

**FOREST  
HILLS  
IMPROVEMENT  
INITIATIVES**

**Welcome**



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*Mayor*

# Ninth Community Meeting

August 13<sup>th</sup>, 2008

*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

## **NINTH COMMUNITY MEETING - AGENDA**

- 1. Welcome and Brief Overview**
- 2. Meeting Objectives**
  - Respond to community questions & concerns
  - Present revised recommendations & options
  - Receive community feedback on recommendations
- 3. Summary of Community Concerns**
- 4. Response to Community Concerns**
  - Public Safety
  - Transportation Improvements and Impacts
  - Scale, Character & Uses
    - Community Vision
    - Scale and Character Analysis
    - Financial Feasibility
- 5. Revised Recommendations**
- 6. Community Feedback**
- 7. Community Reporting, Discussion, and Summary**
- 8. Next Steps – September 23<sup>rd</sup> Wrap-up Meeting**



**Concerns**

# SUMMARY OF COMMUNITY CONCERNS

- **Public Safety**
- **Transportation Improvements & Impacts**
- **Building Scale and Character**
- **Uses**
- **Views**
- **Feasibility & Minimum Building Threshold**
- **Enforcement of Guidelines & Article 80 Community Process**



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**Reponses**

# RESPONSE TO COMMUNITY CONCERNS

- **Public Safety**
- **Transportation Improvements & Impacts**
- **Scale, Character, and Uses**
  - **Community Vision**
  - **Feasibility Analysis**
  - **Scale and Character Analysis**



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## **Emerging Community Vision**

- **Improved Traffic Patterns**
  - Safe and smooth flow, reduced car dependancy
  - Pedestrian / Bicycle improvement
- **Vibrant Mixed Use District**
  - More active / diverse uses, new anchor businesses
  - Mix of ownership & rental / market & affordable housing
- **Community Orientation**
  - Gathering spaces for the public, public market
  - Services / businesses / facilities for elderly and youth
  - Local ownership and diversity
- **Green / Sustainable Development**
  - Model of best practices; reduce building & transportation energy use and CO<sup>2</sup> pollution / emissions
- **Green Space Assets**
  - Improved access to area assets





# FOREST HILLS IMPROVEMENT INITIATIVES

## Community Vision



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## District Wide Plan

### Traffic Circulation & Streetscape Improvements

-  Traffic Signal Coordination
-  Streetscape Improvement Area

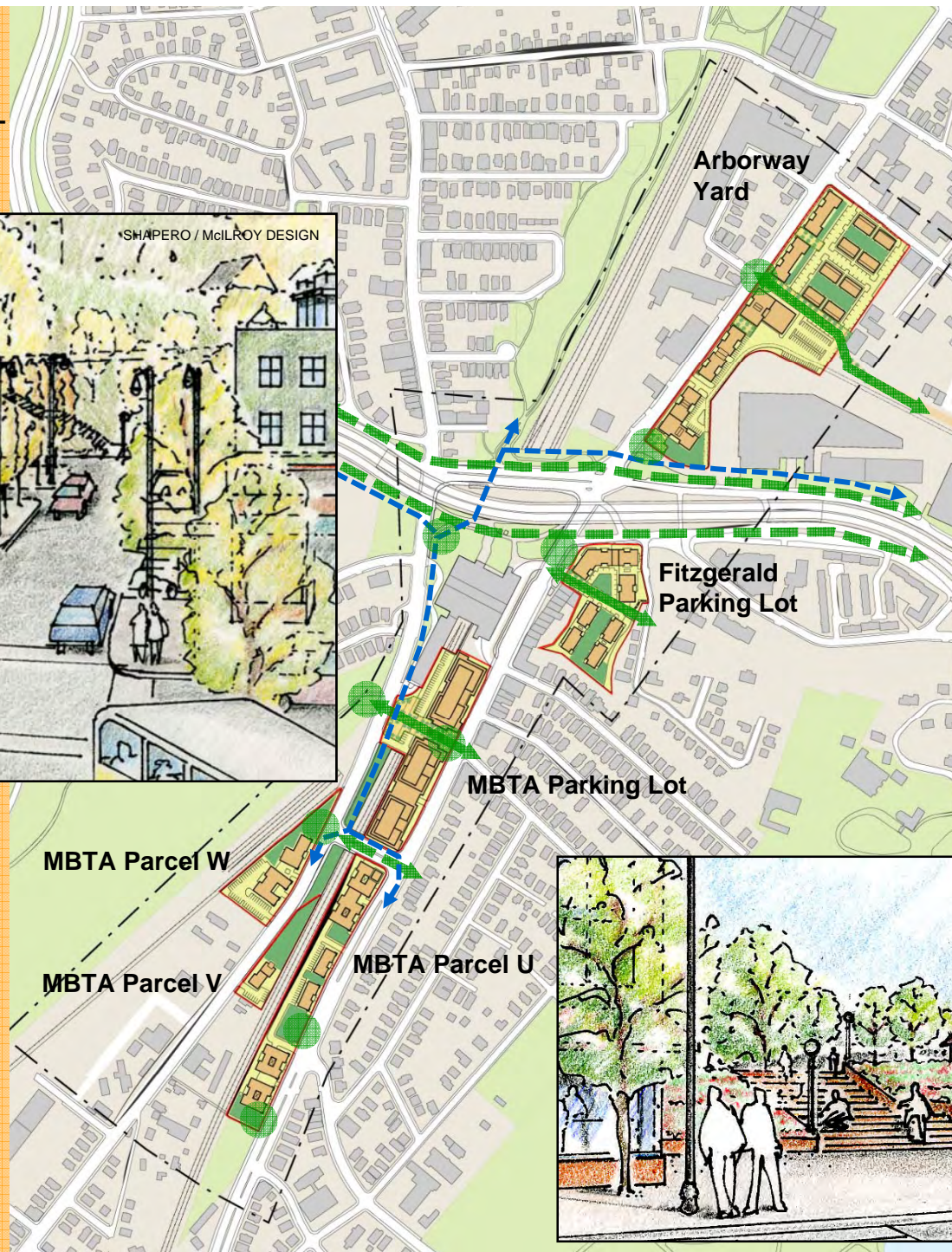
### Transportation Action Plan

### Next Phase Planning & Engineering

### Project & District Improvements







# FOREST HILLS IMPROVEMENT INITIATIVES



## District Wide Plan

### Open Space and Connections

Total of 192,000 SF

-  Place / Plaza Locations
-  Public Way Connections
-  Private Way Connections
-  Bicycle Trail Connections



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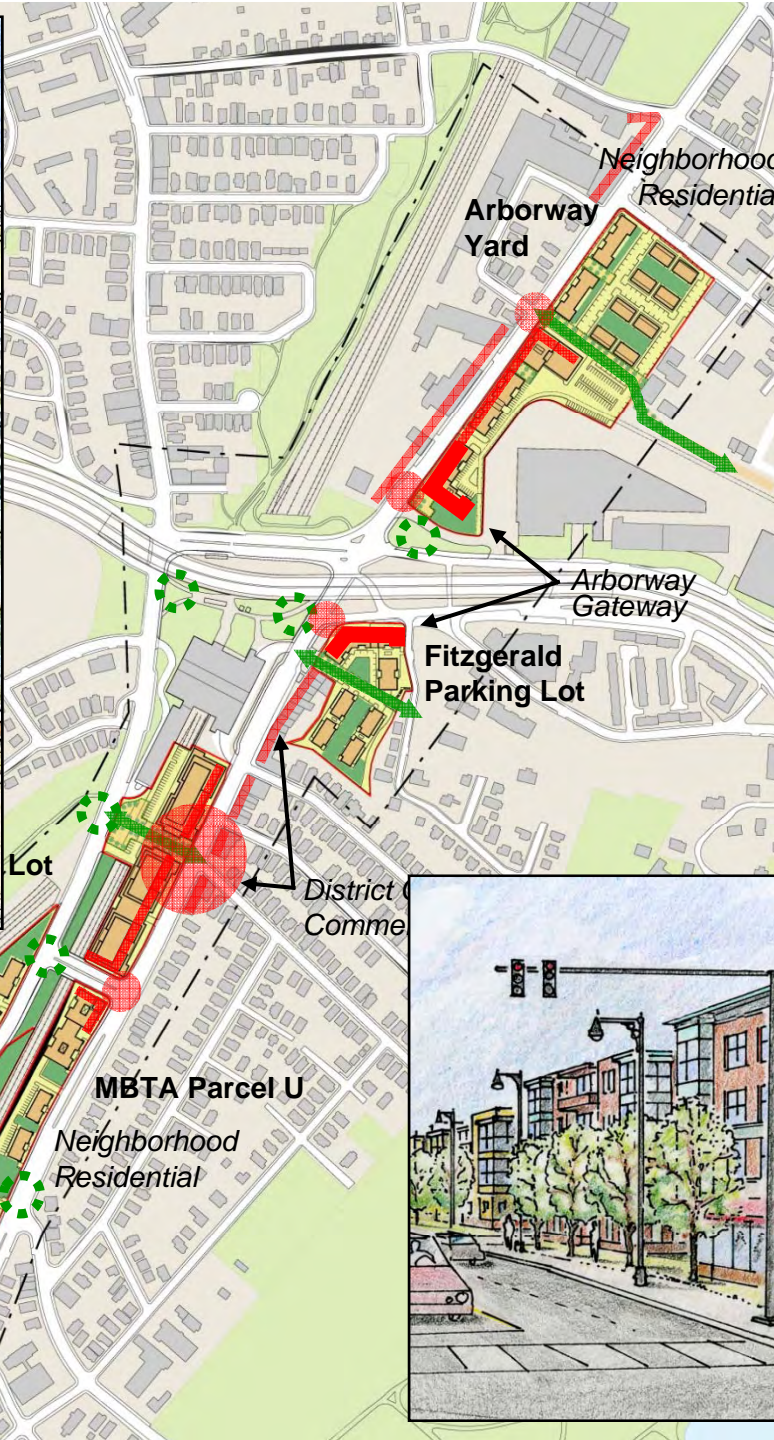


SHAPERO / McILROY DESIGN



# District Wide Plan

-  Connection
-  Open Space / Green Space
-  Activity Node / Plaza Location
-  Active Retail / Commercial Edge
-  Gateway Building



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## **SUSTAINABLE DEVELOPMENT**

TOD / Smart Growth  
Compact / Complete / Communities

- Mix of Uses
- Concentration of Uses
- Walkability & Vibrant Streets
- Transportation Choices
- Appropriate Parking Ratios
- Placemaking Design
- Model for Sustainable Development and Green Buildings



# FOREST HILLS IMPROVEMENT INITIATIVES

## Character Analysis

# Forest Hills Trade Area



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# FOREST HILLS IMPROVEMENT INITIATIVES

## Character Analysis

### Forest Hills Trade Area

### Population & Housing Units

Within 1/4 Mile:

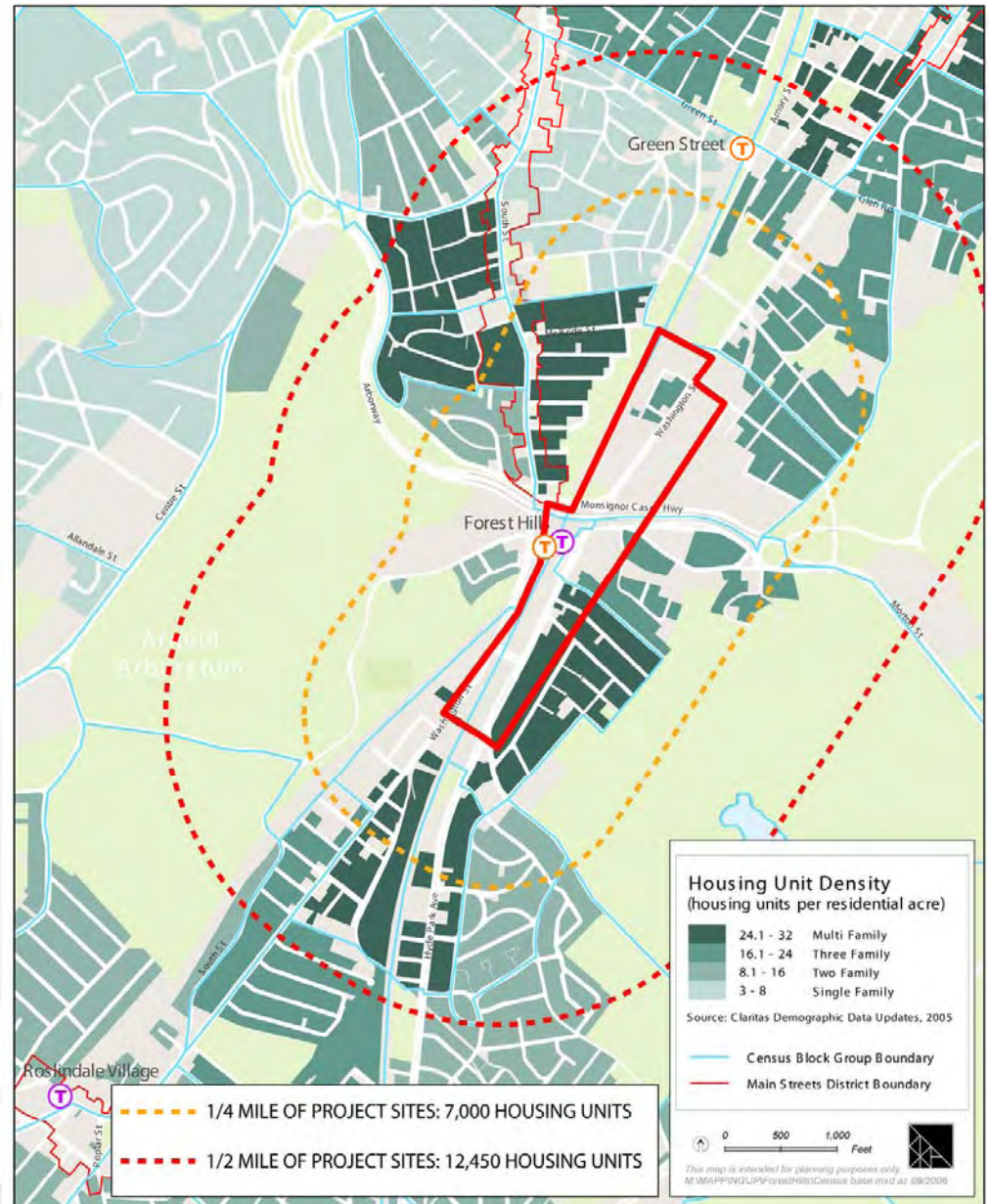
- 17,000 Persons
- 7,000 Households

Within 1/2 Mile:

- 30,000 Persons
- 12,450 Households



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# FOREST HILLS IMPROVEMENT INITIATIVES

## Character Analysis

# Forest Hills Residential Density

### Building Types:

- 1 to 6 Families
- Apartment Buildings
- Mixed Use Buildings

### Building Heights:

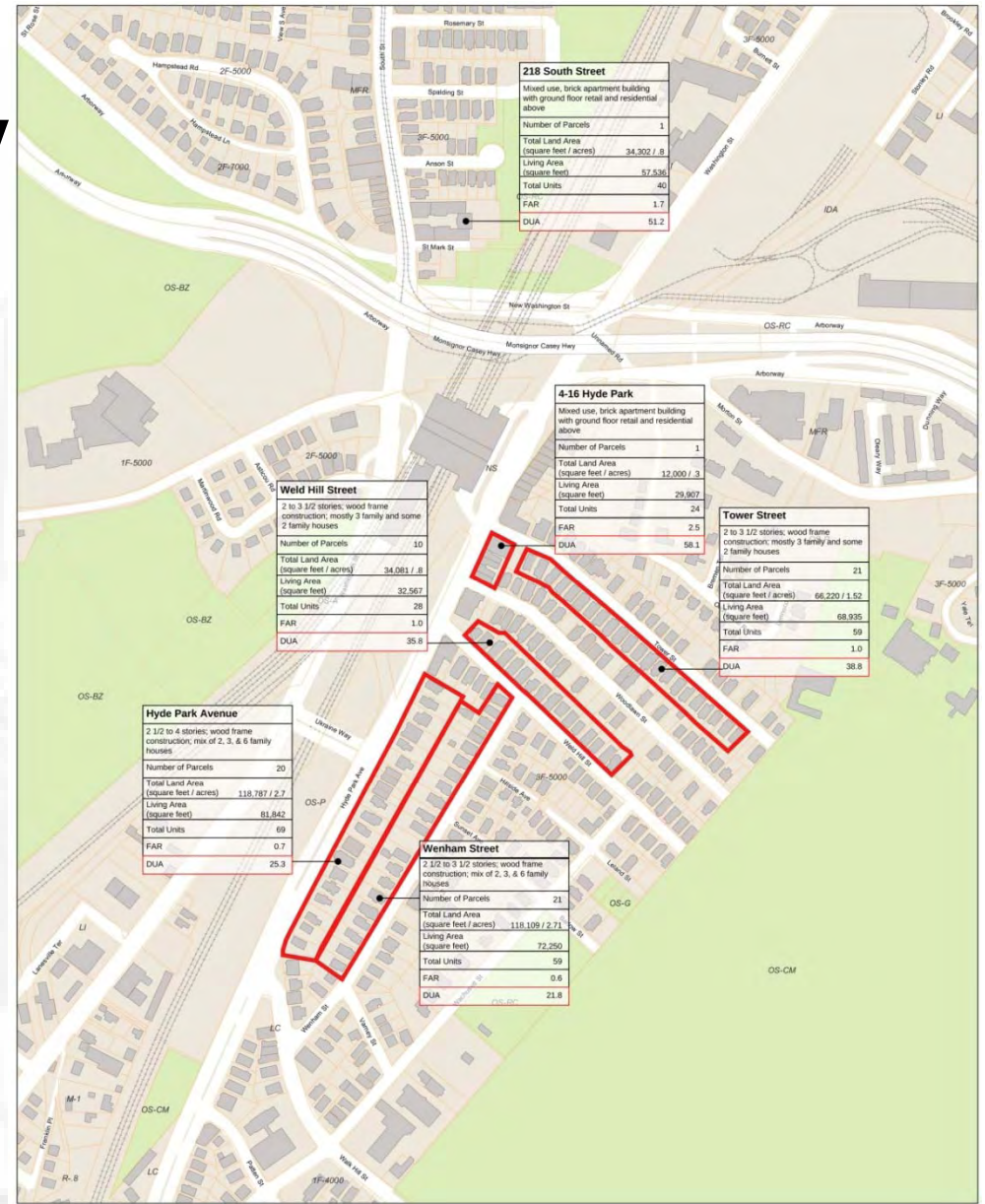
- 2 ½ to 4 Stories

### Density Units per Acre:

- Range from 12 to 60
- Most in the 20's to 40's
- Weldhill St – 35.8
- Tower St. – 38.5

### Construction:

- Mostly wood frame,  
some brick



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**Character  
Analysis**

**Residential Side Streets**

- 1 to 6 Family
- Mostly 2 & 3 Family





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**Character  
Analysis**

Residential  
Avenues  
■ 3, 4 & 6 Families





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**Residential  
Avenues**

- Apartments



## **Financial Feasibility Analysis:**

**Task:** Determine MINIMUM building program necessary for feasibility:

- Consider Retail, Residential, and Office Uses
- Account for replacement parking (200 & 40 spaces)
- Include costs for public plaza / thru connection
- Include costs for transportation & streetscape planning and improvements







# Assumptions

## Retail

- Assumed Mid-sized National Tenant at 14,500 SF
- Local Tenants at 28,000 SF

## Residential

- Both 80/20 and 50/50 market / affordable examined
- Assumed generally available subsidy sources can be used for affordable housing
- Assumed additional grants for 50% affordable housing goal

## Office

- Current office rents are around \$30-32/SF; \$39/SF in rent needed for feasibility
- Not an established office location; tenants will consider as a lower cost option
- Institutional tenants, while less common, could be viable at \$35/SF
- Requires 2.5 parking spaces / 1,000 SF; TOD location might allow low parking ration of 2 parking spaces / 1,000 SF



## **Method of Analysis:**

### **Residual Land Value in SF (Retail, Residential & Office)**

- Building Value - revenue, expenses, cost of capital
- Development Costs - soft & hard construction costs, fees, overhead & profit

### **Fixed Costs for Development of Parcel S**

- Replacement of parking, Public plaza / connection, transportation & streetscape improvements, and ground lease

**Value of Retail Uses** - Each approach considers the same ground floor retail uses

**Net Fixed Costs** - Fixed Costs less value of Retail Uses

**Minimum Building Program in SF for Feasible Development**  
Net Fixed Costs divided by Land Value in SF

**Units and New Parking** - based on SF & Parking Ratios



**Feasibility**

# Residential Analysis:

## Housing Mix - Market Rate / Affordable

**80 / 20**

Residual Land Value/SF \$22.60

Fixed Costs for Development \$7.9M

Less: Value of Retail Uses \$3.2M

Net Fixed Costs \$4.7M

**Minimum Building Area in SF 206,350**

Units (975 SF each) 213

New Parking Spaces 226



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**Feasibility**

# Residential Analysis:

## Housing Mix - Market Rate / Affordable

	<u><b>80 / 20</b></u>	<u><b>50 / 50</b></u>
Residual Land Value/SF	\$22.60	\$(33.39)
Fixed Costs for Development	\$7.9M	\$7.8M
Less: Value of Retail Uses	\$3.2M	\$3.2M
Net Fixed Costs	\$4.7M	\$4.6M
<b>Minimum Building Area in SF</b>	<b>206,350</b>	<b>NA</b>
<i>Affordable Housing Gap / Grants Needed</i>		<i>\$56.00</i>
Units (975 SF each)	213	213
New Parking Spaces	226	226



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**Feasibility**



# Office Analysis:

## Institutional Office

Residual Land Value	\$ 27.64
Fixed Costs for Development	\$ 7.7M
Less Value of Retail Uses	\$ 3.2M
Net fixed Costs	\$ 4.5M
<b>Minimum Building Area in SF</b>	<b>162,998</b>
New Parking	411

## Feasibility Recap

- At-grade retail helps support economics of all scenarios
- 80/20 (market / affordable) Residential with retail at grade and small office component is probably feasible
- Greater levels of affordability will require significant discretionary grants and subsidies
- Office could work but only if an institutional tenant could be identified
- Office requires more parking





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**MBTA Station Parking Lot**



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**Feasibility Analysis - Residential over Retail / Some Office**

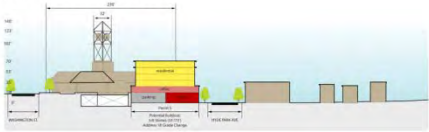
**Open Space:** 22,000 SF / 16% of Site  
**Housing:** 173 Units  
**Retail:** 47,875 SF  
**Office / Commercial:** 34,575 SF

**Vehicular Parking:** 150 Res. / 60 Comm. SP  
**Commuter Parking:** 240 SP  
**Bicycle Storage:** 173 Res. / 8 Comm. / 26 Visitor

**BUILDING SECTION A**



**BUILDING SECTION B**



**SIXTH FLOOR**



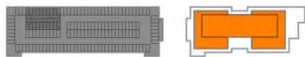
**FIFTH FLOOR**



**FOURTH FLOOR**

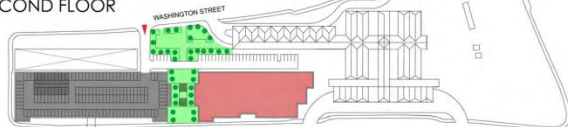


**THIRD FLOOR**



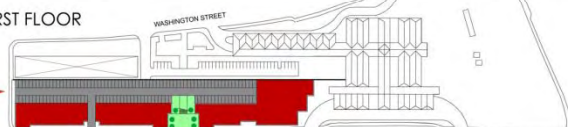
GARAGE PARKING: 144

**SECOND FLOOR**



GARAGE PARKING: 150  
 SITE PARKING: 27 Comm / 5 MBTA

**FIRST FLOOR**



GRADE PARKING: 131  
 MEZZANINE PARKING: 88







**Feasibility Analysis - Office over Retail**

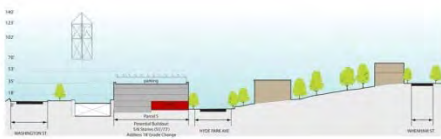
**Open Space:** 22,000 SF / 16% of Site  
**Retail:** 47,975 SF  
**Office / Commercial:** 163,000 SF

**Vehicular Parking:** 410 Comm. SP  
**Commuter Parking:** 240 SP  
**Bicycle Storage:** 21 Comm / 21 Visitor

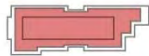
**BUILDING SECTION A**



**BUILDING SECTION B**



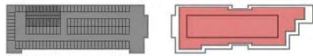
**SIXTH FLOOR**



**FIFTH FLOOR**

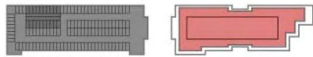


**FOURTH FLOOR**



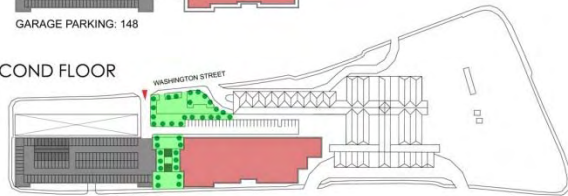
GARAGE PARKING: 148

**THIRD FLOOR**



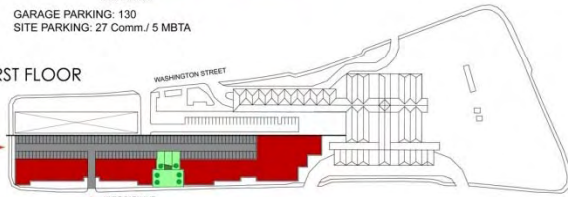
GARAGE PARKING: 148

**SECOND FLOOR**



GARAGE PARKING: 130  
 SITE PARKING: 27 Comm / 5 MBTA

**FIRST FLOOR**



GRADE PARKING: 131  
 MEZZANINE PARKING: 80





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**MBTA Parcel U**



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**MBTA Parcels V & W**



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# FOREST HILLS

## Arborway Yard Parcels



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**Fitzgerald Parking Lot**



## **NEXT STEPS**

- Present revised Use & Design Guidelines at Tenth Community Meeting on September 23<sup>rd</sup>
- Release Final Use & Design Guidelines to the MBTA
- MBTA Issues Invitation to Bid & Developer Designation
- Article 80 Review & appointment of project Impact Advisory Groups
- Next phase of Streetscape and Transportation Planning
- Zoning Amendments to reflect Community Vision



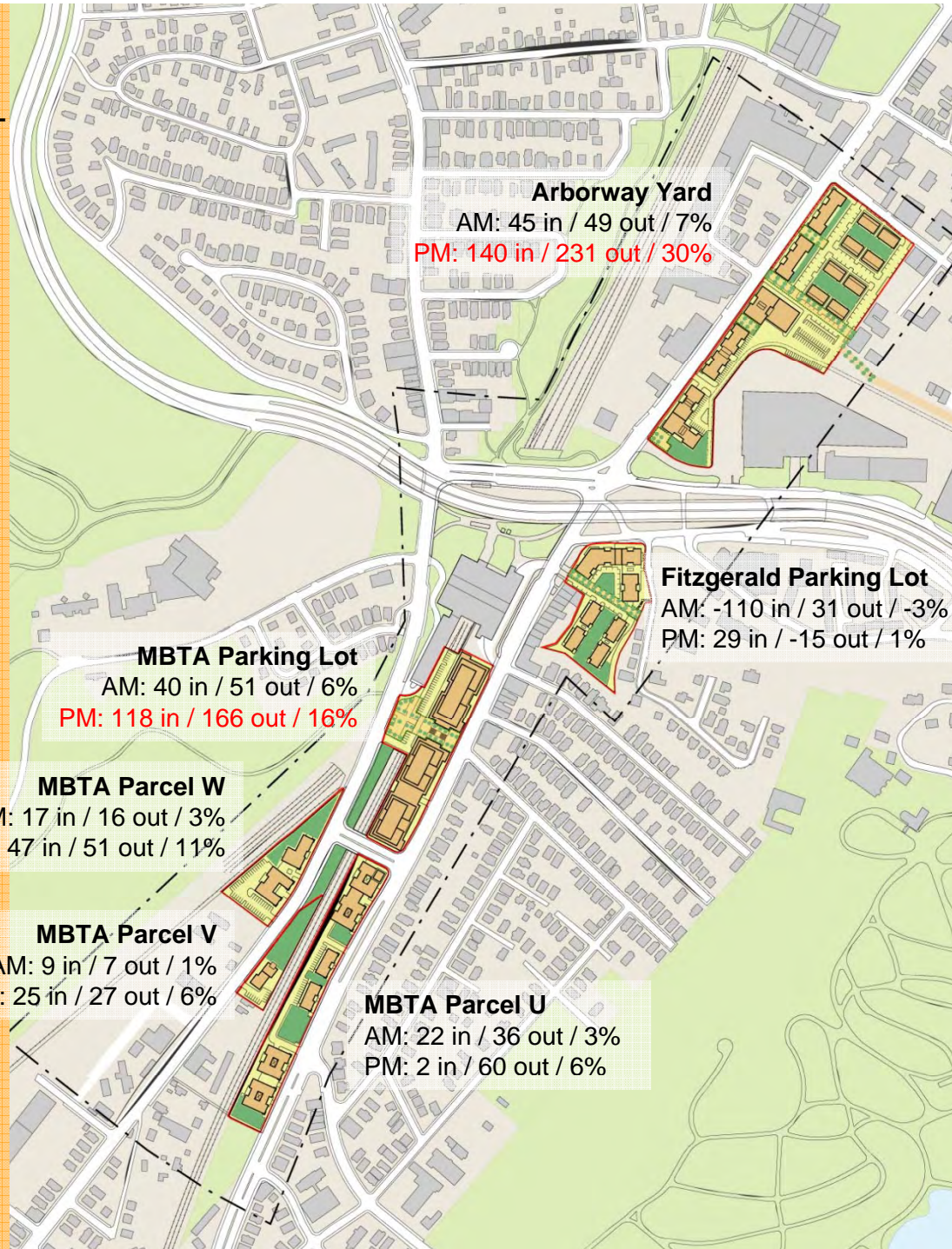


# FOREST HILLS IMPROVEMENT INITIATIVES

## District Plan



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## Transportation Impacts

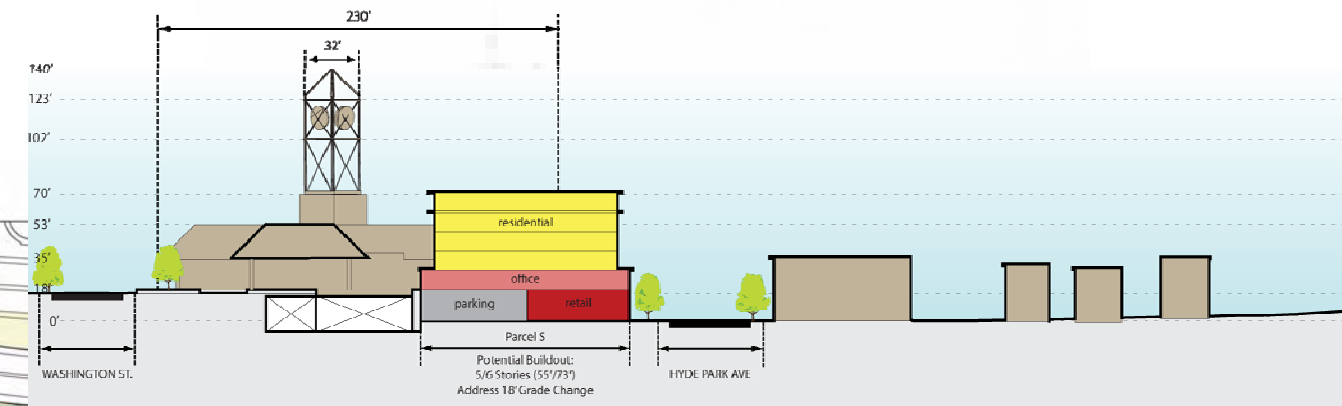
### New Auto Trips Est.

- AM Peak: 7:00 to 9:00
- PM Peak: 4:00 to 6:00
- Est. are for busiest hr.
- % is new trips relative to existing auto counts
- Approx. 50% of all new trips are by walking or biking
- 65% of AM trips are from points south
- 65% of PM trips are to points south

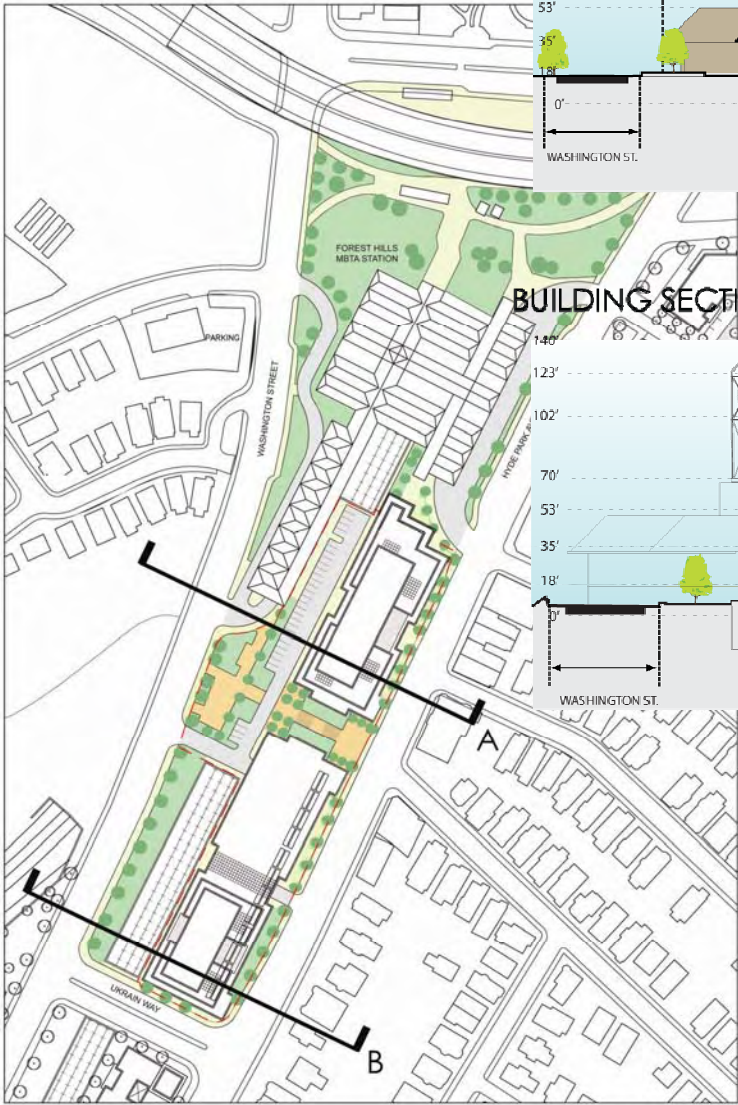
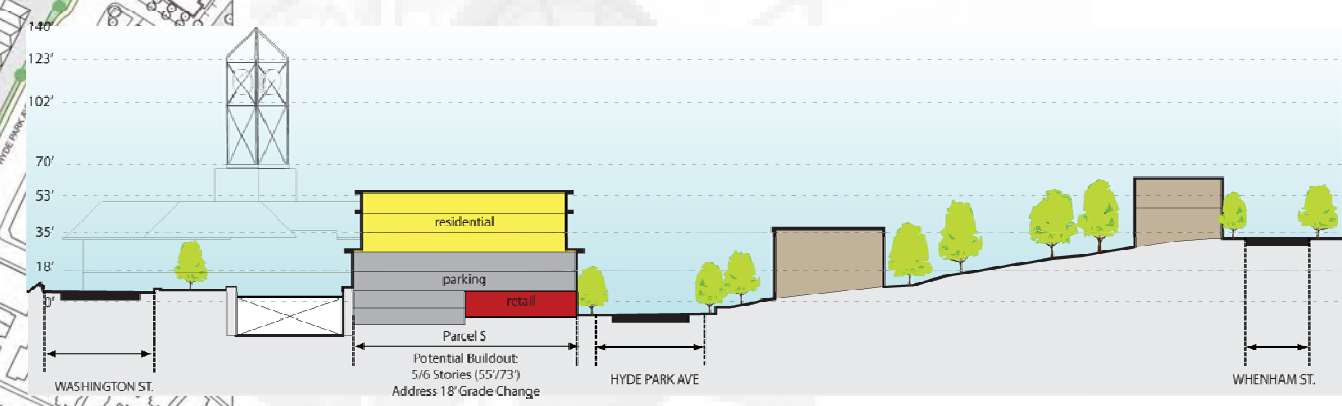


# FOREST HILLS IMPROVEMENT INITIATIVES

## BUILDING SECTION A



## BUILDING SECTION B

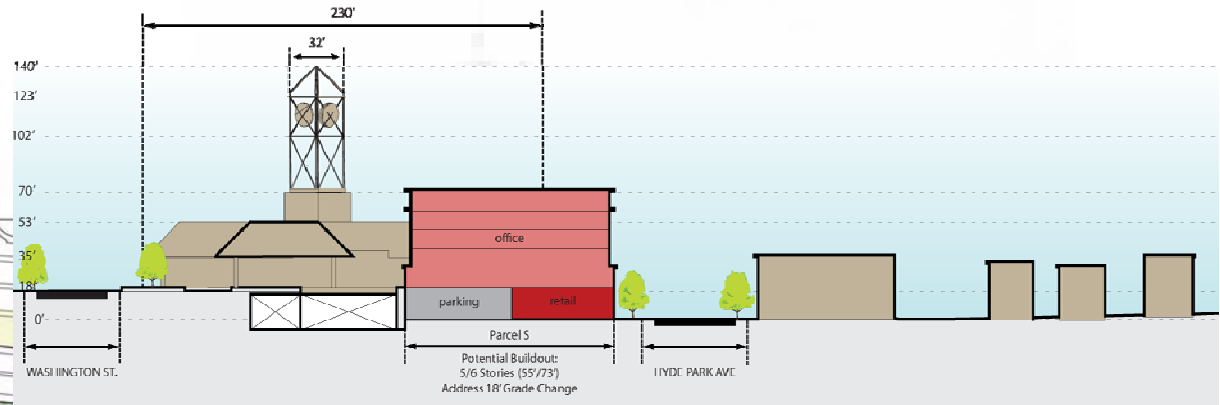


SITE PLAN

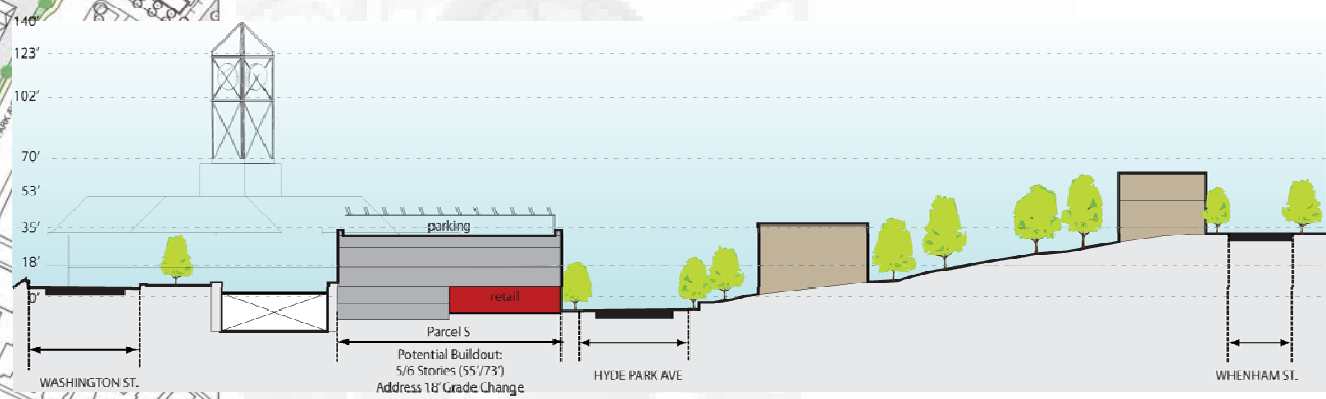


# FOREST HILLS IMPROVEMENT INITIATIVES

## BUILDING SECTION A



## BUILDING SECTION B



SITE PLAN