



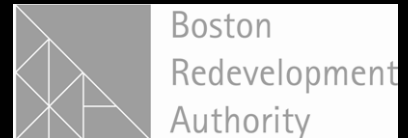
HYDE PARK

Neighborhood Strategic Plan

**Advisory Group Meeting
16 November 2010**



City of Boston
Thomas M. Menino
Mayor



Boston
Redevelopment
Authority

Tonight's Topics

- Residential Districts
- Industrial Districts
- Commercial Districts
- Open Space
- Transportation
- Other

4. Require 2 off-street parking spaces per newly constructed unit.
5. If spillover parking from commercial districts becomes a problem, evaluate the Permit Parking program to provide a basis for expanding or reducing the program.

3. Replace M-1 and M-2 districts with LI-1 and LI-2 districts which **may allow Mixed-Use Space** and retail use:

- Providence Street between Collins Street and Westminster Street
- Providence Street between Arlington Street and West Street
- 100 Meadow Road (Stop & Shop parcel) and adjacent MBTA land
- River Street between Knight Street and Roxana Street
- Business Street between Reservation Road and Business Terrace
- Westinghouse Plaza area
- Hyde Park Avenue between Reservation Road and Milton Street
- Sprague Street Industrial Park
- **Readville Yards (LI-2)**

5. Rezone the Readville Yards as an LI-2 subdistrict.



6. Identify “Artists’ Mixed-Use” as an allowable use in Community Commercial Subdistricts; a conditional use on the basement and 1st floor and allowable use on upper floors in Neighborhood Commercial Subdistricts, and a conditional use in Local Convenience Subdistricts.

CLEARY AND LOGAN SQUARES

8. Retain existing height limits of 3 stories / 40'.
9. Encourage mixed-use (retail/office/residential) in Cleary and Logan Squares by reducing the parking requirement to 1.5 spaces/residential unit for mixed-use projects.



TOD Principles Supported by Master Plan

- Compact, walkable communities centered around transit
- Requires walkable design to facilitate connections – the pedestrian is given priority, as well as bicycle access
- Higher density development with integrated uses within a 10-minute walk of a transit station
- Reduced and managed parking to support transit use
- Create a sense of place

TOD Overview

- TOD concentrates trip generation and attraction around transit stops and stations
- TCRP Report in 2007 shows 15-90% reduction in TOD vehicle trip rates vs. ITE trip generation models
 - TOD households typically own fewer cars due to smaller household sizes, and proximity to transit
 - TOD households are almost twice as likely to not own any car, and own almost half the cars of other households.
- Well-designed TOD & other TDM measures are key to realizing mode shift.
- Living in a TOD area can provide a 16% savings compared to living in an auto-dependent exurban area (Center for Transit Oriented Development, 2007)

Vehicles by Household Near MBTA Stations

| MBTA Service | Station | Total # of Households in ½ mile of station | Avg # Vehicle Available to Household |
|-------------------------------|----------------|---|---|
| Red Line | Davis | 6,862 | 1.26 |
| Silver Line | Lenox Street | 8,375 | 0.64 |
| Needham Line | Ros. Village | 3,856 | 1.2 |
| Red Line Mattapan | Cedar Grove | 3,001 | 1.26 |
| Framingham/Wor cester Line | Newtonville | 2,280 | 1.56 |
| Green Line | Fenway | 6,598 | 0.6 |
| Red Line | Wollaston | 4,258 | 1.28 |
| Fairmount Line | Morton Street | 4,546 | 1.03 |

Auto Ownership Portland OR TOD

Table 1.16. Auto ownership at Center Commons TOD.

| | Previously | Currently | Change |
|------------|-------------------|------------------|---------------|
| No Car | 21 | 36 | 42% |
| One Car | 60 | 54 | -10% |
| Two Cars | 11 | 4 | -64% |
| Three Cars | 3 | 2 | -33% |
| Five Cars | 1 | 0 | -100% |

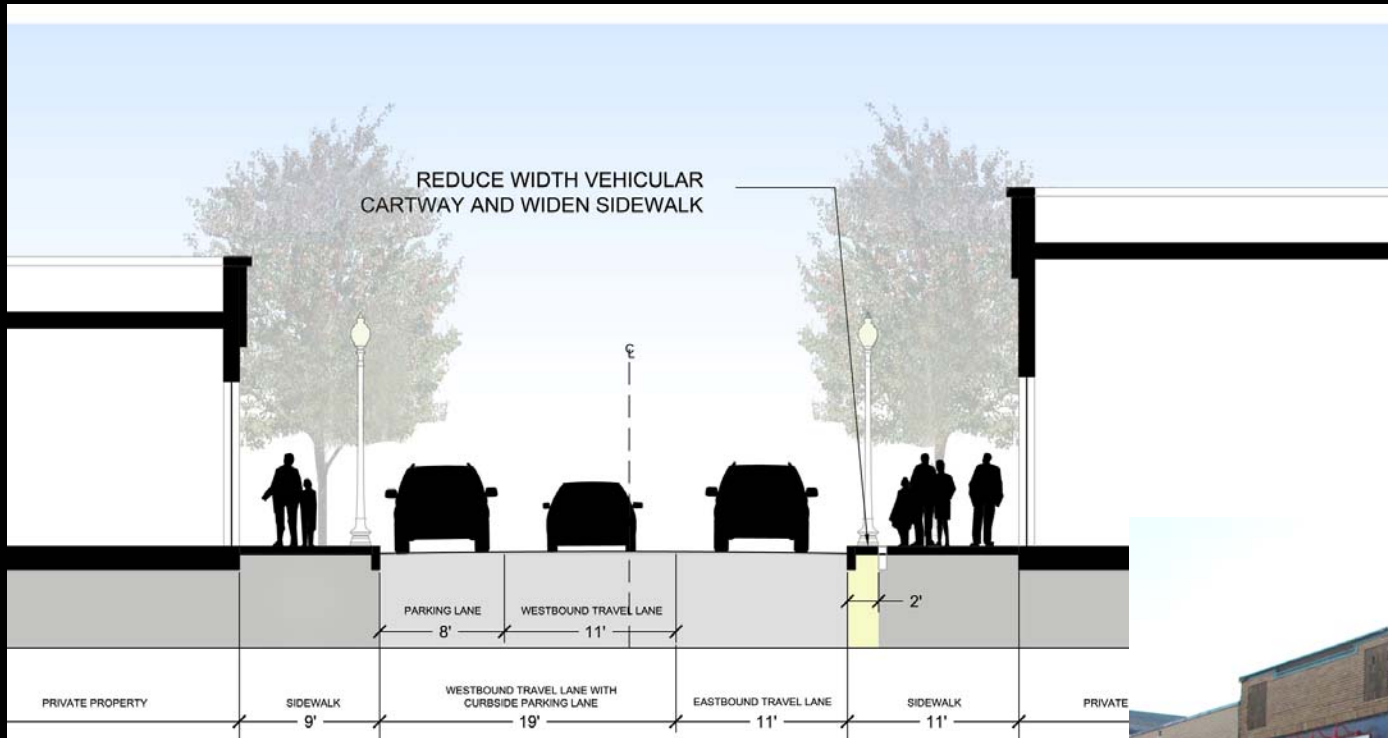
Source: Switzer, 2002

10. Implement Public Improvement Plan for River Street/Hyde Park Ave.

- Sync traffic light at River St./Hyde Park Ave. with light at River St./Business St.
- Bump out curb at south corner of Hyde Park Ave./Oak St. to create 90 degree corner
- Move bus stop
- Install 2 new shelters



11. Provide streetscape improvements including wider sidewalks along River Street.



12. Develop attractive gateways (with signage and special streetscape/paving features) at key locations.

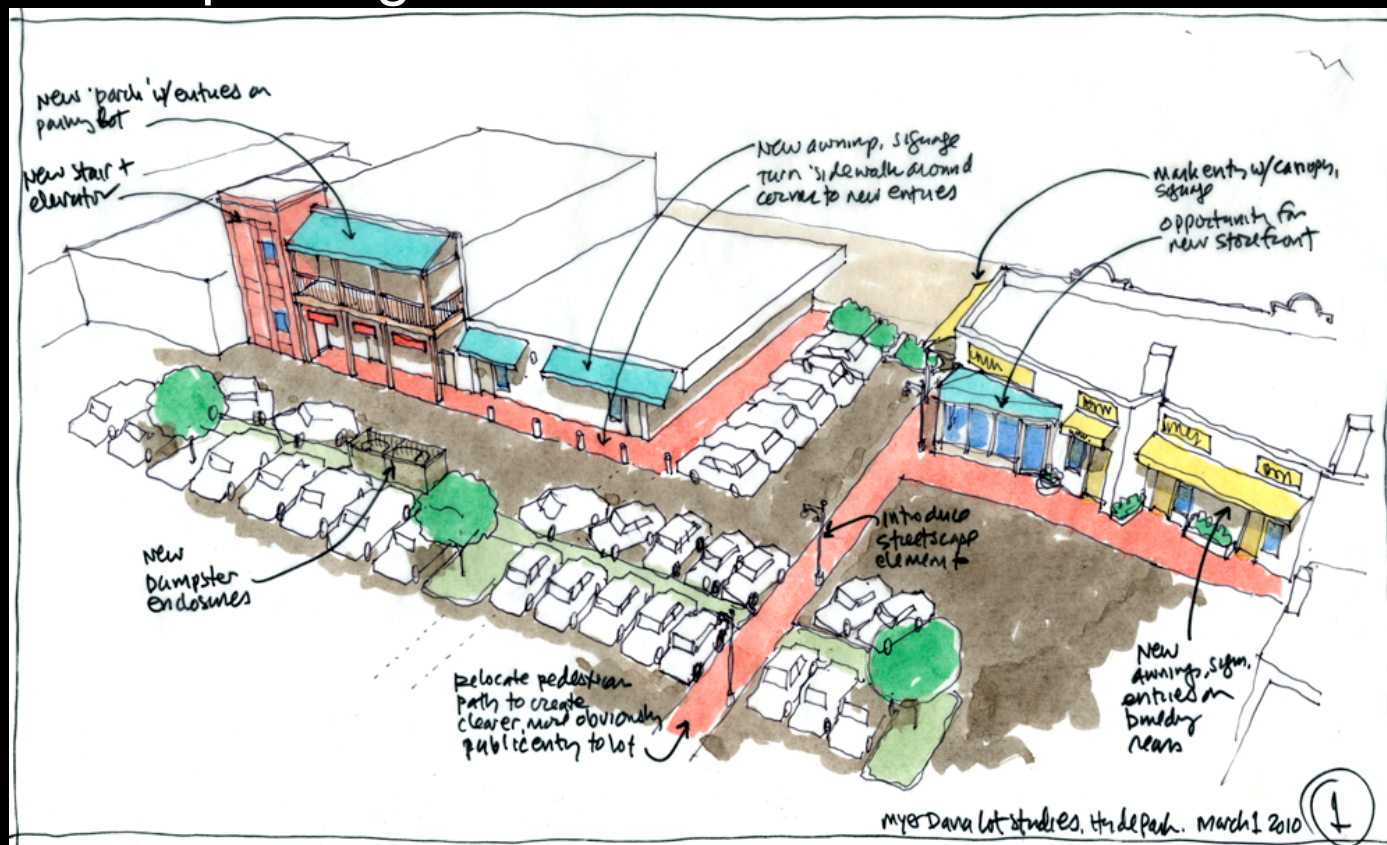


Hyde Park Avenue at Clay Street

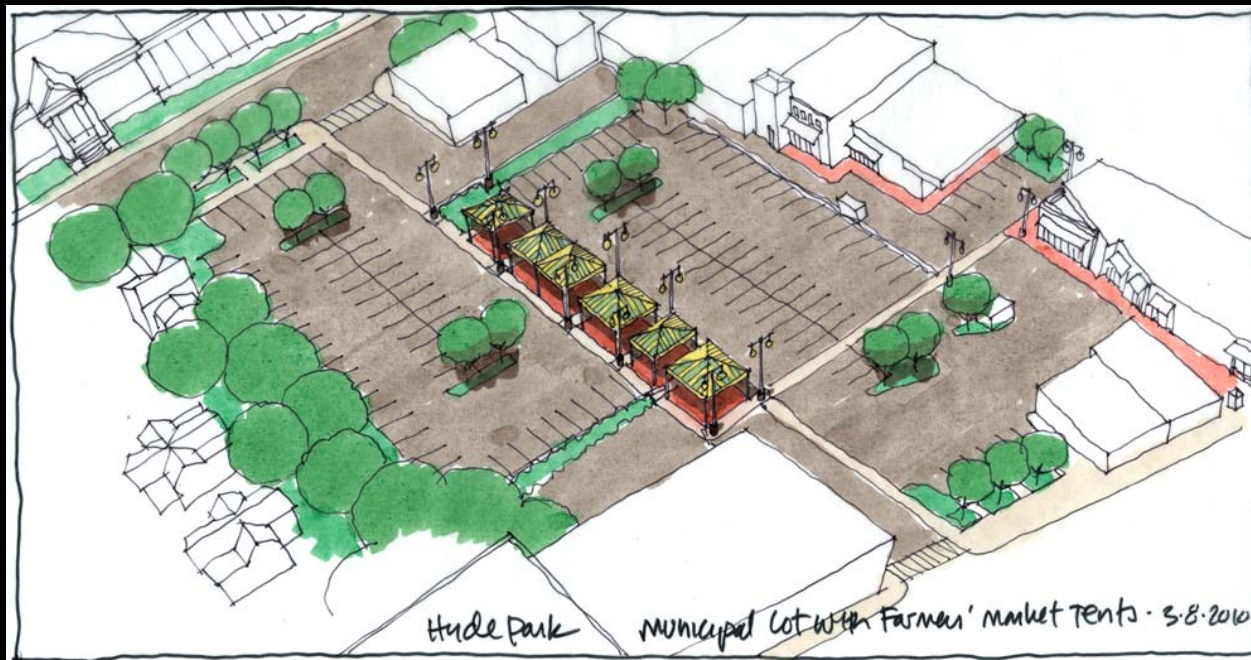


13. Implement Payment in Lieu of Parking Program to fund longer-term parking improvements (e.g., structured parking on municipal lot).

14. Work with MBTA to provide free parking in Cleary Square lot at night and on weekends & work with property owners to improve rear facades facing the MBTA parking lot.



15. Upgrade the municipal parking lot to improve traffic flow and provide opportunities for other uses such as a Farmer's Market. Recognizing that the lot serves as a "district gateway" to many who use the shopping district, encourage property owners to improve building facades and rear elevations facing the lot

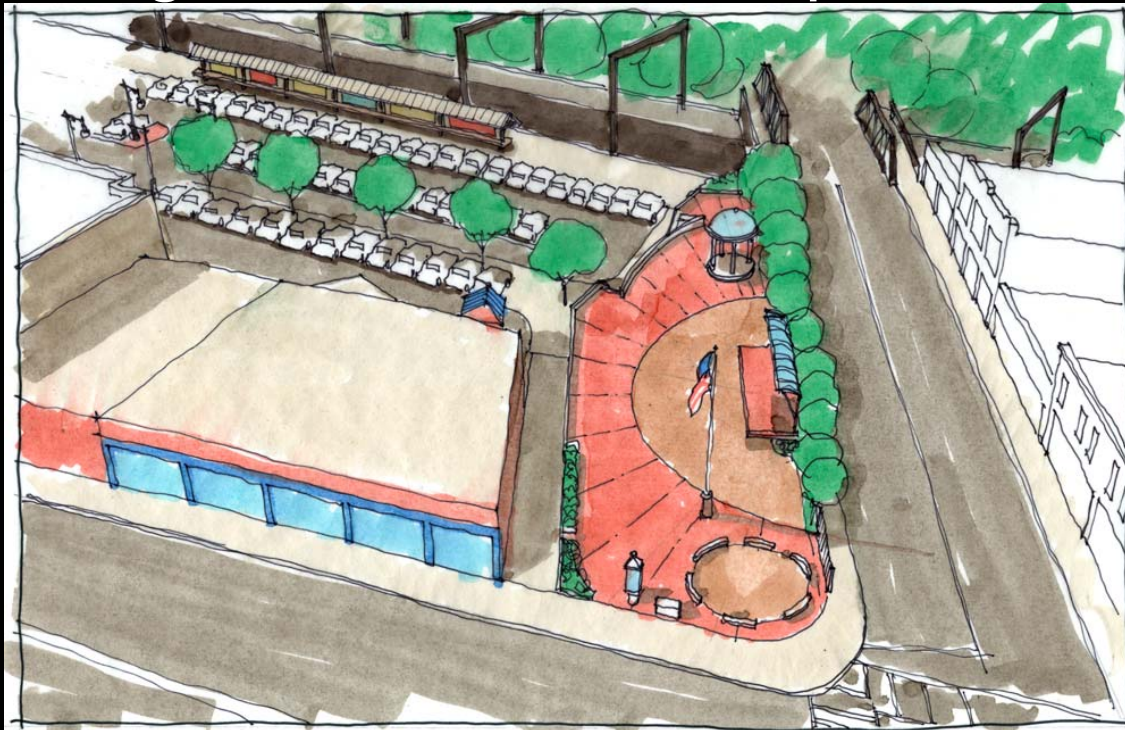




16. Reconfigure the pocket park on River Street (mid-block between Hyde Park Ave. and Harvard/Maple Streets) to improve pedestrian flow from the public parking lot onto River Street and to discourage the kind of loitering and disruptive behavior that takes place in the existing park. Create a broad, patterned crosswalk from the park across River Street that defines a safe pedestrian zone for shoppers circulating to other areas of the district.



17. Expand and improve the Cleary Square Plaza to provide a larger, more usable gathering space for events such as Traffic Jam, and encourage property owners to improve building facades facing the MBTA lot and plaza.



18. Provide information to new and existing businesses on programs that provide technical assistance to small businesses

19. Implement the recommendations from the Retail Market Study:

- Create a clean and safe shopping environment that is universally accessible and easy for pedestrians and vehicles to navigate to and through
- Increase consumer expenditures in the district by working with store owners to enhance product offerings in existing stores, improve public displays, and recruit new ground floor retail stores to attract more resident and visitor spending in more product categories
- Increase weekend and nighttime activity with a new weekly farmers and craft market, more seasonal events and festivals in public spaces, and new arts and entertainment uses and restaurants

- Strengthen the Squares' retail by creatively linking it to arts and micro-enterprise through quality used goods or consignment stores, thrift and vintage stores, and used furniture and antique stores
- Create new economic opportunities for existing and prospective businesses through greater community outreach and business development partnerships with existing resources
- Implement an expanded cleanliness initiative to prevent litter, increase clean-up efforts, and promote improved cleaning and maintenance by merchants.

- Create a campaign to promote more attractive window displays.
- Create signs and other wayfinding tools to better direct shoppers to public parking lots.
- Reduce long-term use of short-term parking through an informal enforcement program, and creating alternative long-term parking options for employees and business owners.
- Create a broad-based committee to monitor city services to Cleary and Logan Squares, and advocate for their improvement.

20. Encourage installation of public art throughout the Squares to support the local arts scene and enliven the squares



21. Create a Neighborhood Design Overlay District that encourages the preservation and sensitive rehabilitation of historic buildings.



22. Encourage the Boston Landmarks Commission to complete a new and thorough survey of the important historic resources in the Squares, paying particular attention to architecturally and historically significant commercial, institutional, arts-related, and religious structures.



OPEN SPACE

1. Support efforts of the Fairmount/Indigo Line CDC Collaborative to develop the Fairmount Greenway multi-use path and related open spaces through the neighborhood, including creating an opening in the stone wall along BelNel/Edgewater Drive and acquisition of priority parcels identified through that process:
 - Walnut Street
 - Bel Nel
 - Sprague Pond
 - West Street
 - Truman Highway at Madison Street



Belnel Road

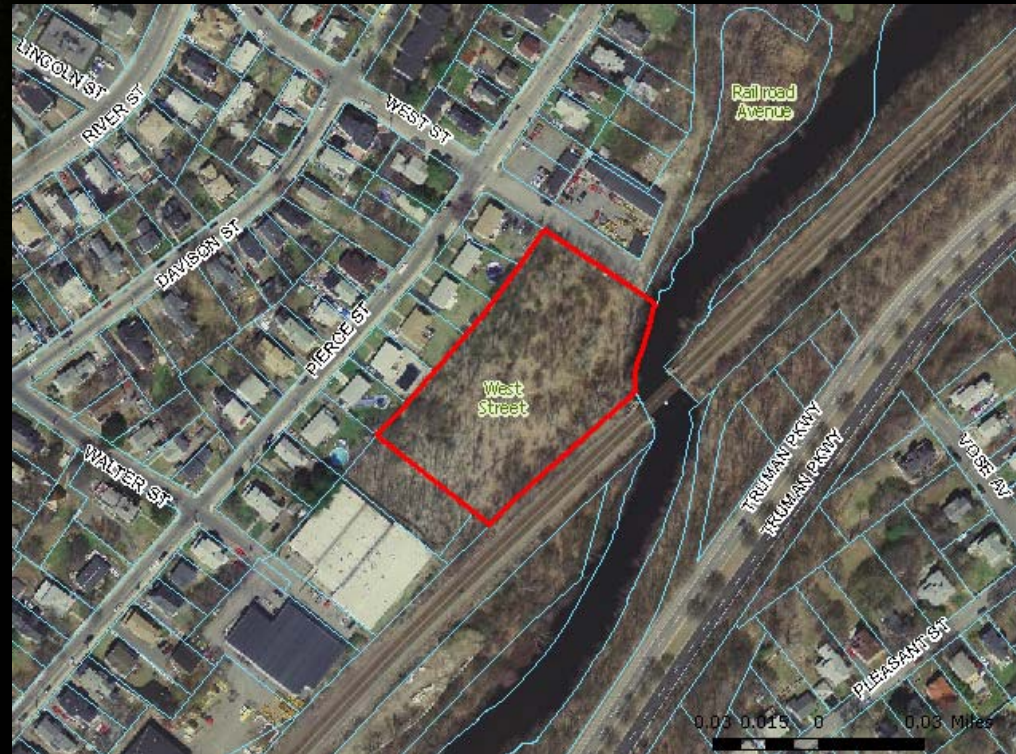


Walnut Street





West Street





Belnel Road

2. Work with DCR to improve maintenance at Stonybrook Reservation and to develop a reuse for the Thompson Center



3. Provide access to the Mother Brook through acquisition of easements along private property and/or public acquisition (DCR or City of Boston) of key parcels

- Easement at Westinghouse
- Easement at Renaissance Academy and 1791 Hyde Park
- Parcel on River Street at Norton Street
- Encourage/require public easement along private property as it is redeveloped



4. Create Open Space Zoning to protect open spaces



5. Have BPRD review the following DND parcels for eligibility for Conservation Protection Subdistrict (CPS).

- Monterey Hilltop I
- Crane Ledge I
- Tacoma St. / Safford St.
- Belnel Rd.
- 91-99 Maple St
- Weston Street
- Dedham Line
- Manila Ave.
- Neponset Riverfront Site

6. Work with DCR to continue implementation of Neponset River master plan, including multi-use trail along Truman Parkway



7. Create Riverfront Planning Overlay District along properties fronting the Neponset River and Mother Brook, similar to GPOD, that require compliance with design guidelines (similar to those being proposed in the commercial and industrial districts) which respect the natural features of the area, and encourage public access and views to the water.



8. Encourage acquisition of Neponset River frontage proximate to Hyde Park Avenue and Truman Parkway (currently owned by DND) by either Boston Parks and Recreation Department or DCR and rezone as Parkland

9. Develop signage program to direct people to open space



TRANSPORTATION

Pedestrians and Bicycles

1. Expand sidewalks & enhance ped crossings to facilitate access to neighborhood services & transit
2. Improve bicycle accommodations to encourage bicycling, including adding bike lanes where feasible and requiring bicycle racks at new developments

Public Transportation

3. Advocate for more frequent commuter rail service
4. Advocate for lower fares (subway comparable)
5. Develop targeted improvements to MBTA bus service and facilities

Capacity Changes

6. Identify physical improvement to minimize potential congestion

OTHER RECOMMENDATIONS

1. Require design review on all projects over 750 square feet.
2. Work with ISD to strengthen enforcement of maintenance requirements.
3. Work with ISD to strengthen enforcement of parking requirements for new uses.