



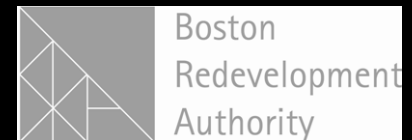
HYDE PARK

Neighborhood Strategic Plan

Advisory Group Working Session 19 July 2011



City of Boston
Thomas M. Menino
Mayor



Two-Part Initiative: Planning and Rezoning



The cover features a blue shield-shaped clock icon at the top. Below it, the words "HYDE PARK" are written in a large, bold, serif font. Underneath, "Neighborhood Strategic Plan 2011" is written in a smaller, sans-serif font. At the bottom, there are three small photographs of neighborhood scenes. In the bottom right corner, there are logos for the City of Boston (Mayor Thomas M. Menino) and the Boston Redevelopment Authority (Director John Palmieri). A "5.16.11 Draft" watermark is visible in the bottom left.



~~*ARTICLE 67~~ 69

~~ROSLINDALE NEIGHBORHOOD DISTRICT~~
 (*Article inserted on June 25, 2008*)

HYDE PARK

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SCHEDULE

AUGUST 2, 2011

FINAL STRATEGIC PLAN AVAILABLE

-BRA WEBSITE: WWW.TINYURL.COM/HPZONING

-HYDE PARK LIBRARY (HARD COPIES)

AUGUST 16, 2011 (5:30 PM)

BRA BOARD PLAN APPROVAL (Open to the Public)

FALL 2011

COMMUNITY PROCESS FOR REVIEW OF

ARTICLE 69 – HYDE PARK NEIGHBORHOOD DISTRICT (Zoning Article)

– Several Advisory Group Meetings

– 1 Community Meeting

DECEMBER 2011 or EARLY 2012

RECOMMEND ARTICLE 69 GOES TO ZONING COMMISSION

(BRA Board Public Hearing)

EARLY 2012

ZONING COMMISSION ADOPTS ARTICLE (Public Hearing)

SUMMARY

CHANGES MADE TO THE STRATEGIC NEIGHBORHOOD PLAN

DEMOGRAPHICS

- Page 10
- Most recent US Census (2010) and American Community Survey (ACS) Estimates (2005-2009) have been provided

USES – Day Cares, Group Homes

- Page 20
- Change “Density, Scale and Open Space” subheading to “Density, Scale, Uses and Open Space”
- Add text: “It is recommended that consideration be given to the spacing of day care centers and group homes in residential neighborhoods. Introducing a minimum required distance between facilities would help to alleviate traffic and parking impacts resulting from pick-up/drop-off activities and shift changes“

USES – Bed & Breakfast

- Page 20
- Under same subheading “Density, Scale, Uses and Open Space”
- Add text: “Given Hyde Park’s proximity to downtown, it is recommended that smaller-scale lodging accommodations are conditionally allowed through a Bed and Breakfast use in residential neighborhoods”

USES – Artists' Mixed Use

- Page 37
- First paragraph under “Zoning Recommendations” subheading; strike first part of third sentence.
- Change text: “Given the potential conflicts between residential and light industrial uses, Artists' Mixed-Use space (defined on page 23) should be a conditional use in Local Industrial districts”

COMMERCIAL DESIGN

- Page 23
- Under signage and storefront concept drawings
- Revise text: “For each of the subdistricts, ranging from Cleary and Logan Squares to smaller subdistricts such as Wolcott Square, design guidelines.....”

COMMERCIAL DESIGN

- Page 36
- Bottom of bulleted list of LC districts
- Add text: “Design guidelines which support a pedestrian friendly environment (see p. 23), are important in these smaller districts which cater to walk-in customers, and in the case of Wolcott Square, is the gateway from the south to Hyde Park”

COMMERCIAL DESIGN – The Squares

- Page 32
- Last bullet point
- Insert: “This plaza would also be an appropriate location for a large HydePark/Cleary Square landmark element” after the sentence ending in “...parking area”

COMMERCIAL DESIGN – The Squares

- Page 33
- Insert a new bullet
- Add text: “Encourage pedestrian improvements on the River Street Bridge (MassDOT) over the commuter rail tracks. Improvements should include new lighting and repairs to the existing wooden walkway”

3F/LC → NS-2: Extend Cleary Square NS-2

- Page 31
- First paragraph under “Zoning Recommendations” subheading
- Add boundary description text: “Roughly extends along HP Ave from Webster St to just south of Dana Ave and along River St from RR tracks to Fairmount Ave, then along Fairmount Ave to the Neponset River, and includes the industrial parcels adjacent to the commuter rail station and the river”

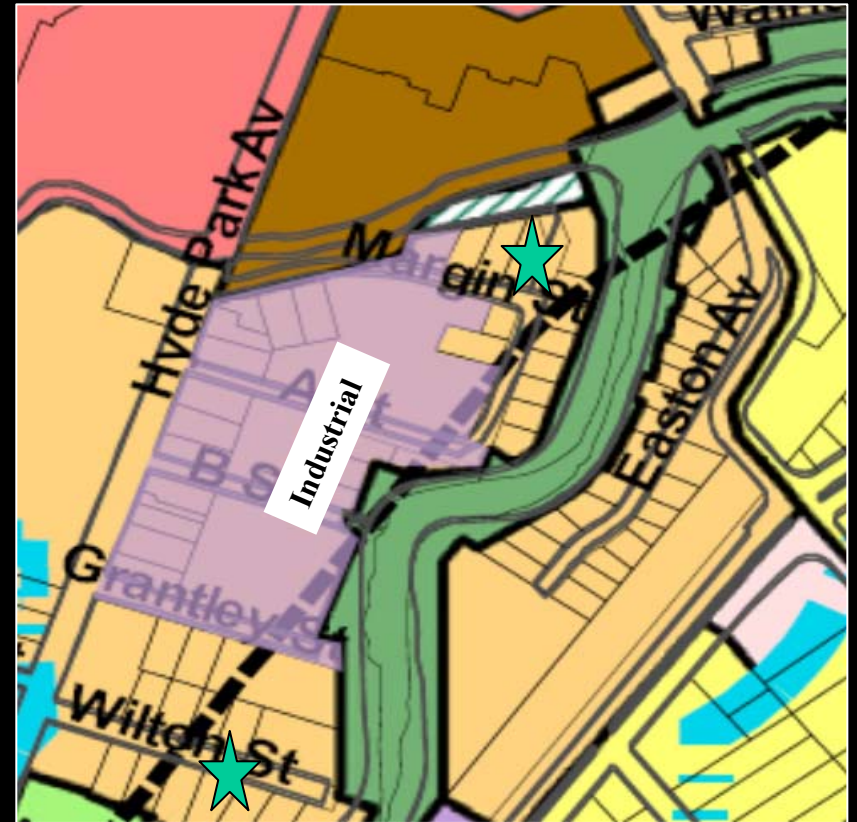


COMMERCIAL – Dimensional Requirements

- Page 31
- First paragraph under “Zoning Recommendations” subheading, after the sentence ending in 40 feet
- Add text: “The 40 foot height limit accommodates three-story buildings with higher ceilings frequently desired for commercial uses. A building of more than three stories could only be allowed if the change in grade on a particular parcel is such that a 3 ½ or four story building is only 40 feet above the sidewalk grade”

2F RESIDENTIAL → INDUSTRIAL

- Page 39
- Third Bullet
- Change text: “Fulton Street at Margin Street, and Wilton Street: It is recommended that these two areas, which abut the Mother Brook and Neponset River, be included in the adjacent Two Family Residential Subdistricts. The area around these two subdistricts currently contains an incompatible mix of residential and industrial uses, with the industrial uses having a detrimental effect on the character of the residential neighborhood. A clear delineation of the boundaries between uses, and the required buffers, will help to minimize conflicts between uses. Residential use is the more appropriate long-term use, given the subdistrict’s proximity to Cleary and Logan Squares, the new Renaissance Charter School and the two important water resources”



OPEN SPACE

- Page 45
- GPOD Paragraph
- Insert text: “The GPOD encompasses land within 200 feet of the centerline of the roadway”

OPEN SPACE

- Page 46
- First Paragraph
- Change: “300” to “200” for revised RPOD buffer width from the centerline of the waterway

TRANSPORTATION - Parking

- **Page 31**
- **Parking ratio not being lowered**, based on input:
 - Change incorrect text on p. 31 which states, “reducing the parking requirement” to “maintaining the parking requirement”
- **Maintain existing parking requirement:** 0.9 (Cleary); 1.0 (Logan) → 1.0
(Text change to reflect this in plan)
- Add text: “Given the proximity to two commuter rail stations, several bus routes to the subway, and walking distance to commercial and service establishments, the number of daily trips per person by car are fewer in comparison to the strictly residential districts in the neighborhood.”
 - This statement This statement applies only to the Logan/Cleary commercial district and is supported by the research of transportation planners and engineers at the Boston Transportation Department and the outside consulting firm of McMahon & Associates”

TRANSPORTATION - Parking

- Page 57
- First paragraph under “Parking Recommendations” subheading;
5th sentence
- Delete mention of Payment in Lieu of Parking concept and insert “...it is recommended that the City encourage developers to create consolidated parking facilities serving several parcels.”
...(continues)

TRANSPORTATION - Parking

- Page 57
- Third paragraph under “Parking Recommendations” subheading
- Add text: “The siting of on-street accessible spaces should consider adjacency to uses (such as medical offices) frequented by seniors and other mobility impaired patrons”

TRANSPORTATION - Circulation

- Page 58
- Under “Roadway Improvement Recommendations ” subheading
- Add new bullet: “Study the feasibility of a loop system that would more efficiently move traffic into, through and out of the Squares to encourage more spontaneous shopping trips. Such a system may be difficult in Hyde Park, given the lack of parallel north/south and east/west streets, but could be considered in concert with a parking management plan with strong pedestrian connections”

TRANSPORTATION – Roadway Improvements

- Page 58
- First bullet under “Roadway Improvement Recommendations” subheading
- Change text from “...(these improvements are underway)” to “...(these improvements are 90% complete)”

Thank you for coming!

Project Website: www.tinyurl.com/hpzoning

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