is highly compatible with the Mixed-Use Urban Design and Development Direction. Not only will the 135 Transportation Alternative function in concert with the key initiatives of the Cultural Urban Design and Development Direction, but by increasing the TOD development opportunities along Hollis Ct this transportation alternative actually enhances the goals and objectives of the Mixed-Use Urban Design and Development Direction.</p>	<p>INTEGRATION ASSESSMENT</p> <p>The 126 Underpass Transportation Alternative is not compatible with the Mixed-Use Urban Design and Development Direction. This transportation alternative would require tunnel sections to be placed in front of storefronts throughout the downtown corridor, creating a significantly negative impact on both the pedestrian environment and the commercial viability of those locations. The Mixed-Use Urban Design and Development Direction emphasizes the strengthening of the downtown core mixed-use district through the renovation of buildings and increasing the volume of mixed-use space and activities.</p>	<p>INTEGRATION ASSESSMENT</p> <p>The East Bypass Transportation Alternative is compatible with the Mixed-Use Urban Design and Development Direction. This transportation alternative would have little impact on the urban design or development initiatives, beyond a reduction of through traffic in the downtown area. All of the key initiatives of the Mixed-Use Urban Design and Development Direction can be pursued in concert with the implementation of the East Bypass Transportation Alternative.</p>	<p>INTEGRATION ASSESSMENT</p> <p>The Far East Bypass Transportation Alternative is compatible with the Mixed-Use Urban Design and Development Direction. This transportation alternative would have little impact on the urban design or development initiatives, beyond a reduction of through traffic in the downtown area. All of the key initiatives of the Mixed-Use Urban Design and Development Direction can be pursued in concert with the implementation of the Far East Bypass Transportation Alternative.</p>
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The three urban design and development directions included in the integrated scenario assessment were detailed earlier in Sections 4.1 through 4.3 of this Report. The three Directional Strategies are:

- Residential Urban Design and Development
- Cultural Urban Design and Development
- Mixed-Use Urban Design and Development

4.5 Findings

The assessment of the various possible integrated scenarios provided several insights into the compatibility concepts. The key findings reached as a result of the assessment are:

- The East Bypass Transportation Alternative and Far East Bypass Transportation Alternative are compatible with all three of the urban design and development scenarios. These transportation alternatives and the urban design and development directions do not conflict in any identified manner. The three urban design and development directions benefit from these two transportation alternatives by reducing through traffic in the Downtown. The East Bypass Transportation Alternative and Far East Bypass Transportation Alternative are compatible with all three of the urban design and development scenarios because they are largely independent of each other.
- Route 126 Underpass Transportation Alternative was found to not be compatible with any of the three urban design and development scenarios. This transportation alternative would require approximately 500 feet of depressed roadway on either side of Route 135 in front of storefronts throughout the downtown corridor, creating a significantly negative impact on both the pedestrian environment and the commercial viability of those locations. Each of the three urban design and development directions emphasize the strengthening and preservation of the mixed-use downtown core, this transportation alternative creates dramatic conflict with that goal.
- Route 135 Underpass Transportation Alternative is highly compatible with all three of the urban design and development alternatives. Not only does this transportation alternative not conflict with any of the goals and objectives for any of the three urban design and development directions, the Route 135 Underpass Transportation Alternative would help unlock a sizable and strategically located piece of land for development opportunities along Hollis Court.

Of the four transportation alternatives examined in this process the Route 135 Underpass Transportation Alternative is the preferred transportation alternative for all the urban design and developmental alternatives because of the development opportunities it creates. The development opportunities associated with the property located on Hollis Court are significant due to the size of the area, current underutilization, proximity to the MBTA commuter rail station, and the highly visible nature of its prominent setting on Route 135. The development of that property would likely be accelerated and expanded through the use of this transportation alternative.

Based on the conclusion of this analysis and feedback from the Steering Committee, a **Preferred Land Use Concept** was developed based the preferred

elements of the three urban design and development alternatives. The **Preferred Land Use Concept** is based on the Mixed-Use Alternative, but includes elements from each of the three urban design and development alternatives. The Preferred Land Use Concept features new residential developments and improvements to existing residential neighborhoods, preserving and renovating the historic Downtown core buildings, increased cultural and educational institutions, mixed-use and commercial transit oriented developments and improved pedestrian and open space network. The Preferred Land Use Concept is detailed in **Figure 4-5** and was used as the basis Development Plan and Model.

4.6 Planning: Preferred Urban Design and Development Summary

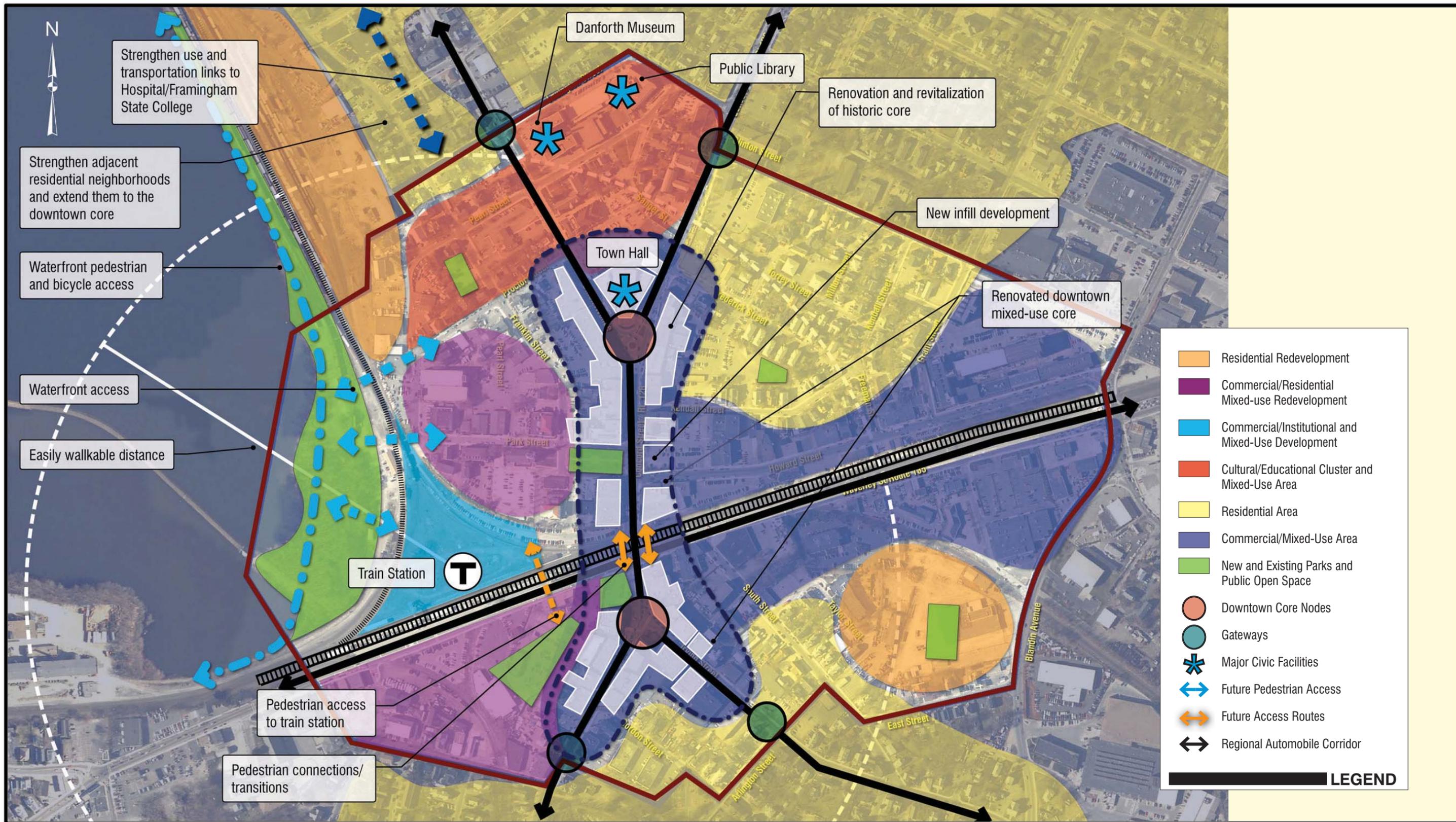
A Development Plan and Model was based on the Preferred Land Use Concept (the Mixed-Use Strategy), the preferred Transportation Alternative, the key property analysis, the utilization analysis and the preliminary building program. The Development Plan is attached in **Figure 4-6** and views of the model to demonstrate massing and context are shown in **Figures 4-7, 4-8, and 4-9**. The Development Plan represents Downtown Framingham at maximum potential build out, with an approximate 30 year timeline. The Development Plan includes development on the CSX properties and development opportunities associated with the Route 135 Underpass Transportation Alternative.

4.6.1 Development Plan Goals and Objectives

The Development Plan pursues the goals of the Mixed-Use Urban Design and Development Directional Strategy by maintaining and restoring the historical buildings that line the Downtown core, while capitalizing on infill development options located just beyond the Downtown core. New developments in the plan are spread throughout the Downtown area and not concentrated in a single location or project. Developing the Downtown through multiple projects enables widespread change and is more conducive to expanding the mixed-use environment that is already the foundation of Downtown Framingham. The development plan projects residential, commercial and mixed-use infill projects, mixed-use and commercial transit oriented developments, as well as both medium and high density residential developments. Additionally, the Development Plan includes increased parking resources to support the entire Downtown area, as well as increased open space areas.

The underutilization in Downtown Framingham is addressed through a three prong development approach.

- First the revitalization and renovation of the Downtown core buildings would improve the existing building stock and encourage greater demand and higher utilization of those buildings.
- Second, infill development throughout the Downtown area would reduce the number and volume of underutilized properties.
- Third, increasing the amount of transit oriented development in prominent locations along Route 135 will increase pedestrian activity throughout the Downtown area and act as a catalyst for additional development.



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Figure 4-5
Preferred Land Use Concept



- 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
- LEGEND**

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Figure 4-6
 Development Plan



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Figure 4-7
Development Model View 1



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Figure 4-8
Development Model View 2



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Figure 4-9
Development Model View 3

4.6.2 Description of Key Development Parcels

A description of the Development Plan's projections for the key properties, parcels and areas susceptible to change as identified in Section 3.4 of this Report follows:

- Hollis Court Triangle – This property projects as a residential and commercial mixed-use transit oriented development, containing structured parking and featuring open green space within the development. The construction required for the Route 135 Underpass Transportation Alternative creates additional area for this development. **The projected building program for this development is approximately 80,000 SF of commercial space and 178 residential units.**
- Proctor/Franklin Street Intersection – These properties project to contain four new infill buildings. Two of the new infill buildings are commercial uses containing space that support the existing local institutions. One of these buildings is dedicated for residential use and the final building is projected as mixed-use with first floor commercial and residential units above. **Together these four developments project to contain approximately 166,132 SF of new development.**
- Arcade Development – The existing Arcade building, located on Concord Street, projects to be retained and renovated, which is consistent with efforts to preserve the traditional mixed-use downtown core. The parcel located directly behind the existing Arcade building projects as a **new parking structure, containing approximately 400 parking spaces.**
- Concord/Howard Street Intersection – This property projects to be utilized as a **residential and commercial mixed-use development containing approximately 73,310 SF.**
- Blandin Avenue Development – This property projects to become approximately **220 mixed income residential housing units.**
- South Street Infill – These properties project to become **structured parking supporting approximately 330 spaces.**
- Irving Street Infill – These properties project to become **30 units of infill residential housing.**
- CSX Triangle – This area project as **commercial transit oriented development totaling approximately 240,000 SF.**
- North Yard – The property projects as new residential development containing approximately **597 residential units**, capitalizing on the views of along Farm Pond, close proximity to Downtown Framingham and the MBTA commuter rail.

The specific development sites detailed above and graphically represented in the Development Plan and Model constitute approximately 1,800,000 SF of new construction building program, between 600,000 SF of commercial space and 1,000 new residential units. Due to the low utilization rates approximately 1,100,600 SF of additional program will be

absorbed within the existing Downtown building supply, which will increase the utilization of Downtown Framingham's existing buildings by approximately 47% raising the total utilization to approximately 90%.

The additional 1,100,600 SF of improved utilization of Downtown buildings increases the total building program growth to 2,900,000 SF. This revised building program incorporates the utilization analysis of Downtown Framingham, the development potential associated with the CSX properties in the Downtown area and an increased focus on transit oriented development opportunities. This revised building program represents an increase of 123% of the currently existing Downtown building program. The 2,900,000 SF of additional building program projects a nearly even divide between residential uses at 1,485,600 SF (1,238 units) or 51% of total additional building program and 1,415,000 SF of commercial, retail and institutional uses or 49% of total additional building program. **Figure 4-10** details the distribution of the building program between residential and commercial uses, as well as new construction and the increased utilization of existing buildings.

The Downtown Framingham building program was evolved and advanced through the utilization analysis performed for the Downtown area, the area's economic context, the addition of the CSX properties and an examination of Downtown Framingham's physical assets and resources. Key elements considered in the development of the Downtown Framingham building program are summarized below:

- Existing Mixed-Use – Downtown is a mixed-use town center, possessing residential, commercial and government uses. The existing mixed-use condition of the Downtown provides a strong base to expand uses as opposed to being required to introduce uses into the area.
- Underutilization –The existing building square footage in Downtown Framingham is currently only 43% utilized. The Downtown's underutilization presents an opportunity to quickly increase the area's building program without incurring the expense of new construction.
- Assets and Resources – Downtown is a multi-modal transportation center. Rail stations such as Downtown Framingham's can be the catalyst for significant and successful transit oriented developments.
- Economic Overview – Downtown is part of a successful local and regional economy. Economic market conditions indicate that strategic economic development in the Downtown can supported and successful.

Framingham Downtown Study
 Development Plan Building Program Calculations
 Long Term Build Out Projections

Use	Existing Building Area Based on Assessors Data (2009)	Percent	New Construction Building Program, Development Plan	Percent of New Construction Building Program	Percent Increase of Existing Building Area	Higher Utilization Building Program, Development Plan	Percent Increase of Higher Utilization Building Program	Percent Increase of Existing Building Area	Combined Building Program Increase of New Construction and Higher Utilization over Existing Building Area	Percent Increase of New Construction and Higher Utilization over Existing Building Area
Housing	704,324	29.9%	1,200,000	66.7%	170.4%	285,600	25.9%	40.5%	1,485,600	211%
Commercial (Business Services) ⁽¹⁾	348,863	14.8%	300,000	16.7%	86.0%	165,090	15.0%	47.3%	465,090	133%
Social Services ⁽²⁾	123,714	5.3%								
Health Services ⁽³⁾	32,673	1.4%	76,690	4.3%	234.7%	110,060	10.0%	336.9%	186,750	572%
Retail										
Restaurant	17,204	0.7%	40,000	2.2%	232.5%	55,586	5.1%	323.1%	95,586	556%
Automotive/gas stations	95,060	4.0%								
General retail	418,356	17.8%	80,000	4.4%	19.1%	220,120	20.0%	52.6%	300,120	72%
Government and other Services ⁽⁴⁾	243,723	10.3%								
Cultural/Institutional ⁽⁵⁾	208,842	8.9%	103,310	5.7%	49.5%	264,144	24.0%	126.5%	367,454	176%
Light industrial/wholesale ⁽⁶⁾	149,213	6.3%								
Underutilized Space/ Other Use ⁽⁷⁾	13,400	0.6%								
Total Build Out Scenario	2,355,372	100%	1,800,000	100.0%	76%	1,100,600	100.0%	47%	2,900,600	123%

Total Land Area 167 acres

NOTES:

- (1) Assessors data for commercial (business services) has been adjusted to include general office, banks and hotels; employment includes all services, except by health, educational and social services
- (2) Assessors and employment data include non-profits and charitable organizations
- (3) Assessors data for health services includes nursing home and medical office
- (4) Includes public administration and educational services, including the public library
- (5) Includes assessors data for religious and fraternal institutions plus the Danforth Museum
- (6) Includes wholesale and manufacturing
- (7) Assessors data includes electric substation; employment data includes transportation, utilities and construction