Welcome
Working Advisory Group
Meeting #3 B
June 14, 2011
Today’s Agenda

Old Business
Revised Sub-Area At-Grade Options
Bridge Concept
Break Out: Bridge Concept with Street Evaluation Criteria – The Measures (MOEs)
• Open House – Design Concepts
• Public Meeting #3 Agenda – Topics and Speakers
• Assignment #3 DUE
Forest Hills Area - Estimated Actual Buildout:

Eight Parcels

- **3615 Washington St**
  - (former Hughes Oil)
- **3521 Washington St**
  - (former Flanagan & Seaton)
- Arborway Yards
- Fitzgerald Parking Lot
  - (New owner is LAZ Parking)
- MBTA Parking Lot
- MBTA Parcel W
- MBTA Parcel V
- MBTA Parcel U
Forest Hills Area - Estimated Actual Buildout:

BUILDOUT DETAILS

Base Information:
- September 23, 2008 Final Community Recommendations estimated the following:
  - 375 to 461 Housing Units
  - 98,000 to 118,000 Retail SF
  - 145,000 to 356,000 Office SF

- Proposed development of 3529 Washington Street

2011 Updates:
- Actual Buildout of Parcels V & W
- LAZ Parking envisions building on the front / corner of the parcel
- Minor expansion of bus facility & new retail across Washington St. = reduced retail at Arborway Yard
- Estimated Actual reflects 80% of aggregate Buildout of the 2011 Update/Upper

Summary:
- 310 to 390 Housing Units
- 132,000 to 165,000 Retail SF
- 332,000 to 416,000 Office SF

### Forest Hills Improvement Initiative Parcels

<table>
<thead>
<tr>
<th>Site</th>
<th>Buildout Range</th>
<th>Housing Units</th>
<th>Retail/Service Area (sf)</th>
<th>Office/Comm Area (sf)</th>
<th>Total Bldg Area (sf)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBTA Parcel U</td>
<td>Note 1 FHII Final</td>
<td>120</td>
<td>4,000</td>
<td>-</td>
<td>143,000</td>
</tr>
<tr>
<td></td>
<td>2011 Update / Upper</td>
<td>120</td>
<td>4,000</td>
<td>-</td>
<td>143,000</td>
</tr>
<tr>
<td>MBTA Parcel V</td>
<td>FHII Final</td>
<td>8</td>
<td>4,000</td>
<td>-</td>
<td>12,800</td>
</tr>
<tr>
<td>(Per Approved Plans)</td>
<td>Actual / Permitted</td>
<td>-</td>
<td>4,011</td>
<td>8,022</td>
<td>16,033</td>
</tr>
<tr>
<td>MBTA Parcel W</td>
<td>FHII Final</td>
<td>40</td>
<td>10,000</td>
<td>2,000</td>
<td>56,000</td>
</tr>
<tr>
<td>(Per Approved Plans)</td>
<td>Actual / Permitted</td>
<td>-</td>
<td>12,983</td>
<td>19,286</td>
<td>32,269</td>
</tr>
<tr>
<td>MBTA Parcel S</td>
<td>FHII Final</td>
<td>-</td>
<td>42,000</td>
<td>169,000</td>
<td>211,000</td>
</tr>
<tr>
<td>Station Parking Lot</td>
<td>2011 Update / Upper</td>
<td>-</td>
<td>42,000</td>
<td>169,000</td>
<td>210,000</td>
</tr>
<tr>
<td>Fitzgerald Parking Lot</td>
<td>FHII Final</td>
<td>135</td>
<td>15,000</td>
<td>-</td>
<td>163,000</td>
</tr>
<tr>
<td>(now LAZ)</td>
<td>2011 Update / Upper</td>
<td>80</td>
<td>15,000</td>
<td>-</td>
<td>125,000</td>
</tr>
<tr>
<td>Arborway Yard Parcel</td>
<td>FHII Final</td>
<td>160</td>
<td>45,000</td>
<td>128,000</td>
<td>348,000</td>
</tr>
<tr>
<td></td>
<td>2011 Update / Upper</td>
<td>160</td>
<td>35,000</td>
<td>125,000</td>
<td>330,000</td>
</tr>
</tbody>
</table>

**Washington St. Parcels (New)**

<table>
<thead>
<tr>
<th>Parcels</th>
<th>Buildout Range</th>
<th>Housing Units</th>
<th>Retail/Service Area (sf)</th>
<th>Office/Comm Area (sf)</th>
<th>Total Area (sf)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3615 Wash. St. (Huges Oil)</td>
<td>Upper</td>
<td>-</td>
<td>30,000</td>
<td>60,000</td>
<td>90,000</td>
</tr>
<tr>
<td>3529 Wash. St. (Flan. &amp; Seaton)</td>
<td>Upper</td>
<td>30</td>
<td>22,000</td>
<td>35,000</td>
<td>90,000</td>
</tr>
</tbody>
</table>

### All Parcels

<table>
<thead>
<tr>
<th>Buildout Range</th>
<th>Housing Units</th>
<th>Retail/Service Area (sf)</th>
<th>Office/Comm Area (sf)</th>
<th>Total Area (sf)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Totals</td>
<td>2011 Update / Upper</td>
<td>390</td>
<td>165,000</td>
<td>416,000</td>
</tr>
<tr>
<td>Estimated Actual</td>
<td>310</td>
<td>132,000</td>
<td>332,000</td>
<td>826,000</td>
</tr>
</tbody>
</table>
Forest Hills Area – Projected Buildout:

**2035 Vehicular Traffic Projections:**

- **CTPS Regional Model:** 4-12% growth in vehicular traffic
- **Local Developments:** adds 5-10% additional vehicular traffic

**Peak Hour Vehicular Traffic Volumes (PM):**

- **Forest Hills Improvement Initiative**
  - 461 Housing Units – 55 trips
  - 118k Retail SF – 480 trips
  - 356k Office SF – 285 trips
  - Total – 820 trips (approx 5-10% additional growth in traffic over existing volumes)

- **Casey Overpass Study - 2035 Projections**
  - 310 Housing Units – 40 trips
  - 132k Retail SF – 530 trips
  - 332k Office SF – 260 trips
  - Total – 830 trips
Revised At Grade
Sub–Area Design Elements

New Washington Street Area
The Designer General’s **WARNING**:

The tools we use today for designing and drawing, principally AutoCAD and other software programs, make the process faster, more efficient and make coordination between drawings easier.

**There is an unfortunate side effect of AutoCAD which is the hard-line style makes all drawings look more finished, more thought out than they may actually be.**

This often leads people to incorrectly conclude that concepts and ideas shown at the early stages of a design process are finished designs.

Let us assure you: this is not the case.
CASEY OVERPASS PROJECT
Traditional Intersection Design

THE DESIGNER GENERAL’S WARNING: THE DESIGN SHOWN IS PRELIMINARY AND CONCEPTUAL, DESPITE THE HARD-LINE FINISHED STYLE PRODUCED BY THE SOFTWARE PROGRAMS USED.

THESE ELEMENTS ARE NOT SHOWN AT THIS LEVEL OF CONCEPT DEVELOPMENT.
<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reconnects east-west surface street Emerald Necklace &quot;missing link&quot;</td>
<td>Prohibition of left turns complicates access for vehicles and bicyclists from Arborway to Washington Street, South Street and Hyde Park Avenue</td>
<td>The left turn prohibition from the Arborway to South St northbound could be tolerated. This is a low volume move and alternative routes exist.</td>
</tr>
<tr>
<td>Traditional intersection signalization reduces confusion for all modes</td>
<td>Access to Arborway Yard from Arborway would likely be more difficult</td>
<td>Evaluate a mid-block crossing between Southwest Corridor Path and Forest Hills Station</td>
</tr>
<tr>
<td>Provides area for increased open space</td>
<td>Lack of a direct connection between the Southwest Corridor Park and the MBTA Station</td>
<td>Use median space to accommodate bicyclists turning movements</td>
</tr>
<tr>
<td>The removal of the bridge restores sight lines and barriers between neighborhoods and activity centers</td>
<td>Multiple lanes for pedestrians to cross at intersections</td>
<td>A wide green well-landscape median has benefits even with no path on the median. It enhances the parkway character and provides better tree growth, bio-swales for runoff and a pedestrian area.</td>
</tr>
<tr>
<td>Left turn restrictions allow for a wide and pedestrian friendly median and additional landscaping</td>
<td></td>
<td>If combined with one bow-tie leg it would be much more desirable</td>
</tr>
<tr>
<td>Allows for curb side queuing lane on New Washington for a taxi/bus lane</td>
<td></td>
<td>Left turn restrictions without alternative accommodations are unacceptable</td>
</tr>
</tbody>
</table>
THE DESIGNER GENERAL'S WARNING: THE DESIGN SHOWN IS PRELIMINARY AND CONCEPTUAL, DESPITE THE HARD-LINE FINISHED STYLE PRODUCED BY THE SOFTWARE PROGRAMS USED.

THIS CONCEPT WILL ACCOMMODATE:
- LOCAL AND REGIONAL TRAFFIC
- SIDEWALKS AND PEDESTRIAN CROSSINGS
- ON-STREET BICYCLE LINES
- MULTI-USE PATHS
- TRANSIT CONNECTIONS AND ENHANCEMENTS (EXCLUSIVE BUS LINES, QUEUE JUMPS, ETC.)
- LANDSCAPE ELEMENTS
- CONNECTIONS FOR THE EMERALD NECKLACE

THESE ELEMENTS ARE NOT SHOWN AT THIS LEVEL OF CONCEPT DEVELOPMENT.

CASEY OVERPASS PROJECT
Bow Tie Concept
# Evaluation of Bow Tie Design

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reconnects east-west surface street Emerald Necklace &quot;missing link&quot;</td>
<td>Adds to additional travel distance for east-west left turns for vehicles and bikes</td>
<td>Analyze the eastern end of the Bow Tie interaction with outlet of Orchard Hill Rd and Morton Street</td>
</tr>
<tr>
<td>Squared off intersections are easy to navigate</td>
<td>Multiple lanes for pedestrians to cross at intersections</td>
<td>Evaluate the pros and cons of a median wide enough to be a useful pedestrian/cyclist/green space versus the creation of an “empty space” similar to other landscaped medians</td>
</tr>
<tr>
<td>The Bow Tie connections may improve pedestrian access to the Arboretum to the west and to Arborway Yards to the east</td>
<td>Potential to impact curb lines at Arboretum gate</td>
<td>Analyze bus circulation</td>
</tr>
<tr>
<td>Able to accommodate all movements within study area. Left turn decision points are located downstream of the intersection</td>
<td>Increased number of signals on New Washington Street</td>
<td>Evaluate the pedestrian circulation for navigating the Bow Ties</td>
</tr>
<tr>
<td>The removal of the bridge restores sight lines and barriers between neighborhoods and activity centers</td>
<td></td>
<td>Evaluate the circulation options for bicyclists move through the intersections with left turns prohibited</td>
</tr>
<tr>
<td>Removal of left turn allows for a wide and pedestrian friendly median and additional landscaping</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allows for curb side queuing lane on New Washington for a taxi/bus lane</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
CASEY OVERPASS PROJECT
Continuous Flow Concept

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THIS CONCEPT WILL ACCOMMODATE:
- LOCAL AND REGIONAL TRAFFIC
- SIDEWALKS AND PEDESTRIAN CROSSINGS
- ON-STREET BICYCLE LANES
- MULTI-USE PATHS
- TRANSIT CONNECTIONS AND ENHANCEMENTS (EXCLUSIVE BUS LANES, QUEUE JUMPS, ETC.)
- LANDSCAPE ELEMENTS
- CONNECTIONS FOR THE EMERALD NECKLACE

THESE ELEMENTS ARE NOT SHOWN AT THIS LEVEL OF CONCEPT DEVELOPMENT.
# Evaluation of Continuous Flow Design

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reconnects east-west surface street Emerald Necklace &quot;missing link&quot;</td>
<td>Prohibition of left turn complicates access from Arborway eastbound to South Street north</td>
<td>The Arborway to South Street left turn is a low volume move and alternate routes exist.</td>
</tr>
<tr>
<td>Simplifies the turning restrictions to one movement.</td>
<td>Lack of pick-up/drop-off space for school buses on New Washington Street and Hyde Park Avenue</td>
<td>Applications of this design exists in NY, NJ, MD and several other states - <a href="http://en.wikipedia.org/wiki/Continuous-flow_intersection">http://en.wikipedia.org/wiki/Continuous-flow_intersection</a></td>
</tr>
<tr>
<td>Highly efficient intersections move large volumes of traffic</td>
<td>Adds more signals on New Washington Street and shortens the distance between signals</td>
<td>Unfamiliar intersection type may cause confusion for all modes</td>
</tr>
<tr>
<td>Allows for many pedestrian to cross two lanes or less</td>
<td>Left-turn decision points occur in advance of intersections which will require additional signage, sign clutter and add confusion to motorist</td>
<td>A wide green well-landscape median has benefits even with no path on the median. It enhances the parkway character and provides better tree growth, bio-swales for runoff and a pedestrian area.</td>
</tr>
<tr>
<td>The removal of the bridge restores sight lines and barriers between neighborhoods and activity centers</td>
<td>Complicates bicycle and pedestrian access - particularly between the Southwest Corridor and the MBTA</td>
<td>Potential for wide and accessible pedestrian median with signalization</td>
</tr>
<tr>
<td></td>
<td>Potential for wrong-way entry at left-turn lanes. Left turn lanes result in vehicles approaching pedestrian crossings from unexpected direction</td>
<td>Additional right turn lanes may be required to eliminate potential for wrong-way entrance into left turn lanes</td>
</tr>
</tbody>
</table>
Revised At Grade
Sub-Area Design Elements

MBTA Station/
Washington/Asticou-South Streets
## Evaluation of MBTA/Washington/Asticou/South Design

<table>
<thead>
<tr>
<th>PROS</th>
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<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provides a connection between the end of the Southwest Corridor park and the Arboretum gate to the Blackwell Path</td>
<td>Requires uses of MBTA land and reconfiguration of bus bays</td>
<td>Connections between the SW Corridor and both the MBTA station and the Arboretum are important to establish</td>
</tr>
<tr>
<td>Extends the bicycle lanes on Washington Street, south of Ukraine Way, northward to meet the sharrows on South Street</td>
<td>Potential impact on MBTA development parcels</td>
<td>Left turns for bicyclists in bike lanes need to be investigated</td>
</tr>
<tr>
<td>Provides curb-side space for pick-up and drop-off of MBTA patrons. This space can also be used for school bus pick-up and drop-off.</td>
<td>Decking over lower level increases cost</td>
<td>The area around the north entrance to the MBTA station can be more strongly integrated with the open space network</td>
</tr>
<tr>
<td>Relocates taxi stand to the north side of the station</td>
<td>Increased distance between station and reconfigured bus bays</td>
<td></td>
</tr>
<tr>
<td>Reduces conflicts at South Street signalized intersection</td>
<td>Potential negative impact on Route 39 bus operations</td>
<td></td>
</tr>
<tr>
<td>Provides capacity for additional buses at upper level. Removes S-curve to allow for 60-foot articulated buses, such as the Route 39 bus</td>
<td>Potential impact on Asticou Road with increase in number of buses in</td>
<td></td>
</tr>
</tbody>
</table>
Bridge Concept with Improved Street Network
Bridge View: Existing and Simple Option: (Previously Seen)
CASEY OVERPASS PROJECT
Bridge Concept A

THE DESIGNER GENERAL'S WARNING: THE DESIGN SHOWN IS PRELIMINARY AND CONCEPTUAL, DESPITE THE HARD-LINE FINISHED STYLE PRODUCED BY THE SOFTWARE PROGRAMS USED.
CASEY OVERPASS PROJECT
Bridge Concept A

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CASEY OVERPASS PROJECT
Bridge Concept A

NOTES:
THIS CONCEPT CAN ACCOMMODATE:
- PEDESTRIAN AMENITIES
- BICYCLE AMENITIES
- TRANSIT CONNECTIONS
- LANDSCAPE ENHANCEMENTS
- CONNECTIONS FOR A MULTI-USE PATH
- CONNECTIONS TO THE EMERALD NECKLACE

HOWEVER, THESE ELEMENTS ARE NOT SHOWN AT THIS LEVEL OF CONCEPT DEVELOPMENT.

THE DESIGNER GENERAL’S WARNING: THE DESIGN SHOWN IS PRELIMINARY AND CONCEPTUAL, DESPITE THE HARD-LINE FINISHED STYLE PRODUCED BY THE SOFTWARE PROGRAMS USED.
Break Out Sessions

Review Draft Design for Bridge Concept with Improved Street Network
QUESTIONS!

1. Where should the touchdown points be located and why?

2. Where is the optimal placement for pedestrians/bicycles to maximize connections, use and functionality?

3. What is the goal for the under bridge environment?
Break Out Sessions

Report Back
Measures of Evaluation MOEs
(Evaluation Criteria)
The Objectives and Their Measures
MISSION STATEMENT:

Provide better modal connections, reconnect the historic landscape for the Emerald Necklace, improve access and circulation for transit, pedestrian and bicycle without creating unacceptable vehicular traffic congestion/delays.

Balance Mobility and Livability Goals
Working Group Participation

• Part of the Presentation
• Assigned Speakers For Draft Concept Designs
• Agenda & Open House
Draft Agenda

OPEN HOUSE

PROJECT OVERVIEW – Purpose and Goals

DESIGN ELEMENTS- Working Group Members co-present concepts
• Approach and Method
• Presentation of Refined At-Grade Design Elements for 3 sub areas
• Presentation of Bridge Concept

DESIGN PRINCIPLES AND GOALS
• Method and Process for Revisions
• Mission, Principles, Goals and Objectives
• Presentation of the Measures of Evaluation (MOEs)

NEXT MEETING
• Development of Preliminary Alternatives
Assignment #3
Taking the Pulse - DUE