

Boston
**FOREST
HILLS**
IMPROVEMENT
INITIATIVES

Welcome



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Mayor

Second Community Meeting

January 10, 2007

Organized by:

Office of Neighborhood Services
Greater Forest Hills Area Task Force
Massachusetts Bay Transportation Authority
Boston Redevelopment Authority
Boston Transportation Department
Boston Parks and Recreation Department
Department of Conservation and Recreation

Agenda

SECOND COMMUNITY MEETING - AGENDA

- 1. Introduction, Brief Overview on Process and Report On October Community Meeting**
- 2. Best Planning Practices Examples**
Successful character, building, transportation and infrastructure examples
- 3. Local Existing Conditions Analysis**
Community Character, Land Use & Design, Transportation & Streetscape
- 4. Workshop Breakout Sessions**
 - *Community Vision* - review and refine statement
 - *Site specific Use & Design* ideas
 - *Transportation & Streetscape* improvement ideas
- 5. Group Reporting, Summaries, Follow up activities and Responsibilities**

Up Coming Meetings

Walking Tour of Forest Hills – **Saturday, January 20th, 9 AM**, meet in front of Java Jo on Hyde Park Ave. We will tour the focus areas and six study sites.



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COMMUNITY PLANNING PROCESS OVERVIEW

PHASE I

- Community Meeting 1 – Introduction / Community Vision
October 21, 2006
- Community Meeting 2 – Use, Design, Transportation & Streetscape: Best Practices & Ideas
January 2007
- Community Meeting 3 – Use, Design, Transportation & Streetscape: Preliminary Recommendations
March 2007
- Community Meeting 4 – Use, Design, Transportation & Streetscape: Final Recommendations
March 2007

PHASE II

- Community Meeting 5 – Focus on Comprehensive Transportation Planning
April 2007
- Final Community Meeting – Finalize Comprehensive Transportation Plan
June 2007



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Transportation Analysis Map

TRANSPORTATION ISSUES

Pedestrian Safety

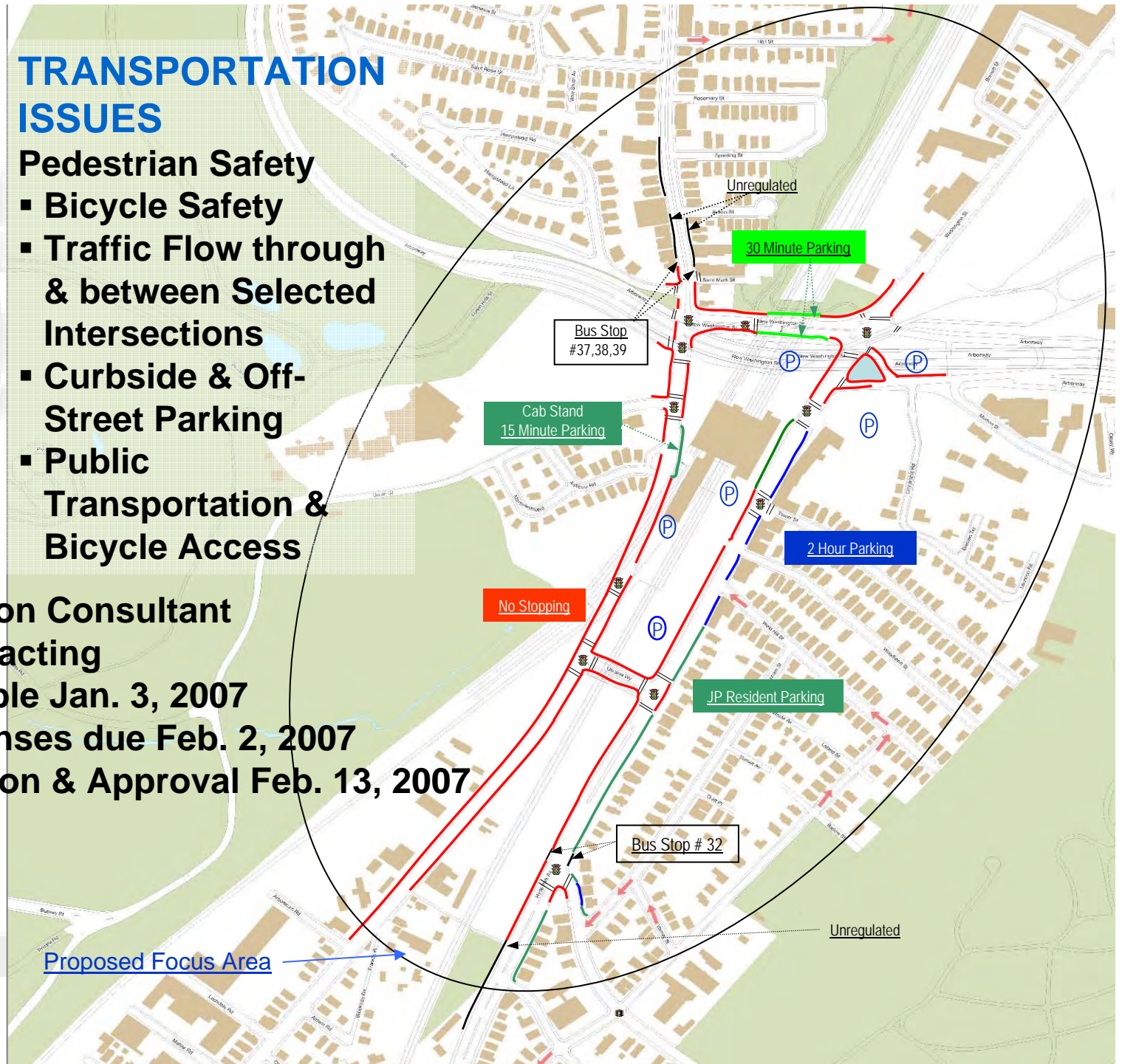
- Bicycle Safety
- Traffic Flow through & between Selected Intersections
- Curbside & Off-Street Parking
- Public Transportation & Bicycle Access

Transportation Consultant RFP & Contracting

- Available Jan. 3, 2007
- Responses due Feb. 2, 2007
- Selection & Approval Feb. 13, 2007



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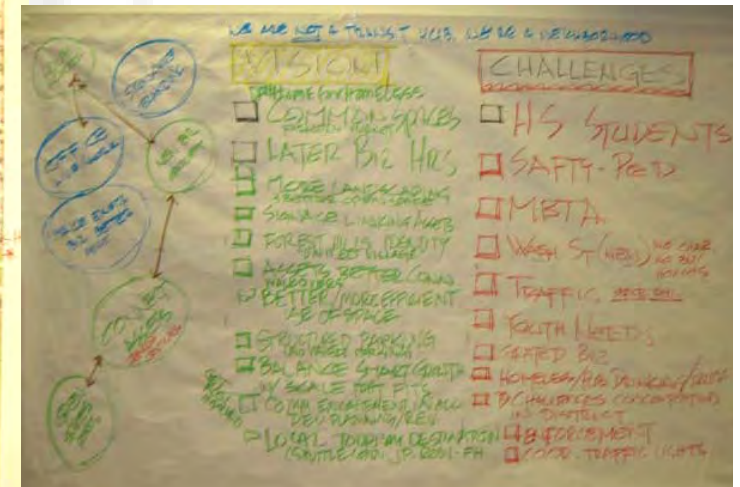
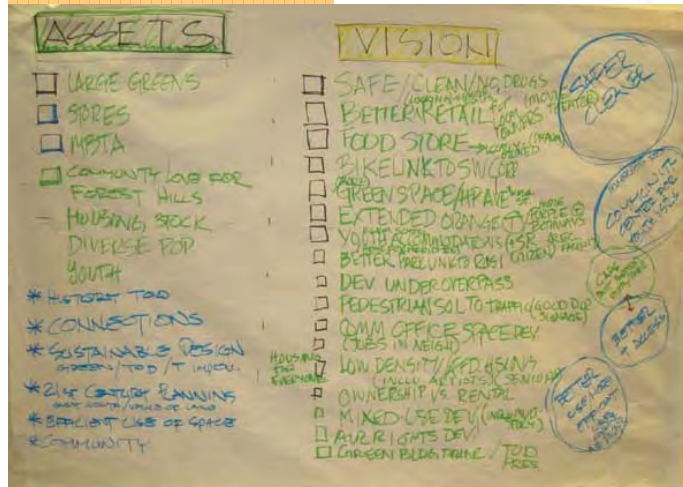


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October Community Meeting Summary

127 Attendees worked on ideas for a shared

- **Community Vision**
- Identified **Focus Areas**
- Identified **Study Sites**



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EMERGING COMMUNITY VISION

Intent: While still emerging... these shared principles and examples of ideal development... and a starting point for future conversations... and be treated as a living document.

Emerging Principles:

Based on community input to date, the FHII group envisions growth that supports the neighborhood in four key ways:

Improved traffic patterns:

- Less (not more) automotive traffic into & through Forest Hills.
- Smoother traffic flow for cars, pedestrians, and bicycles.
- Promote pedestrian, bicycle, and public transit use, with sufficient parking to allow retail stores to flourish.

Vibrant mixed use district:

- Not only a transit hub, but for local retail and community usage.
- Vibrancy; as in promoting usage primarily by neighborhood residents (rather than primarily by commuters).



EMERGING COMMUNITY VISION

Emerging Principles - continued

Community Orientation:

- Uses / places that promote community ownership & interaction, such as public markets, art space, locally owned retail.
- Retail, commercial, & housing that support continued diversity (age, socioeconomic, and race and ethnicity) will be prioritized.

“Green Building / Sustainable” Development:

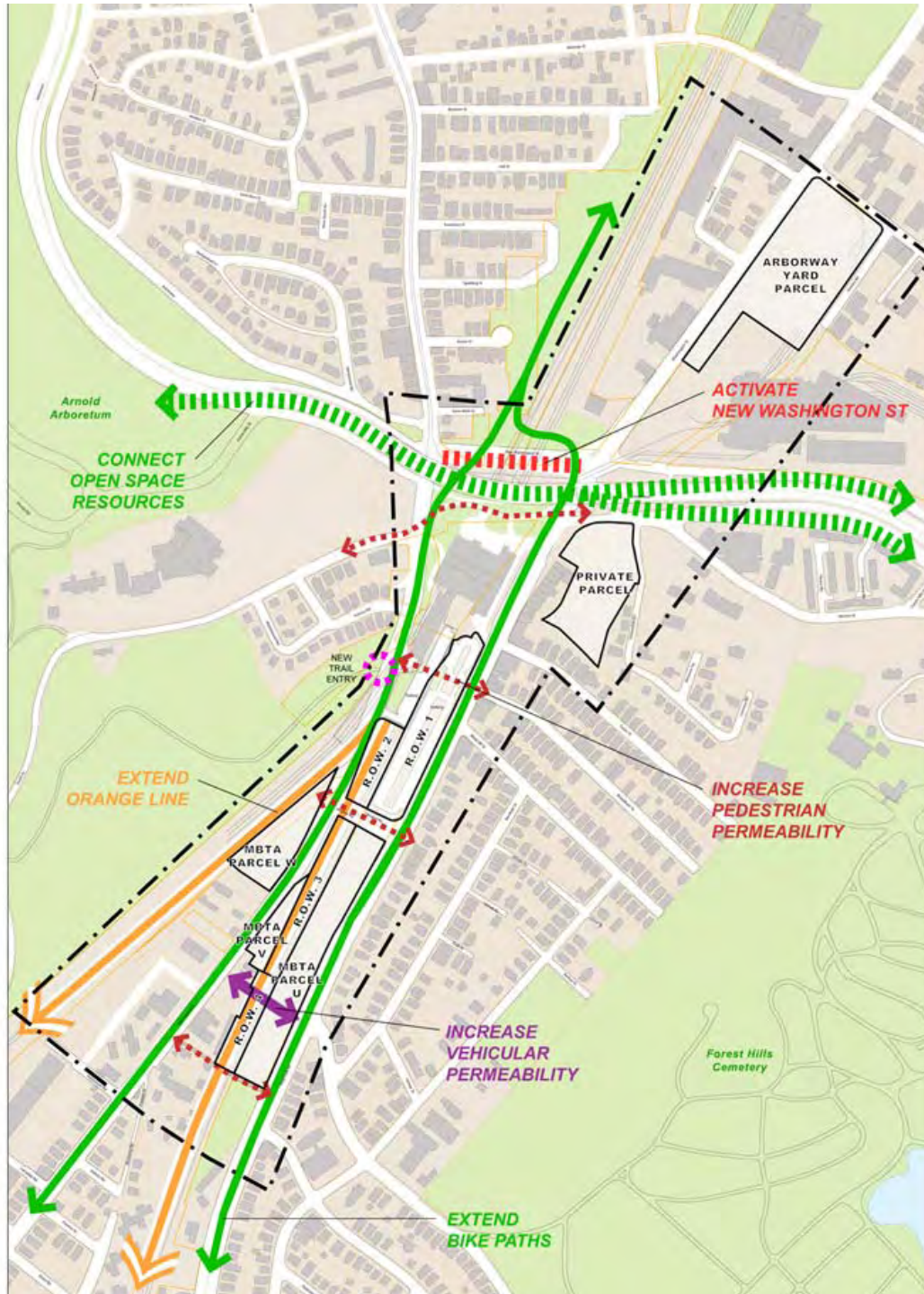
- Enhance access to the neighborhood’s existing green assets (e.g., Arboretum, Southwest Corridor, Franklin Park, Cemetery).
- Build upon green building / sustainable development principles (e.g., energy efficient, transit-oriented, neighborhood-scaled).

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October Community Meeting Summary



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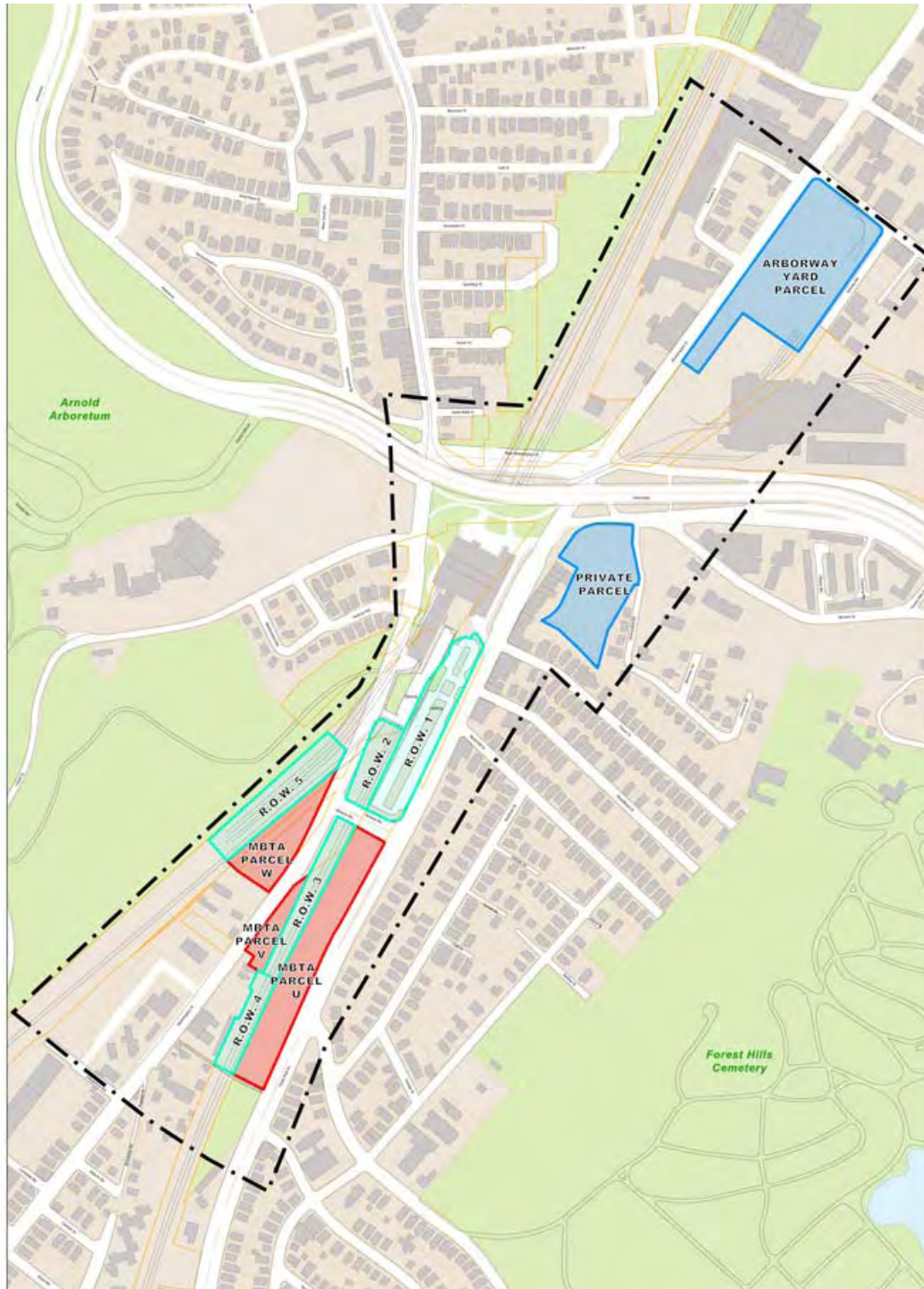
FOCUS AREAS

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STUDY SITES

Six Sites:

- MBTA Parcel U
- MBTA Parcel V
- MBTA Parcel W
- MBTA Parcel Parking Lot (station)
- Private Parking Lot
- Arborway Yard Parcel

Potential Air-rights / Right of Way (ROW):

- ROW - 1
- ROW - 2
- ROW - 3
- ROW - 4
- ROW - 5

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3D Model
Views

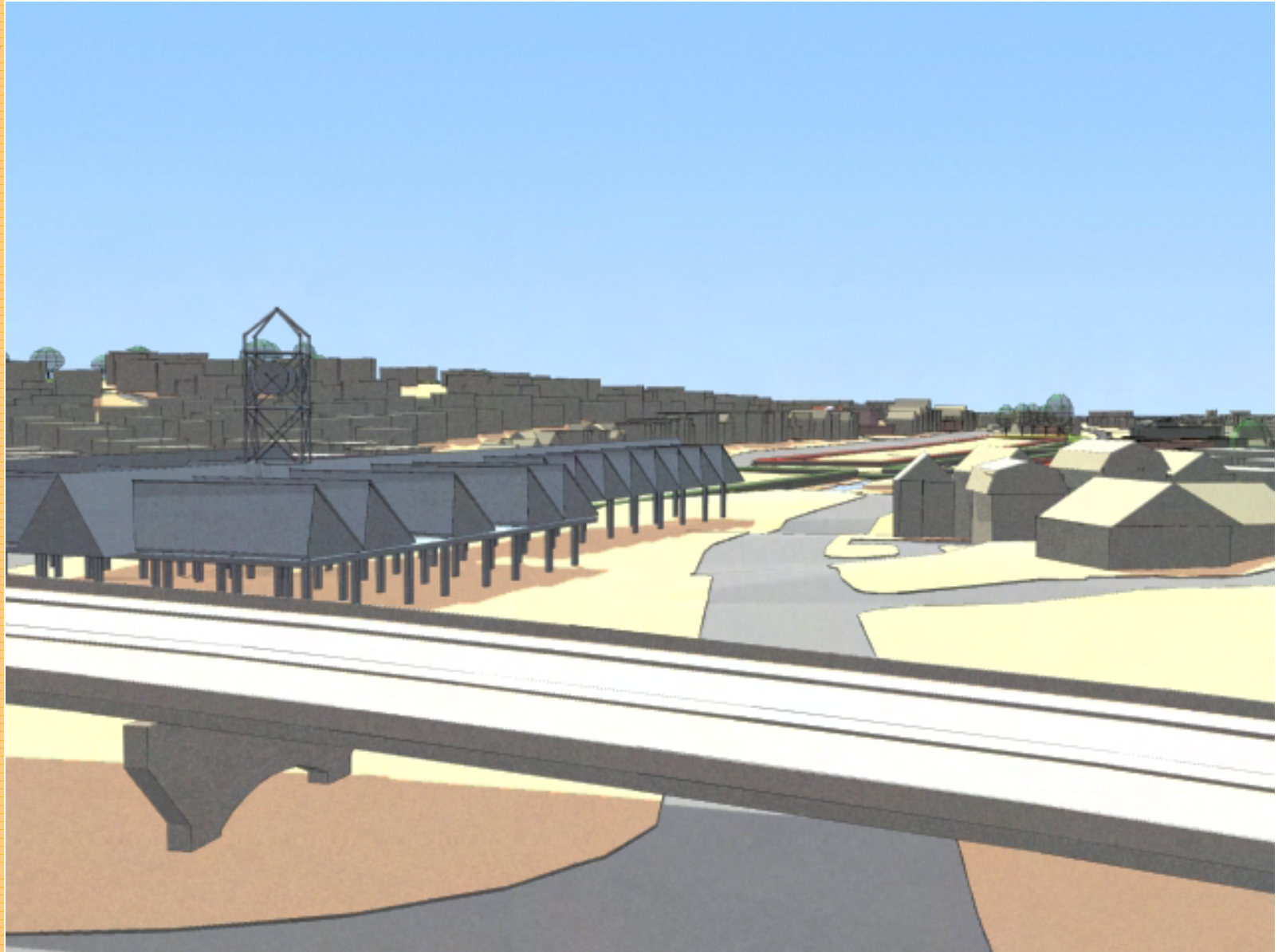


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**3D Model
Views**

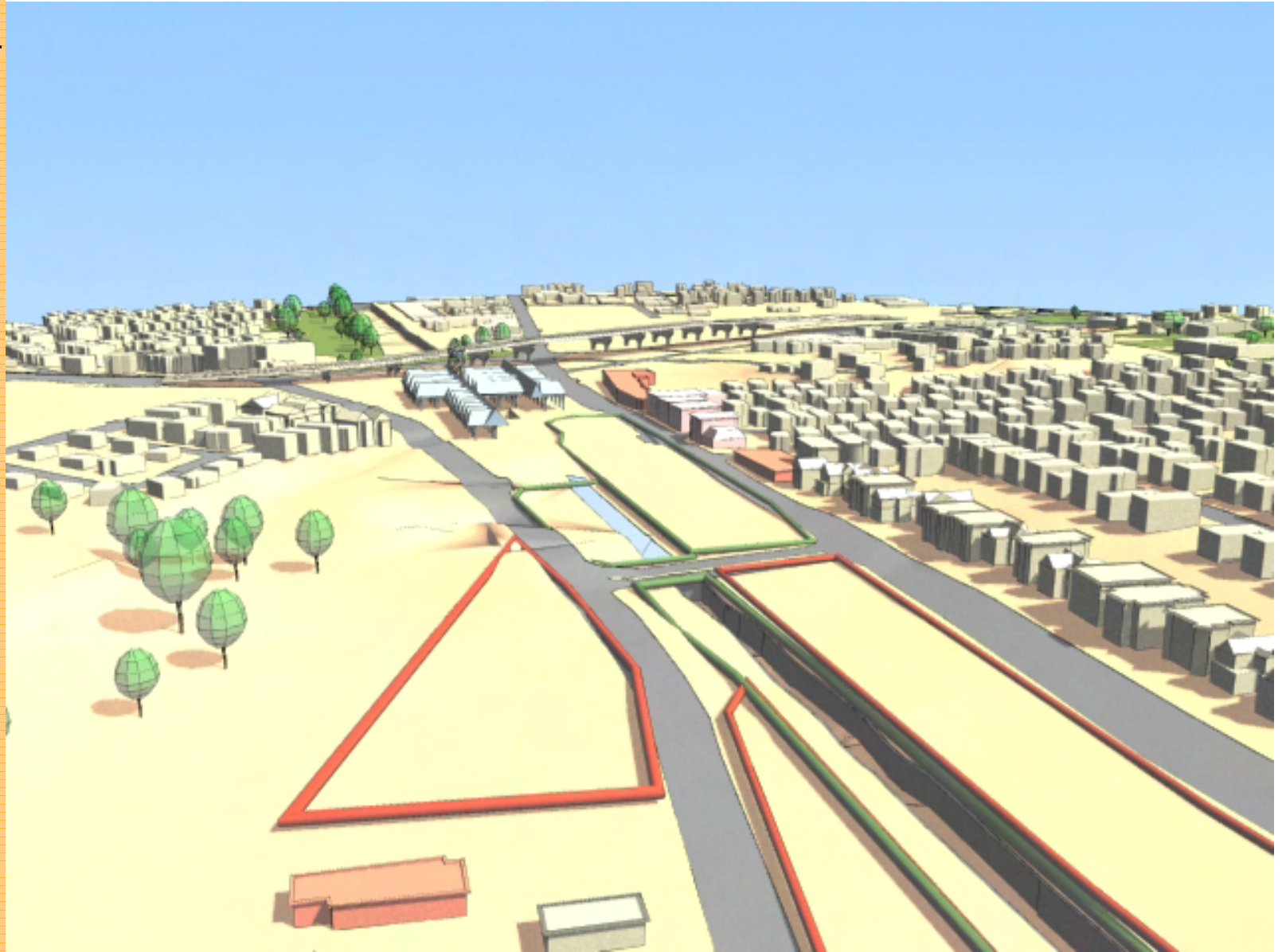


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3D Model Views



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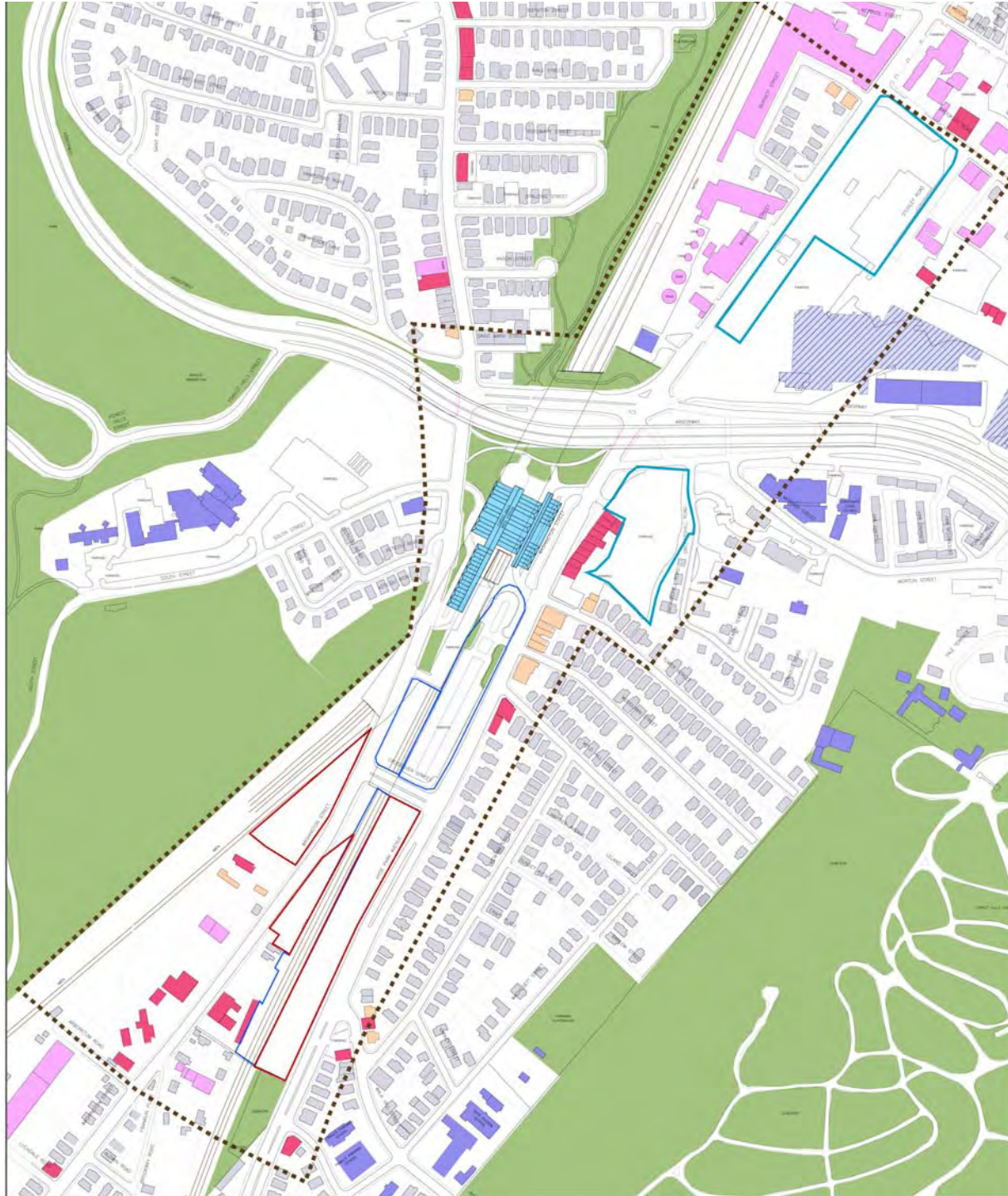
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Land Use



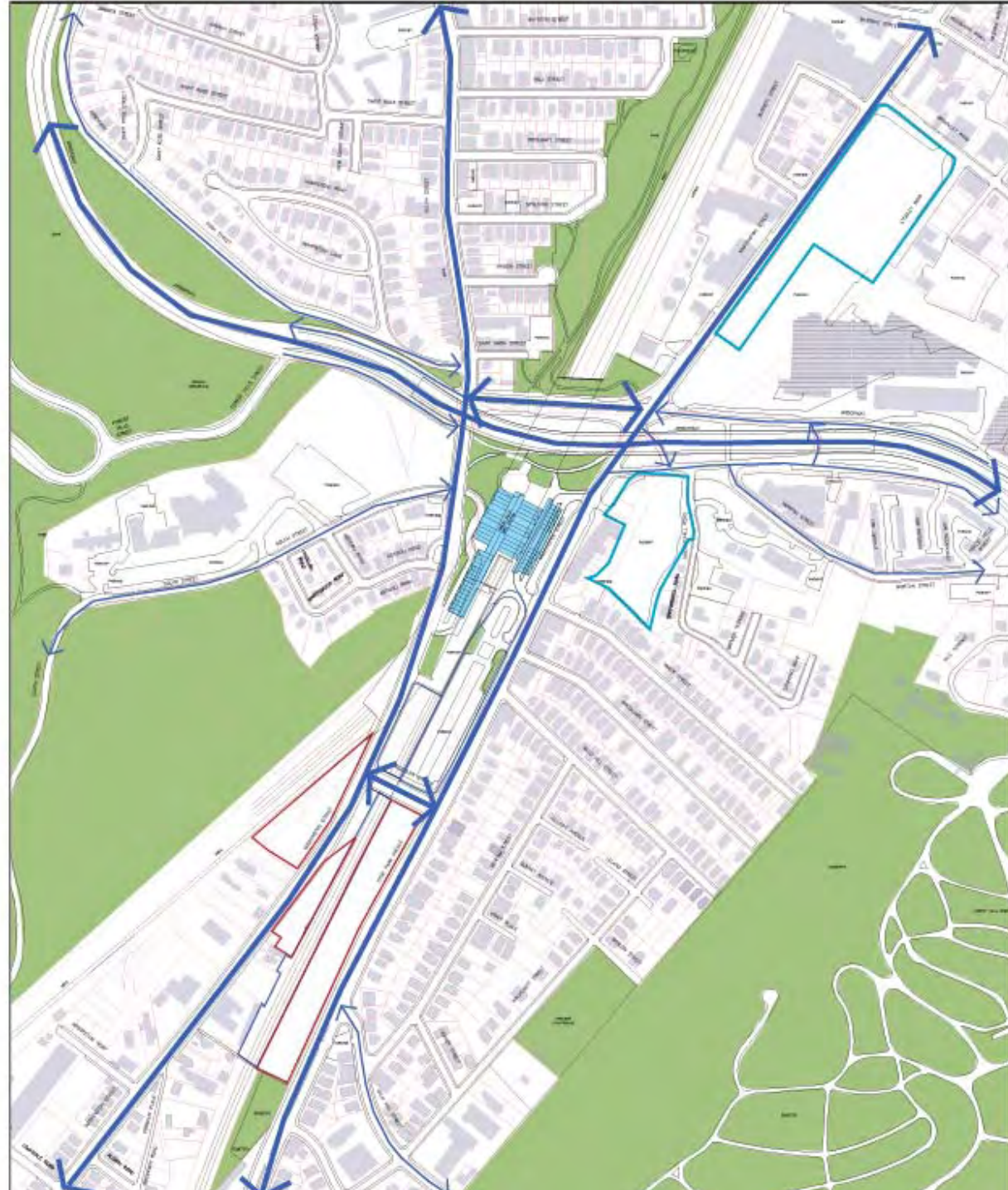
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Vehicular Circulation



Major Routes



Secondary Routes






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Pedestrian Circulation



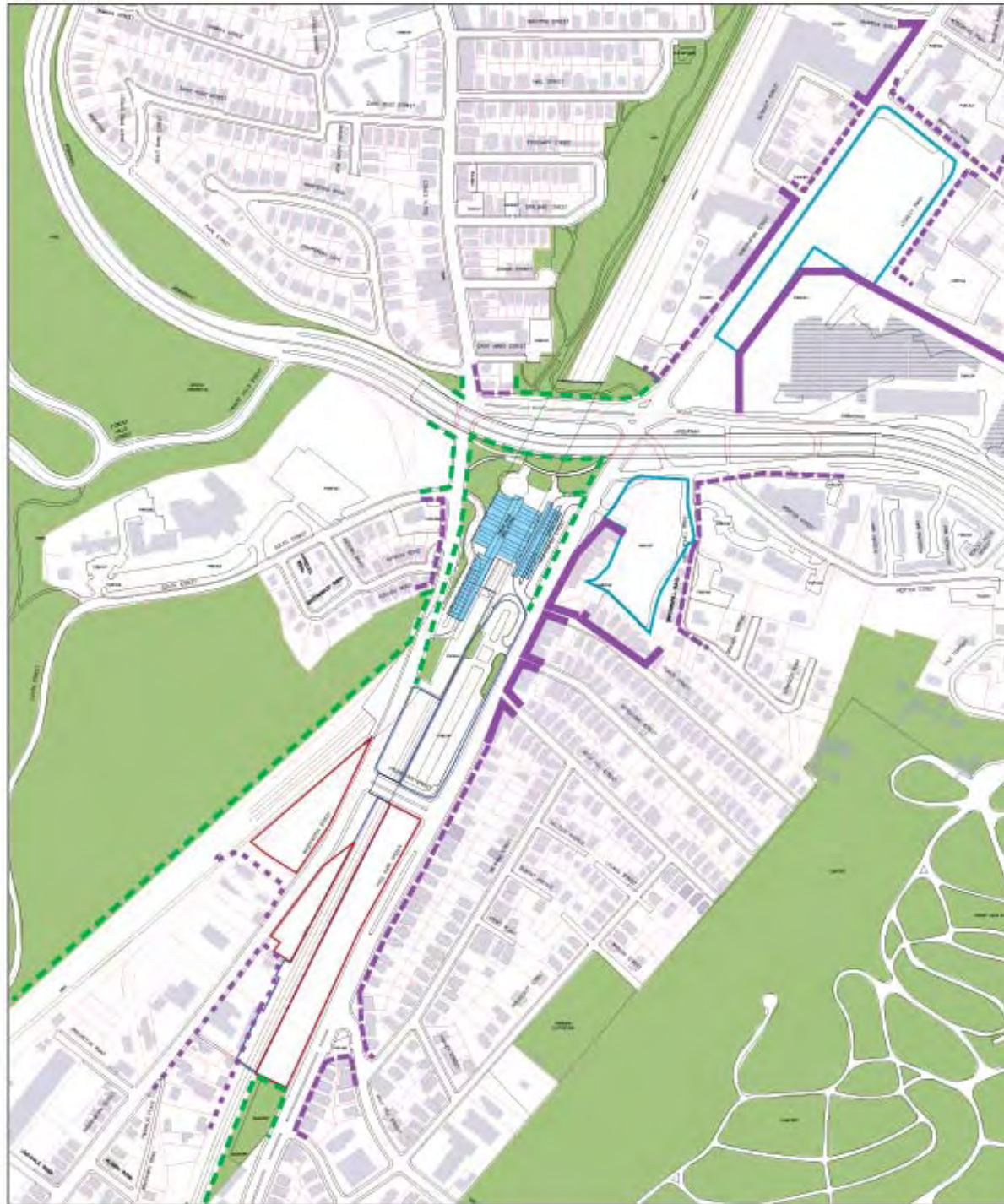
-  Major Paths/Sidewalks
-  Secondary Paths/Sidewalks
-  Potential Links







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Street Edges



-  Heavy Edge
-  Heavy/Broken Edge
-  Set Back/Broken Edge
-  Minimal Edge



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Area Block Patterns



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Planning Best Practices

INFRASTRUCTURE IMPROVEMENT



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WIDE ESPLANADE - SECTIONAL PERSPECTIVE

WIDE ESPLANADE
Between Pier 11 and the Brooklyn Bridge, the existing esplanade structure extends over the water 50 feet beyond the bulkhead. This additional width enables the creation of a 58 foot wide space. Here the esplanade extends beyond the FDR Drive overhead, allowing the placement of larger plants and trees in planter boxes on the relieving structure. Large open areas for play are interspersed with intimate seating areas for conversation. The continuous sidewalk and bike path along South Street are maintained, as well as space for the pavilions and covered outdoor activities. The pavilions will be programmed to enhance the residential and commercial character of the neighborhood.



EXPANDED ESPLANADE PLAN

East River Waterfront - The City of New York

43



East River Riverfront Esplanade Study, New York City, NY

This planning and urban design study proposes short-term improvements and long-term strategies to reconnect Lower Manhattan's diverse communities to a two-mile stretch of East River waterfront.

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Planning Best Practices

STREETSCAPE IMPROVEMENT



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Wide sidewalk with adjacent seating area, Iowa



Terraced
sidewalk

**Barcelona,
Spain**

Corner Building with enclosed sidewalk,
Alexandria, VA



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Planning Best Practices

PLAZAS/SQUARES



Paul Revere Park - *Small Mall, North End*



Stockholm Park - *Park/Plaza, Sweden*



Westlake Center - *Terraced plaza, Seattle WA*



Quincy Market - *Retail Square, Downtown*



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Planning Best Practices

PARKS & PLAYGROUNDS



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Parkman Playground, **Jamaica Plain**



Post Office Square Park, **Downtown**



Carter Playground, *Sports park* **South End**

Boston FOREST HILLS IMPROVEMENT INITIATIVES

Building Types

Low-Rise Housing



- Multi-family Residential**
- 2 1/2 Story wood frame
 - Front porch
 - Front yard



- Row House**
- 2 Story brick



- Multi-family Residential**
- 3 Story wood frame
 - Front porch



- Apartment/Condo**
- 3 Story brick

Mid-Rise Housing



- Apartment/Condo**
- 4 Story brick



- Row House**
- 4 Story brick



- Apartment/Condo**
- 5 Story brick & metal frame



- Row House/Condo**
- 5 Story brick



- Apartment/Condo**
- 6 Story brick



- Apartment/Condo**
- 6 Story brick

High-Rise Housing



- Apartment/Retail**
- 7 Story brick
 - Residential over retail



- Apartment/Retail**
- 10 Story brick
 - Residential over retail



- Apartment/Condo**
- 7 Story brick
 - Residential over retail

Retail



- Commercial**
- Single story brick & wood



- Commercial**
- Single story brick

Mixed Use



- Commercial**
- 4 Story brick
 - Office over retail



- Commercial**
- 5 Story brick
 - Resident & Office over retail



- Apartment/Condo/Retail**
- 5 Story brick
 - Office over retail



- Apartment/Retail**
- 5 Story brick
 - Residential over retail



- Apartment/Service**
- 5 Story brick
 - Residential over community center



- Residential/Retail**
- 4 Story brick
 - Residential over retail



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Planning Best Practices

TRANSIT- ORIENTATED DEVELOPMENT



Skyline Condominiums/Arborpoint Apartments, Medford, MA

Arborpoint Apartments at Station Landing will be part of Station Landing, a 16-acre transit-oriented mixed-use waterfront development located in Medford, Massachusetts. Designed in the spirit of Smart Growth and New Urbanism, Station Landing offers a direct connection to Wellington MBTA Station (Orange Line service to Boston) and quick access to I-93. Station Landing will include residential apartments, retail/restaurant space, and offices. The site is adjacent to a riverfront park and yacht club on the banks of the Mystic River.



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Planning Best Practices

SUSTAINABLE DEVELOPMENT & GREEN BUILDINGS



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The George Robert White Environmental Conservation Center is the City of Boston's first municipal green building. It features photovoltaic roof shingles and a geothermal heat pump. Through its Boston Schools Initiative, the facility provides environmental education programs to 35 Boston elementary schools weekly. Photo: Willard Traub

**George Robert White Environmental
Conservation Center, Roxbury**



Artist for Humanity, South Boston



Urban Edge is developing a pioneering example of green building opportunities in affordable housing. Through an MTC grant, the non-profit will install 63 kW of solar photovoltaics at the new Egleston Crossing development in Jamaica Plain and Roxbury. This installation, in combination with multiple energy efficiency measures, will reduce the project's electricity needs by 50%.

Green Building for Affordable Housing, Jamaica Plain



City Hall Green Roof, Boston

Boston

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Planning Best Practices

AFFORDABLE HOUSING



Elderly Housing in Jamaica Plain, MA



Art Block Artist Housing, South End, MA



HOPE VI HOUSING PROJECT, East Boston, MA



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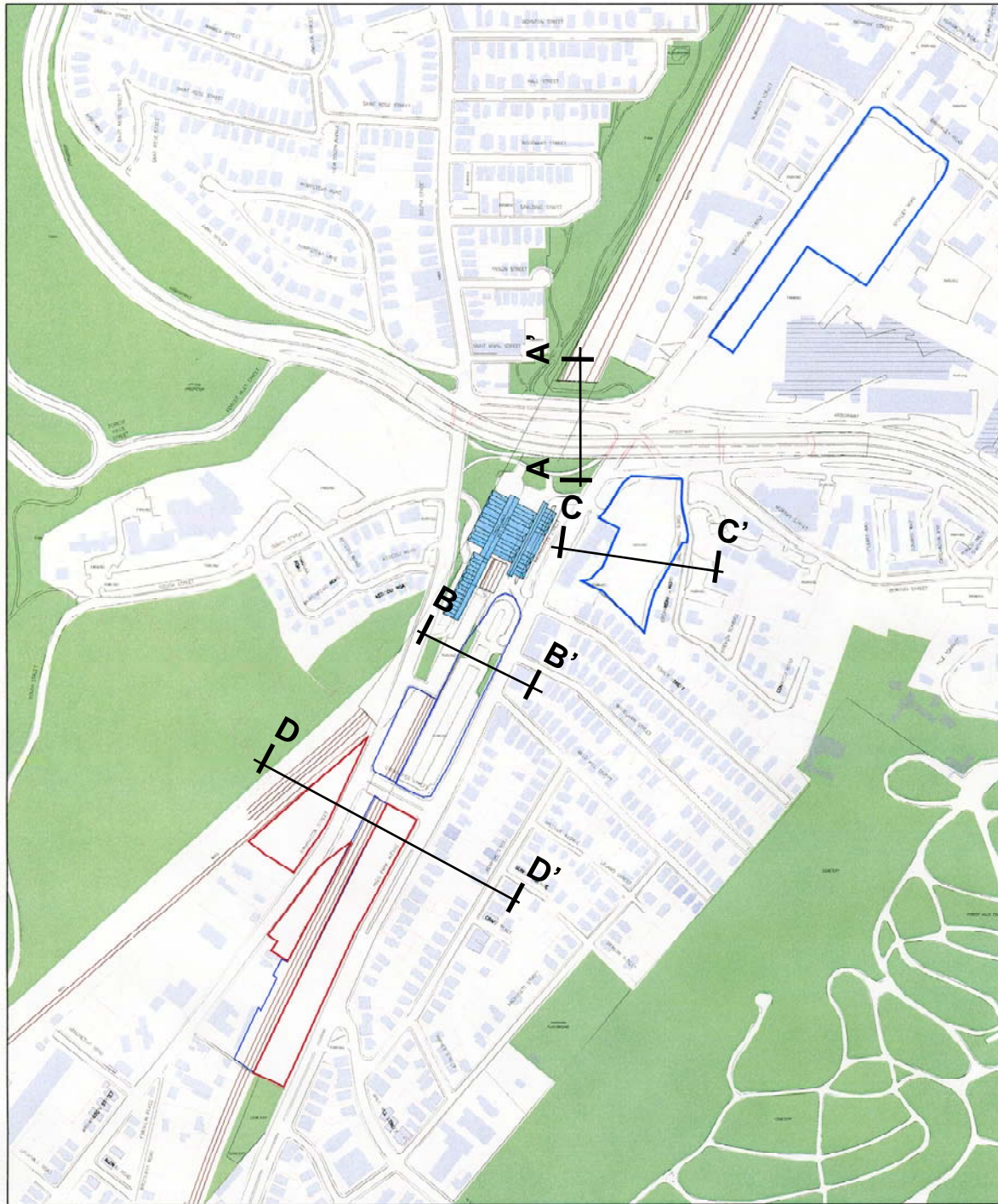
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Street Sections



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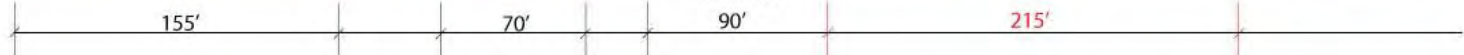
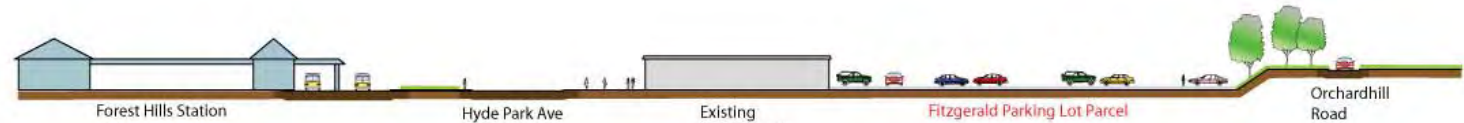
Street Sections



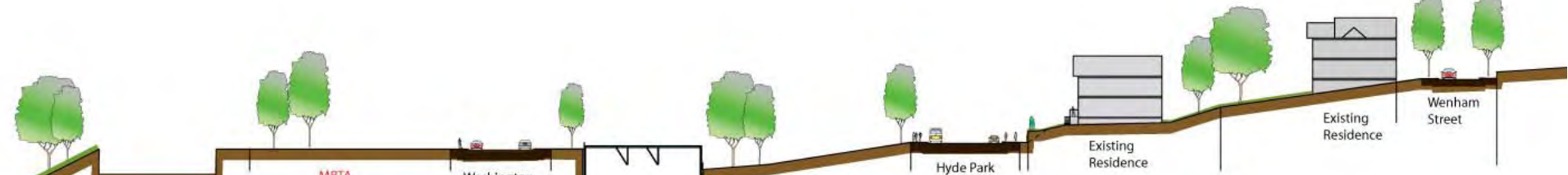
Section A - A'



Section B - B'



Section C - C'



Section D - D'

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**State OCD
Transit
Oriented
Development
Policies and
Programs**



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Congestion! Global Warming!





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Cars are expensive!

In 2005, AAA estimated that the average cost of driving a new passenger car was \$702 per month (or \$8,431/yr).

Source: AAA Website, www.csaa.com; costs include depreciation, insurance, fuel.

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Mix of Uses. Higher Density.



Policies and Programs



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State OCD
Transit
Oriented
Development
Policies and
Programs

Mobility Choice. Pedestrian Oriented Design.



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Reduced Parking Ratios

- Parking is a *fertility drug* for cars (*Shoup*).



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TOD Infrastructure & Housing Support Program

- Total of \$30M authorized to finance *housing, parking, and bicycle and pedestrian facilities* within $\frac{1}{4}$ mile of a transit station.
- Up to \$2.5 million per project.



Other State TOD Resources

- **Other Funding**
 - Priority Development Fund
 - Transit Node Program
- **Advocacy and Technical Assistance**

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Small
Group
Breakout
Discussion

GROUP DISCUSSION TOPICS

- *Emerging Community Vision – 15 minutes*
- *Focus Areas – 20 minutes*
- *Specific Study Sites, six – 40 minutes*
- *Discussion Summary - 15 minutes
identify & clarify key comments, ideas &
recommendations, prepare for group report*

*At 8:00 PM – Groups reconvene to report out
their recommendations*



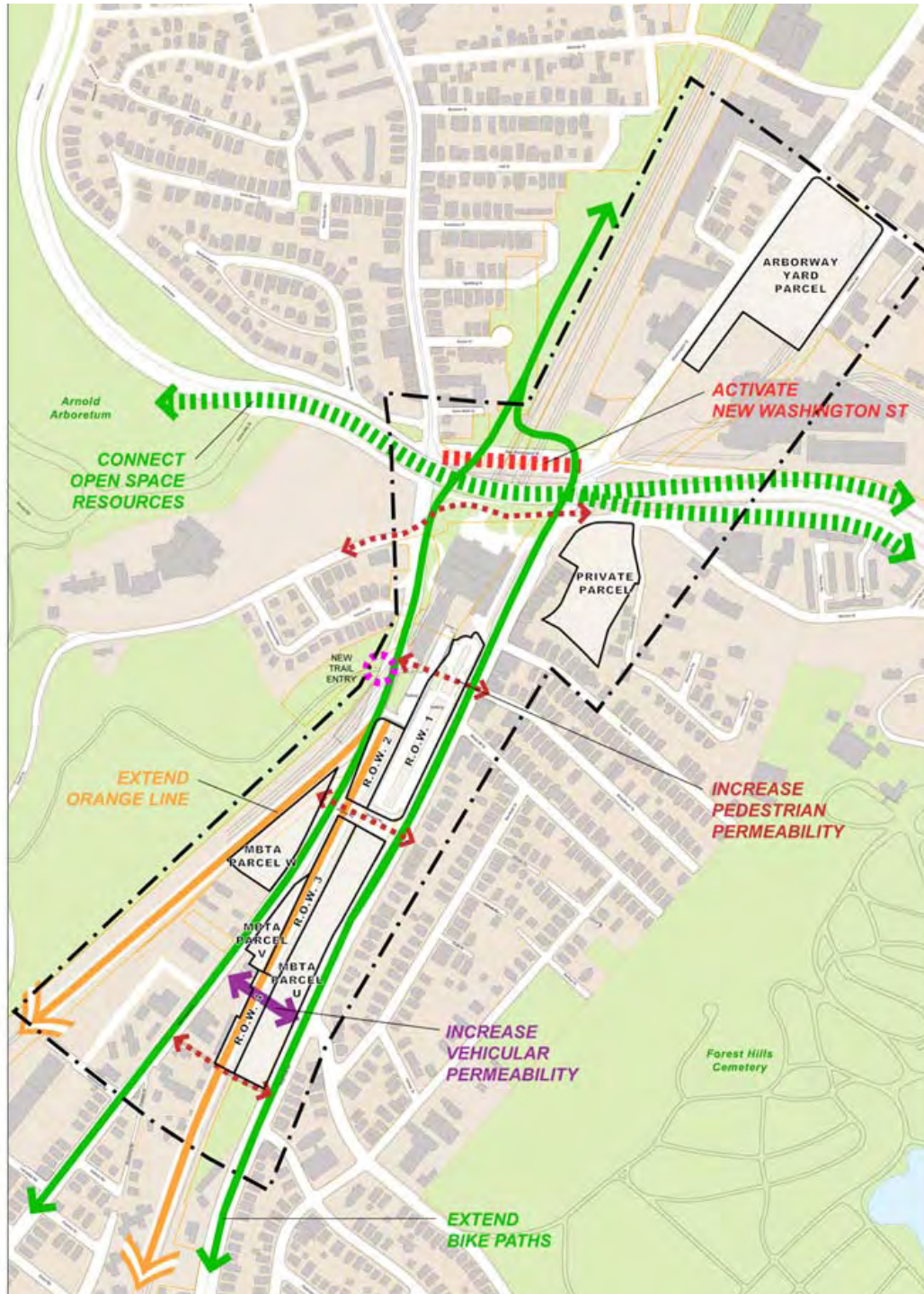
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