



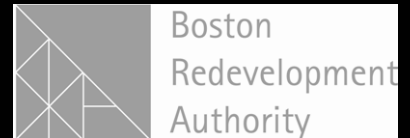
HYDE PARK

Neighborhood Strategic Plan

Community Meeting
24 June 2010



City of Boston
Thomas M. Menino
Mayor



Tonight's Topics

- Land Use
 - Residential
 - Industrial
 - Open Space ■
 - Commercial
- Urban Design & Historic Preservation
- Transportation

RESIDENTIAL

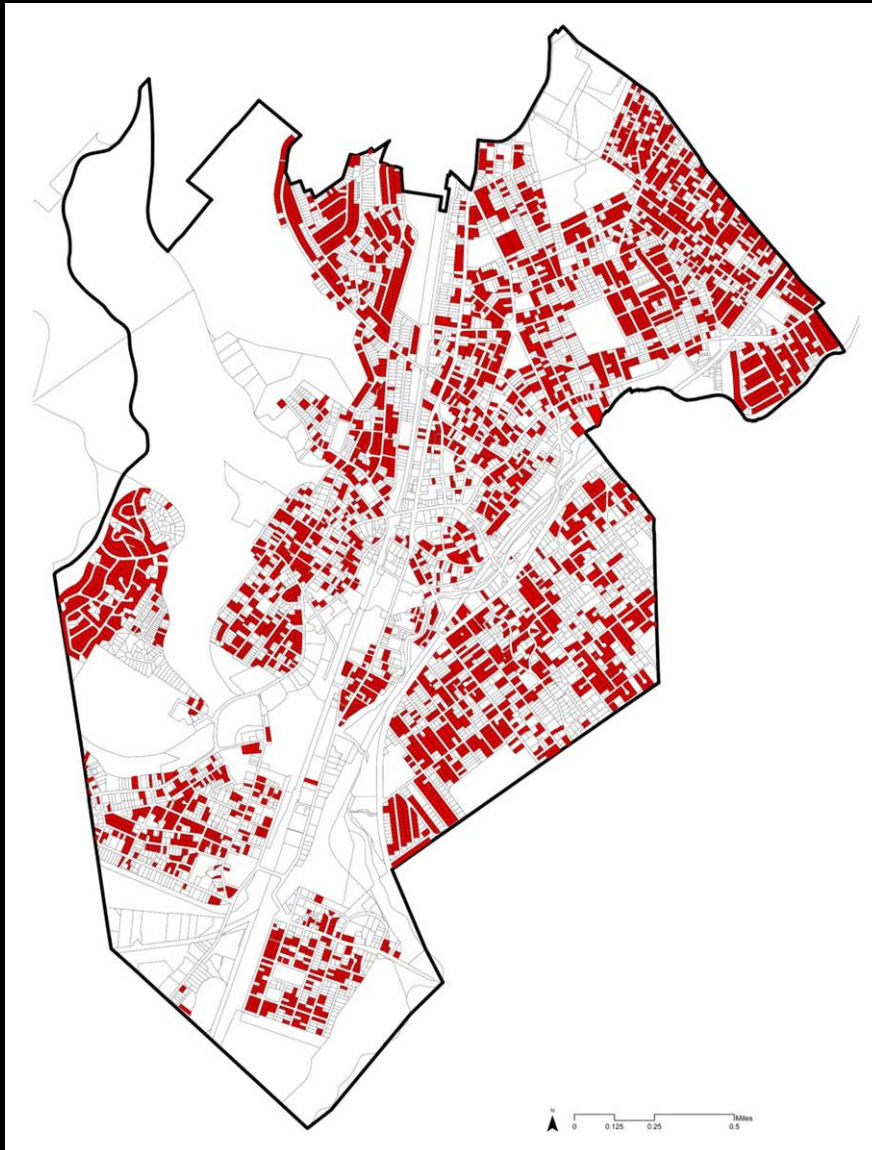
Vision:

- Support a **diversity of housing choices**: rental, ownership, starter and retirement housing as well as a diversity of pricing. ■
- Around certain areas, want to **encourage transit use** and subsequently reduce parking in those areas.

Residential Issues: Non-zoning

- Inventory / preservation of historic residential stock
- Unit size diversity
- Affordability ■
- Home ownership programs
- Maintain opportunities for home ownership and rental

Existing Non-Conforming Residential Development*



Non-conformance due to:

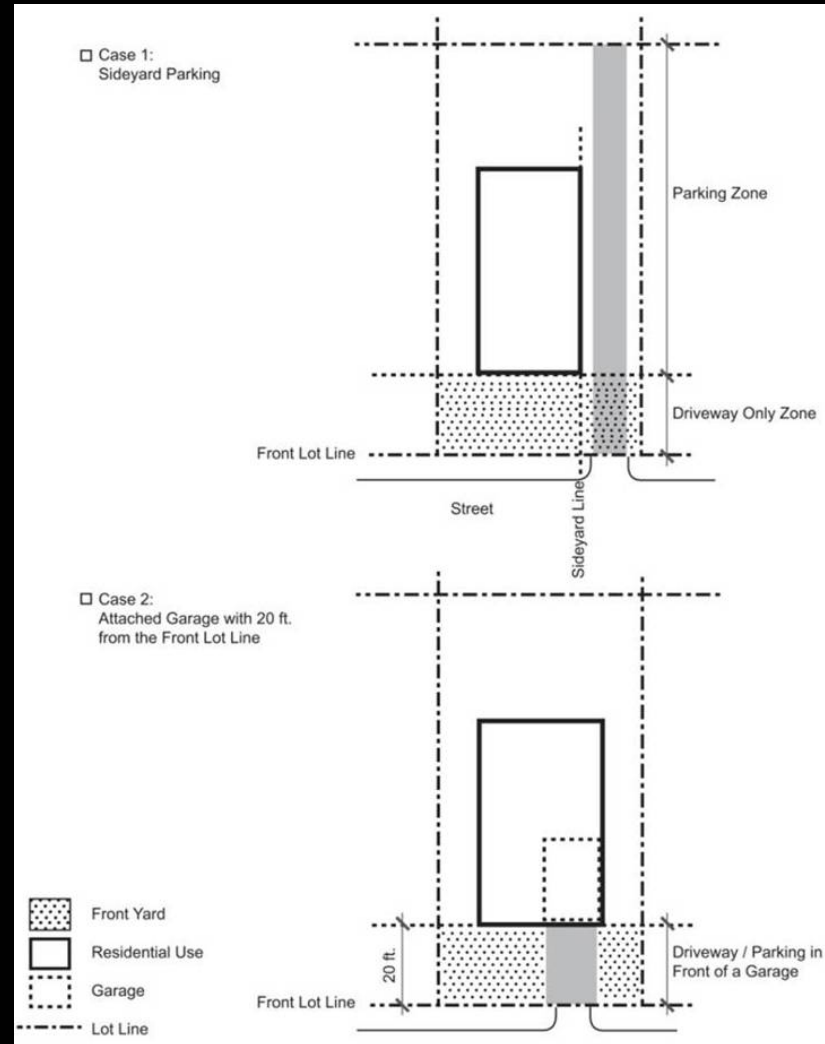
- Lot size below minimum allowable lot size for residential development (53%)
- # of units exceeds allowance for lot size (26%)
- Building exceeds allowable Floor Area Ratio (11%)

* Only includes those lots with 1-6 units of housing. A total of 67% are non-conforming.

Residential Issues: Zoning

- Paving of front yards / Minimum open space requirement
- Design review / guidelines
- Mixed-use
- Live / work space
- Parking
- Incompatible uses

* Driveway Location Diagram from Roslindale Zoning



Incompatible Land Uses



River Street: L-5



Incompatible Land Uses



Hyde Park Avenue & Arlington Street: L-5

Mixed-Use



Fairmount Station Transit Oriented Development



Fairmount TOD: Urban Streetscape



- 3-story townhouses
- 8,000 sf retail
- FAR .51

Fairmount TOD: Continuous Street Wall



- 4-story double-loaded
- 8,000 sf retail
- FAR 1.1

Fairmount TOD: Forecourts



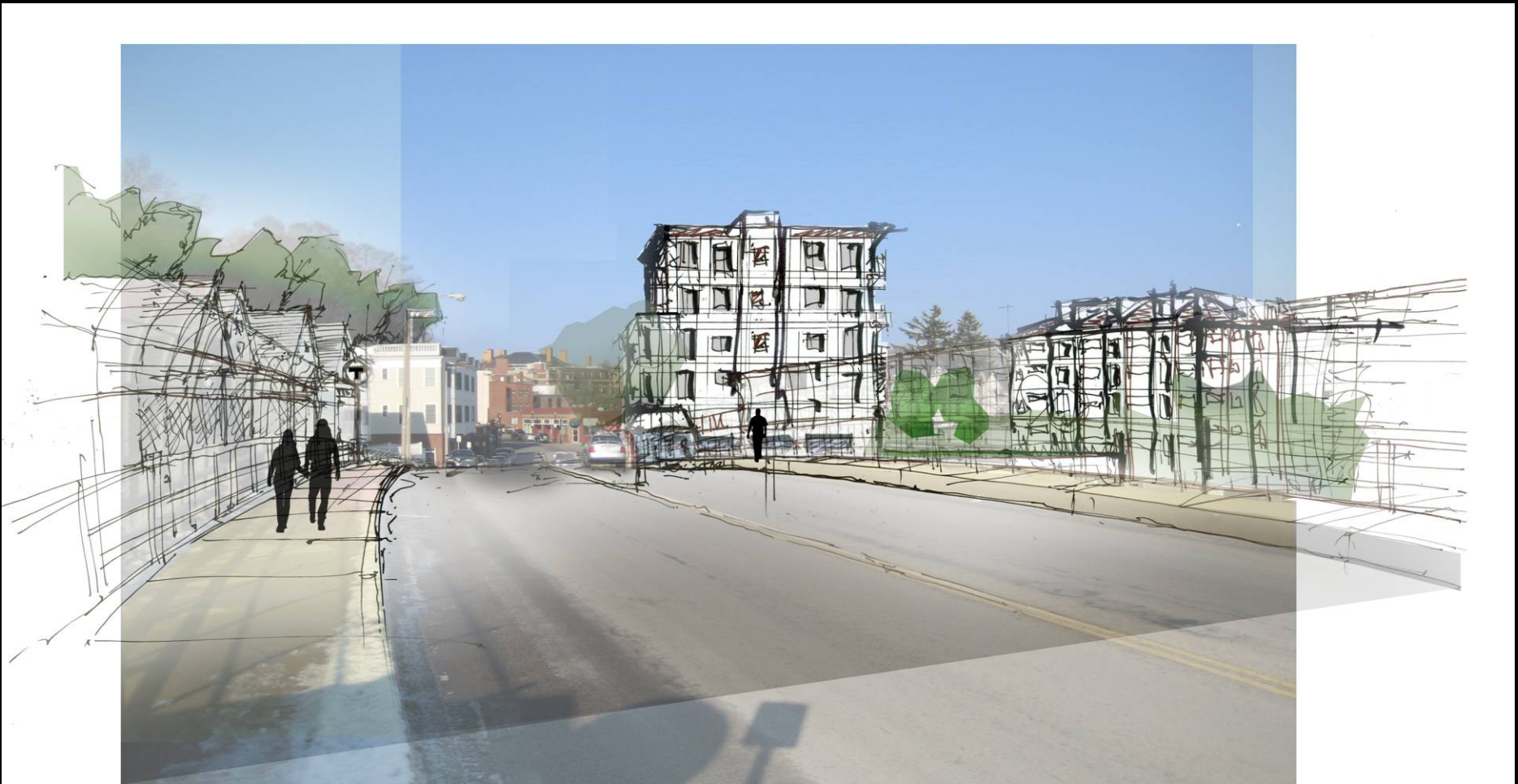
- 3-story double-loaded
- 14,000 sf retail
- FAR .93

Fairmount TOD: HyBrid Concept

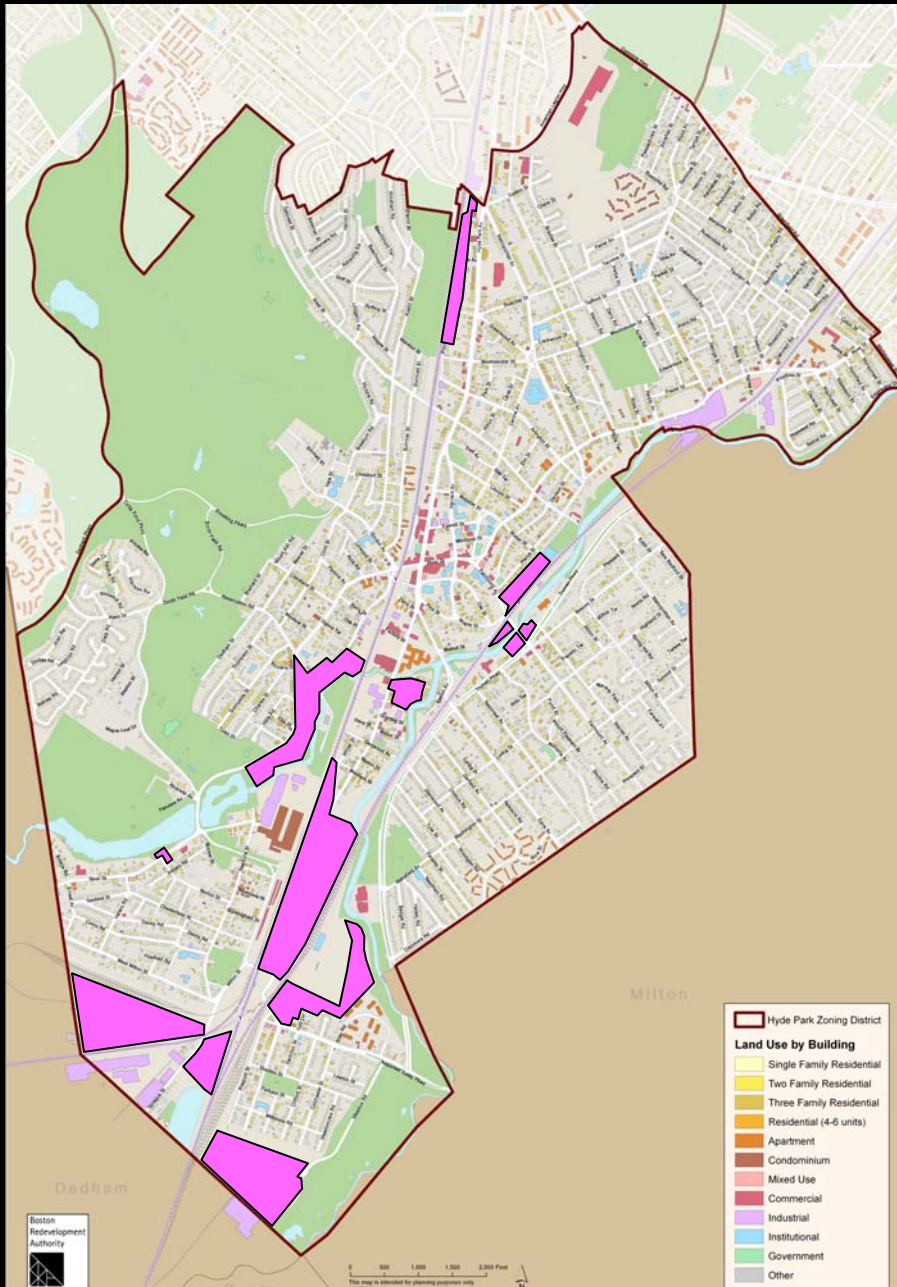


- 184 Residential Units (6-story double-loaded)
- 8,000 sf retail
- FAR 1.3





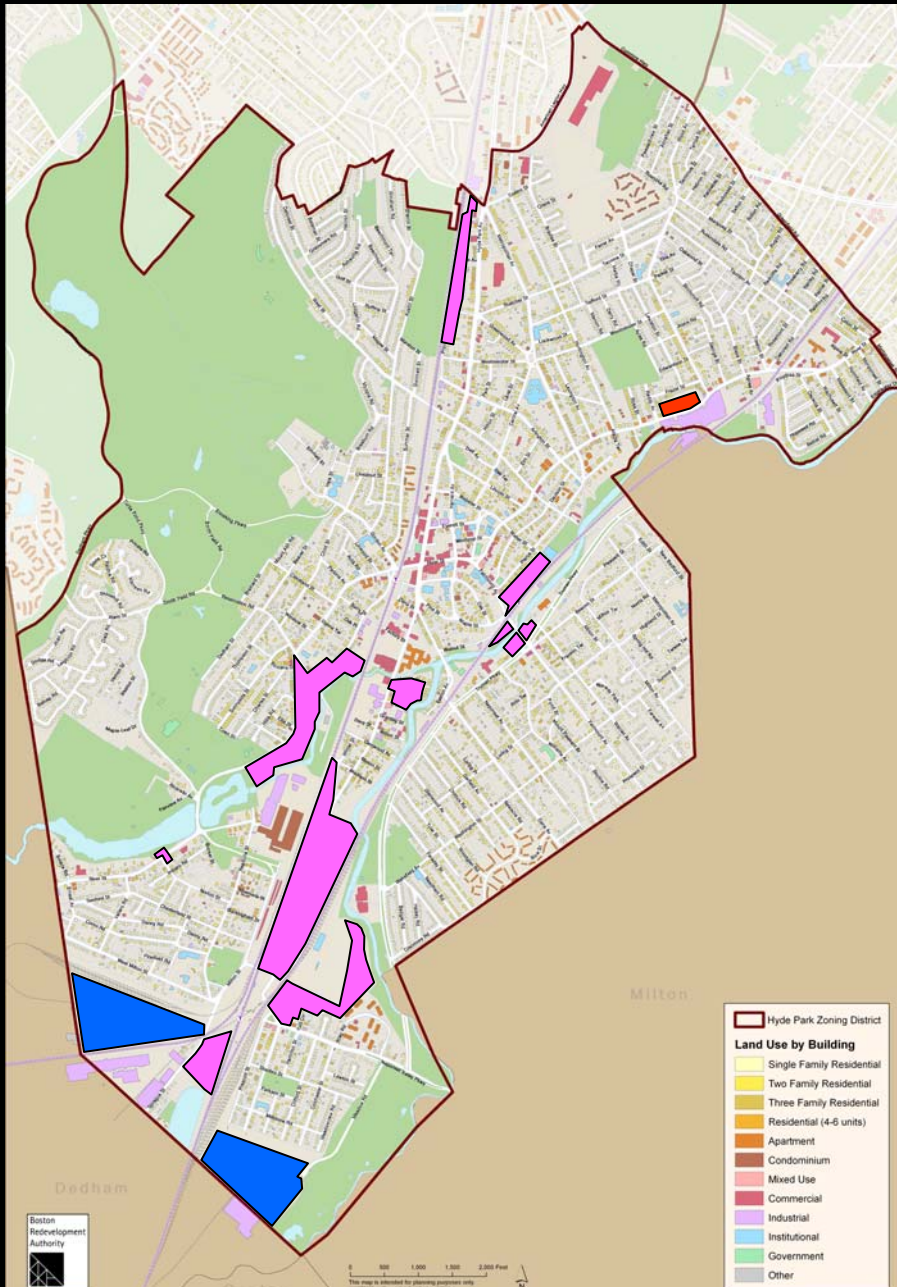
Industrial Districts



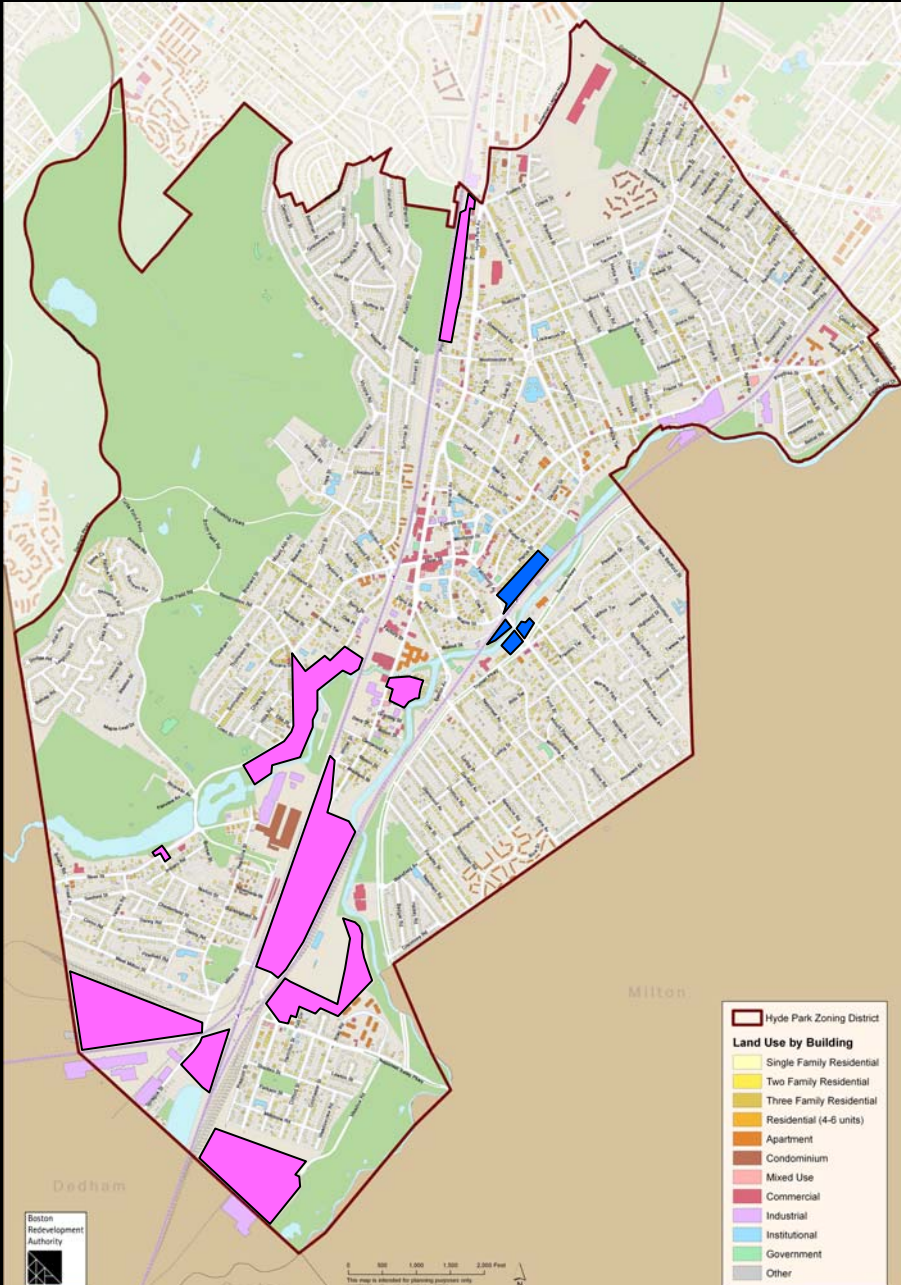
Possible Actions

- Leave As Is and Support Continued Industrial Use
- Develop Conceptual Plans
- Recommend Zoning Change
- Develop Design Requirements
- Recommend Public Improvements

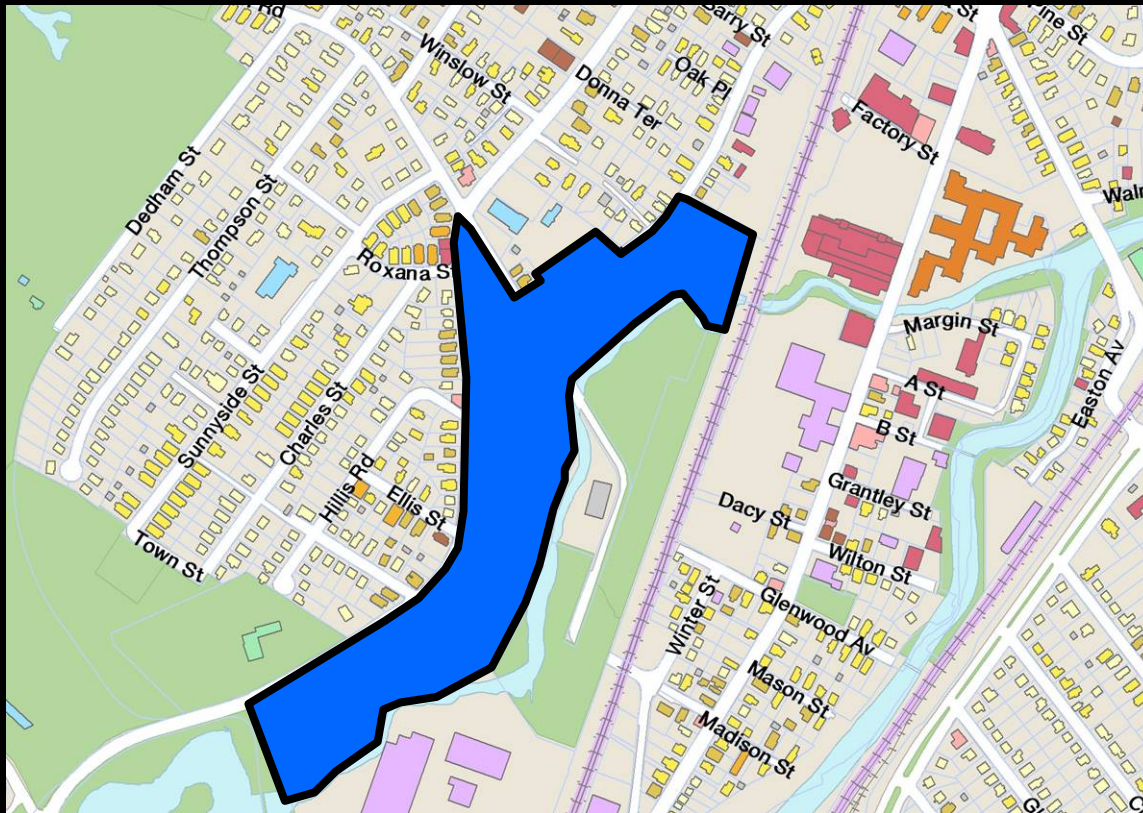
Leave As Is: Industrial Drive & Readville Yards



Develop Concept Plans: Fairmount Avenue

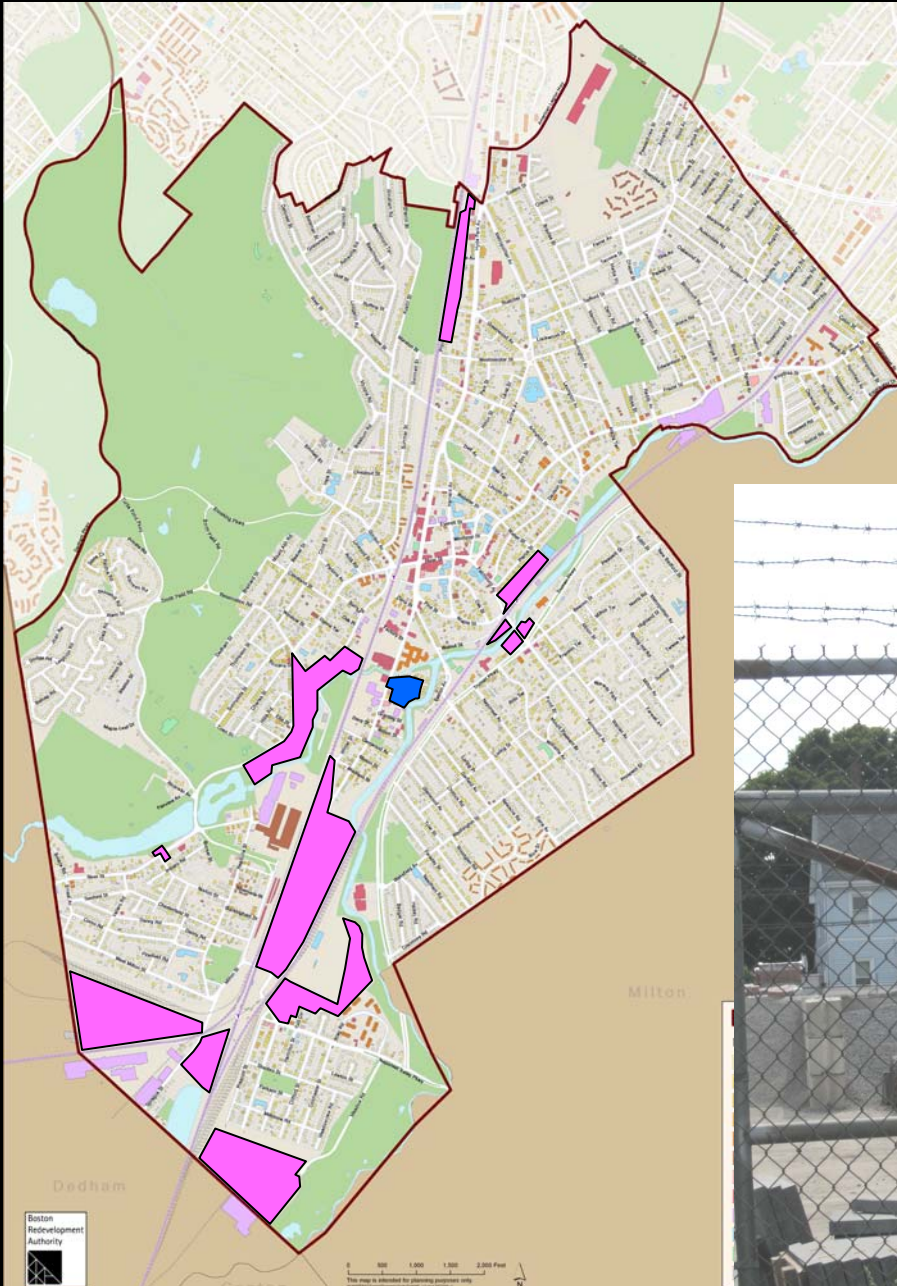


Rezone: Business / River Streets

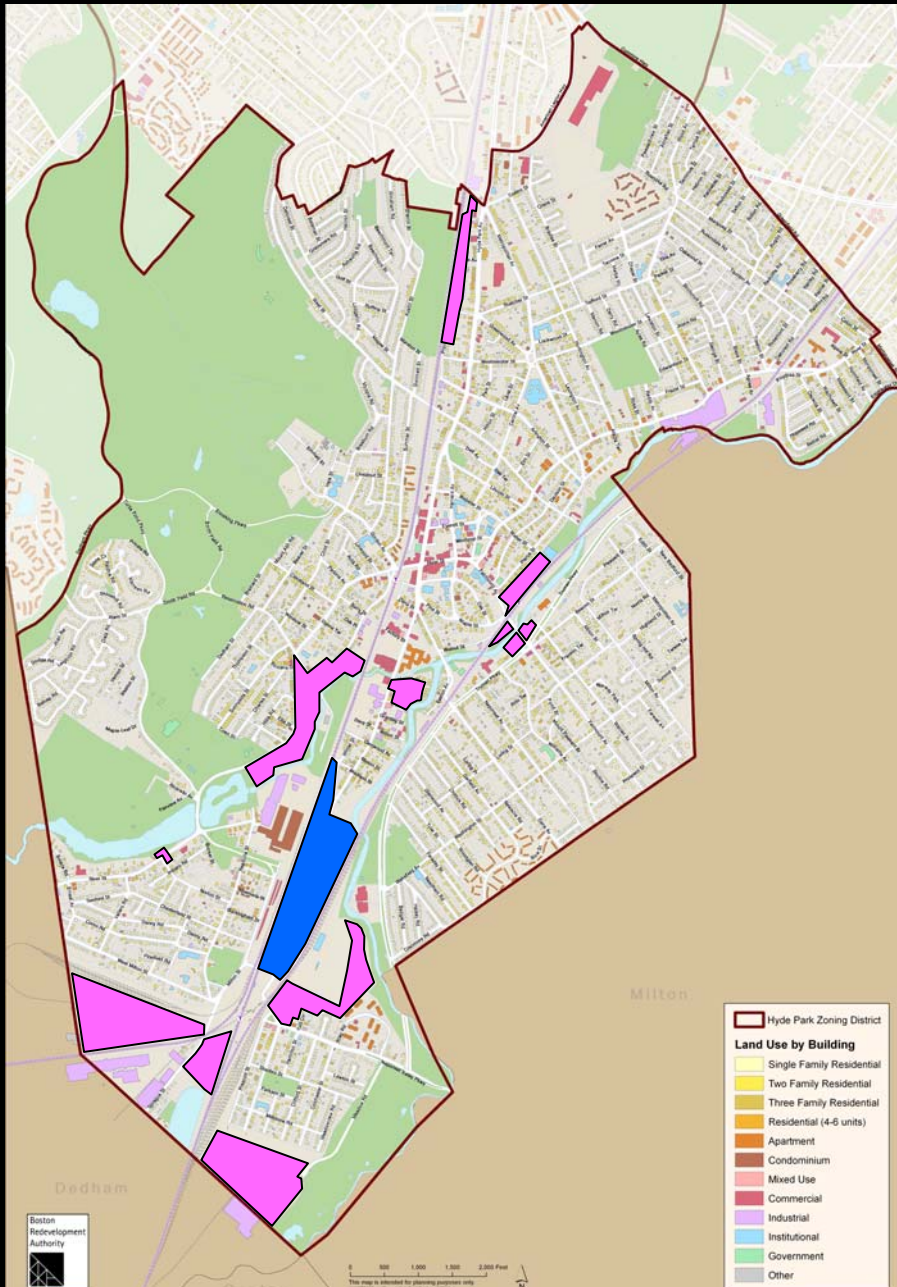




Rezone: A Street



Design Requirements / Public Improvements: Hyde Park Avenue













OPEN SPACE

- Access to the River
- Creating New Open Space
- Protecting Existing Open Space



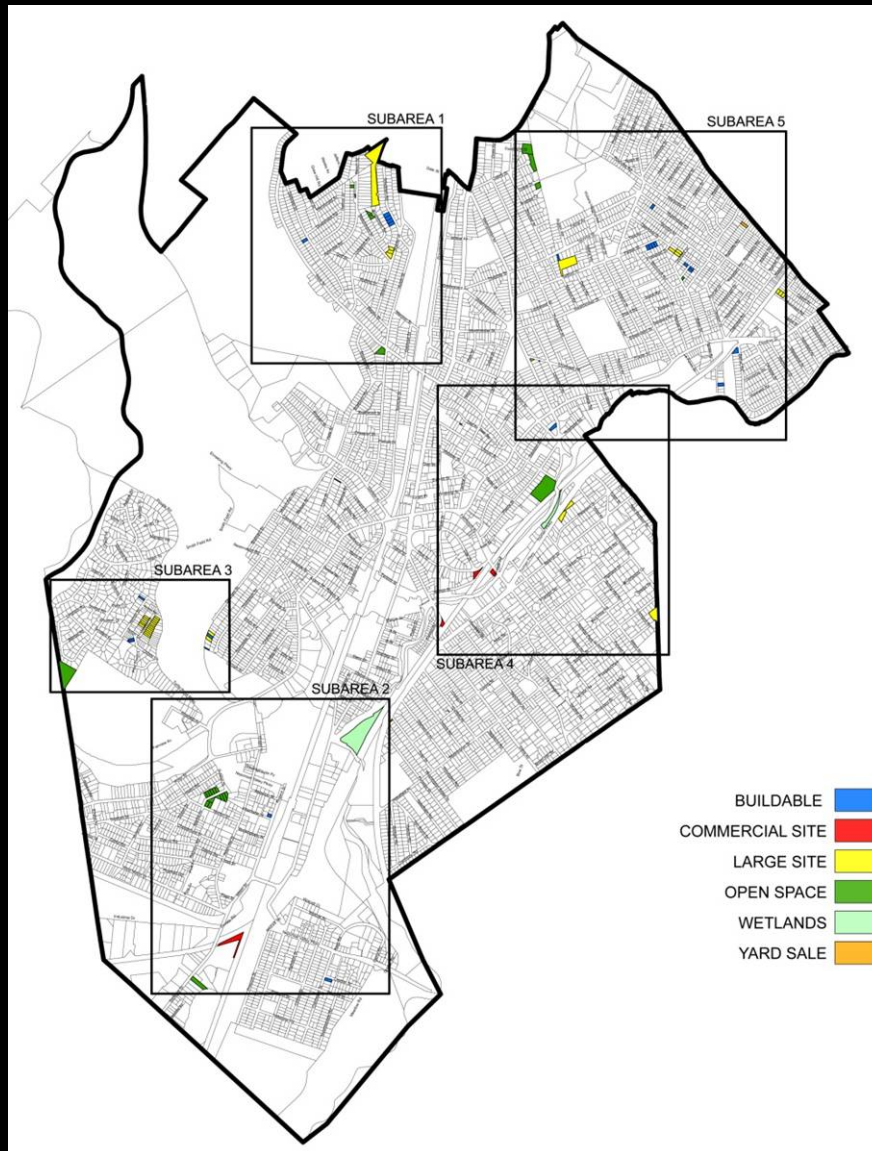
Open Space: Connections to the River



Fairmount Greenway



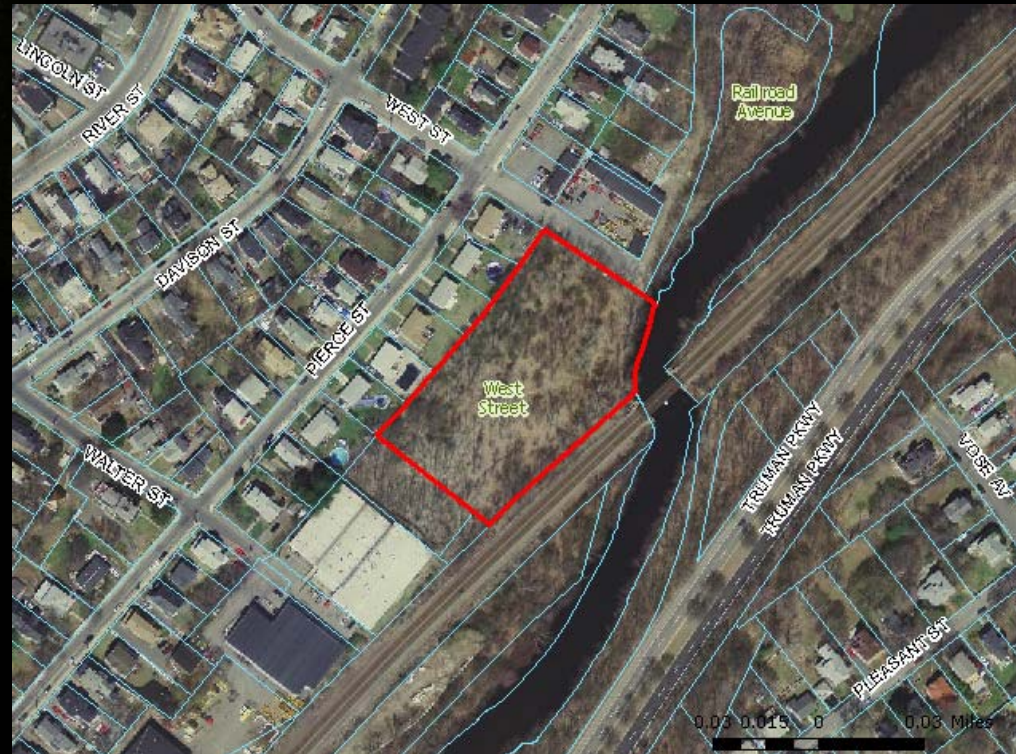
Creating New Open Space



Parcels Owned by Dept. of
Neighborhood Development (as
Categorized by DND)



West Street





Walnut Street

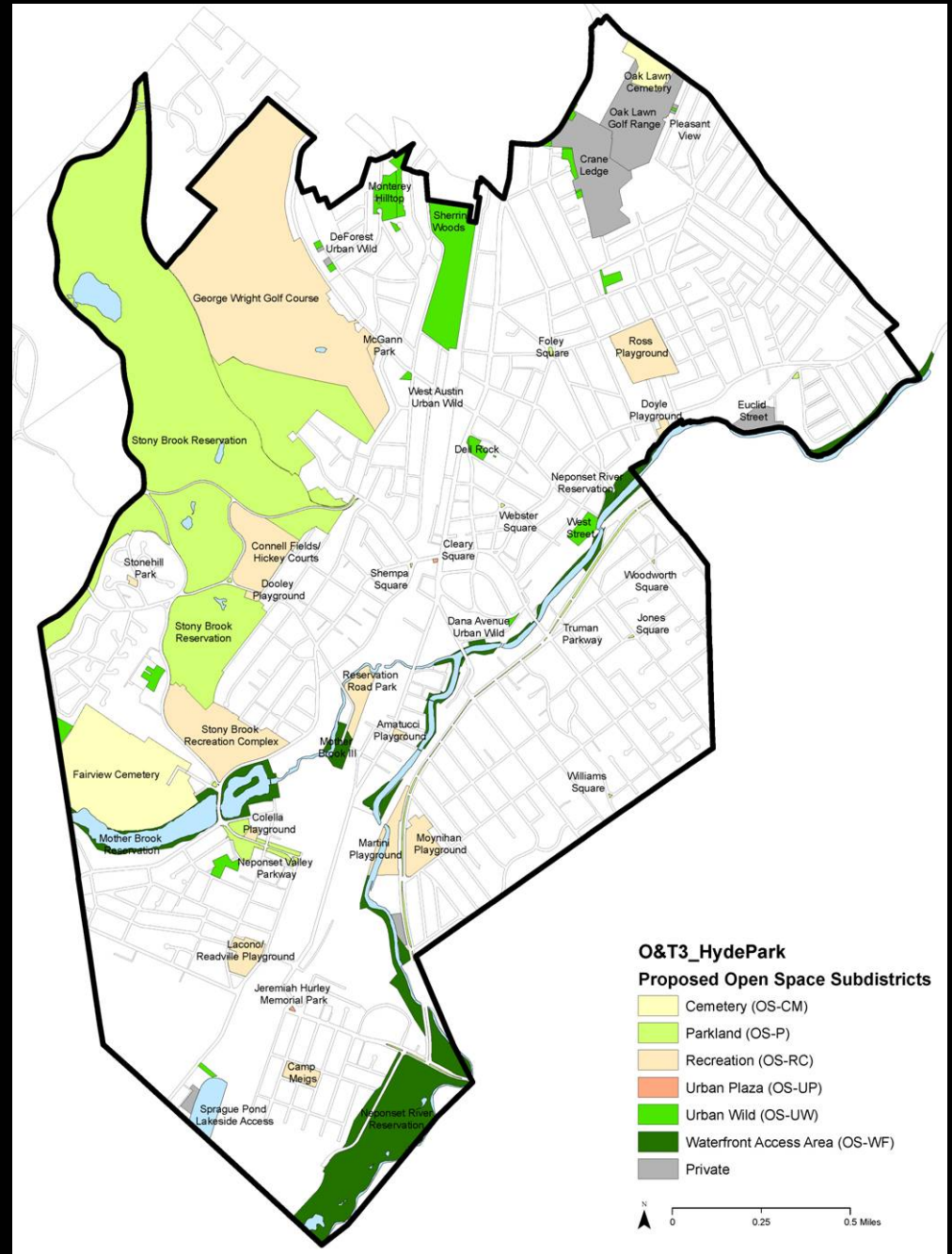


Belnel Road

Other Parcels: Sprague Pond



Open Space Zoning



COMMERCIAL DISTRICTS

- Focus on Cleary and Logan Squares
- Implementation of Retail Study Recommendations
- Infill Development: Scale and Use
- Parking ■

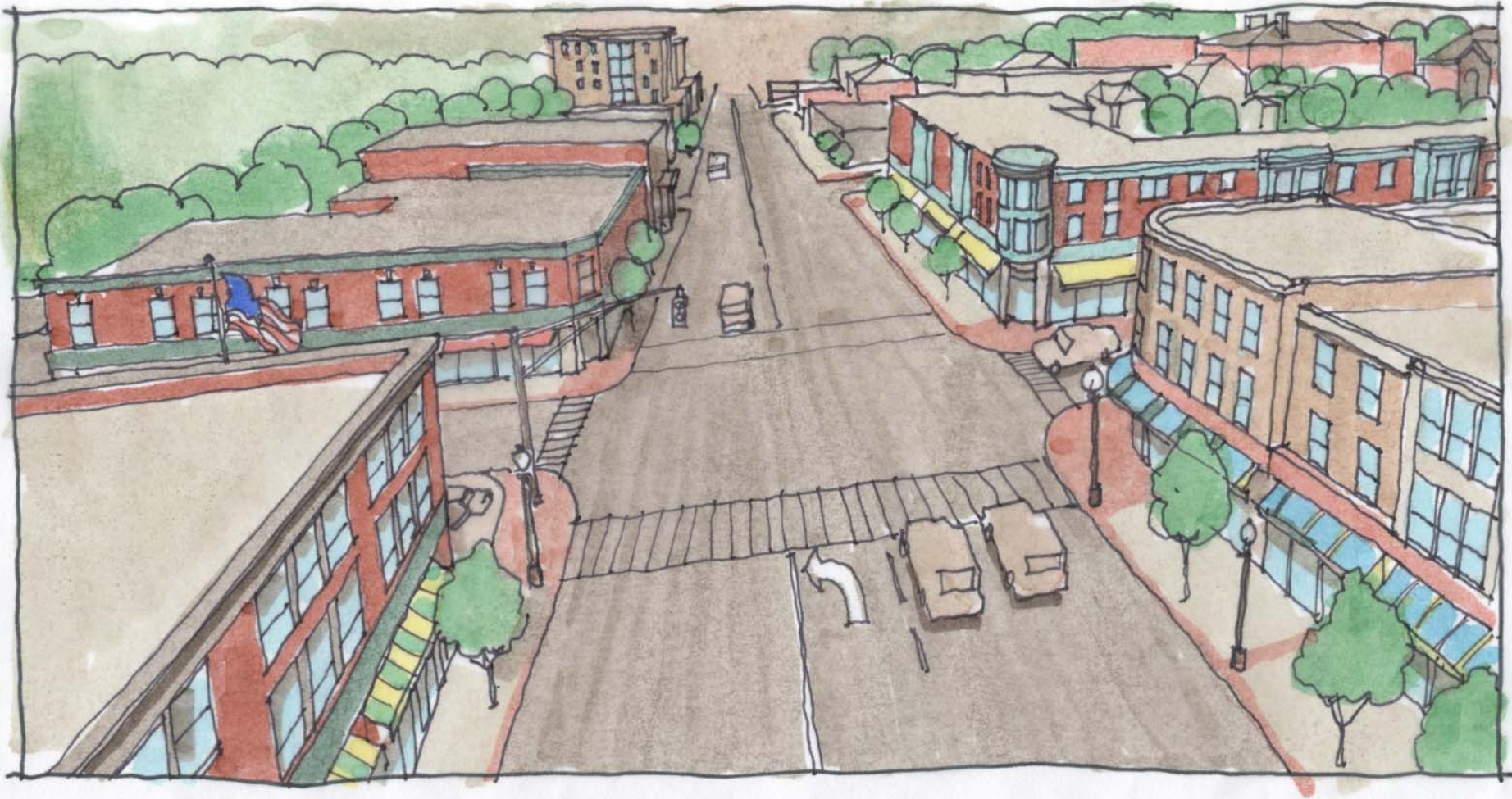
Infill: River Street Facing East



Infill – River Street Facing West



Infill: Hyde Park Avenue Facing North



Lexington Center



Newton Center

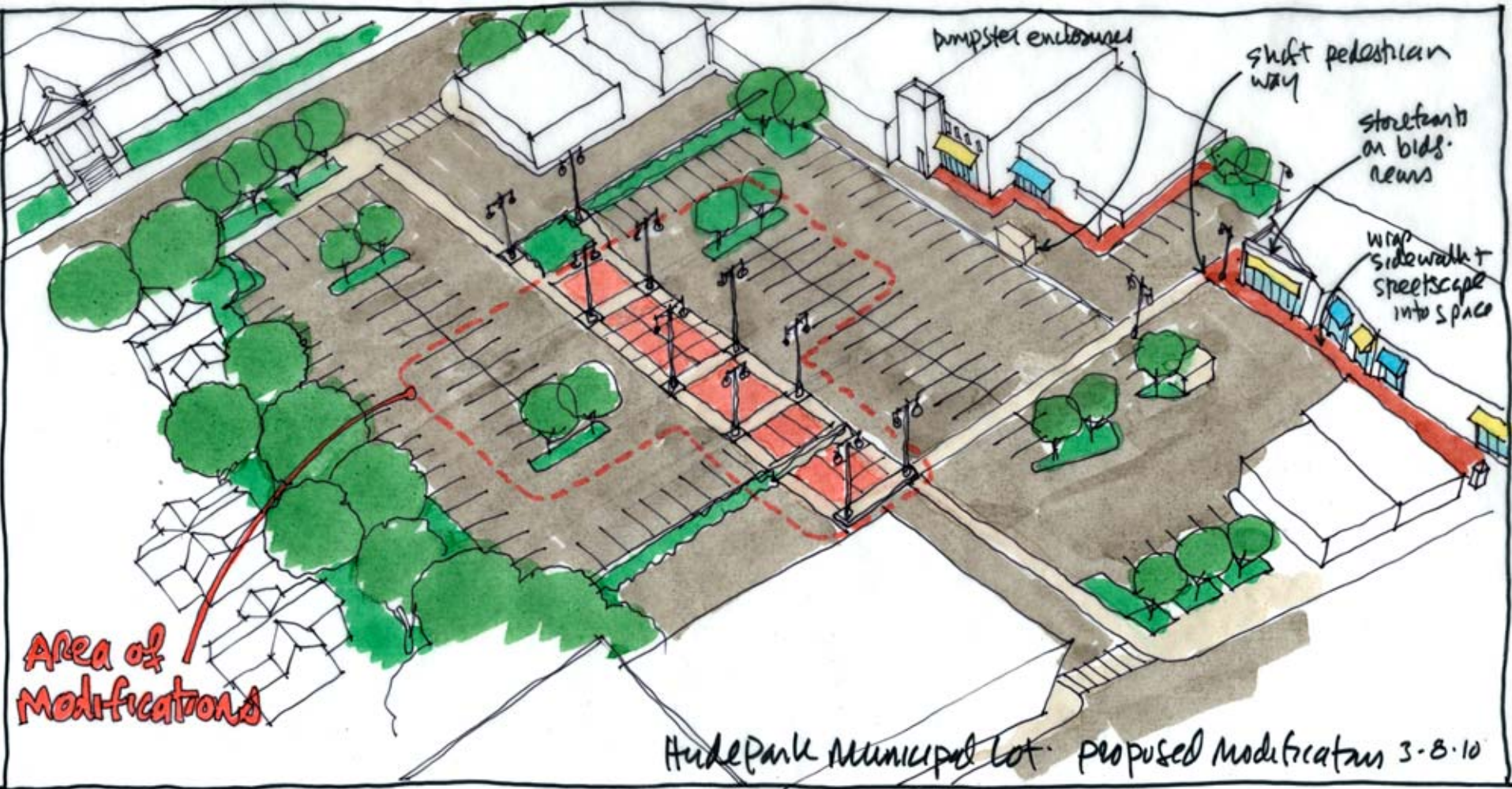


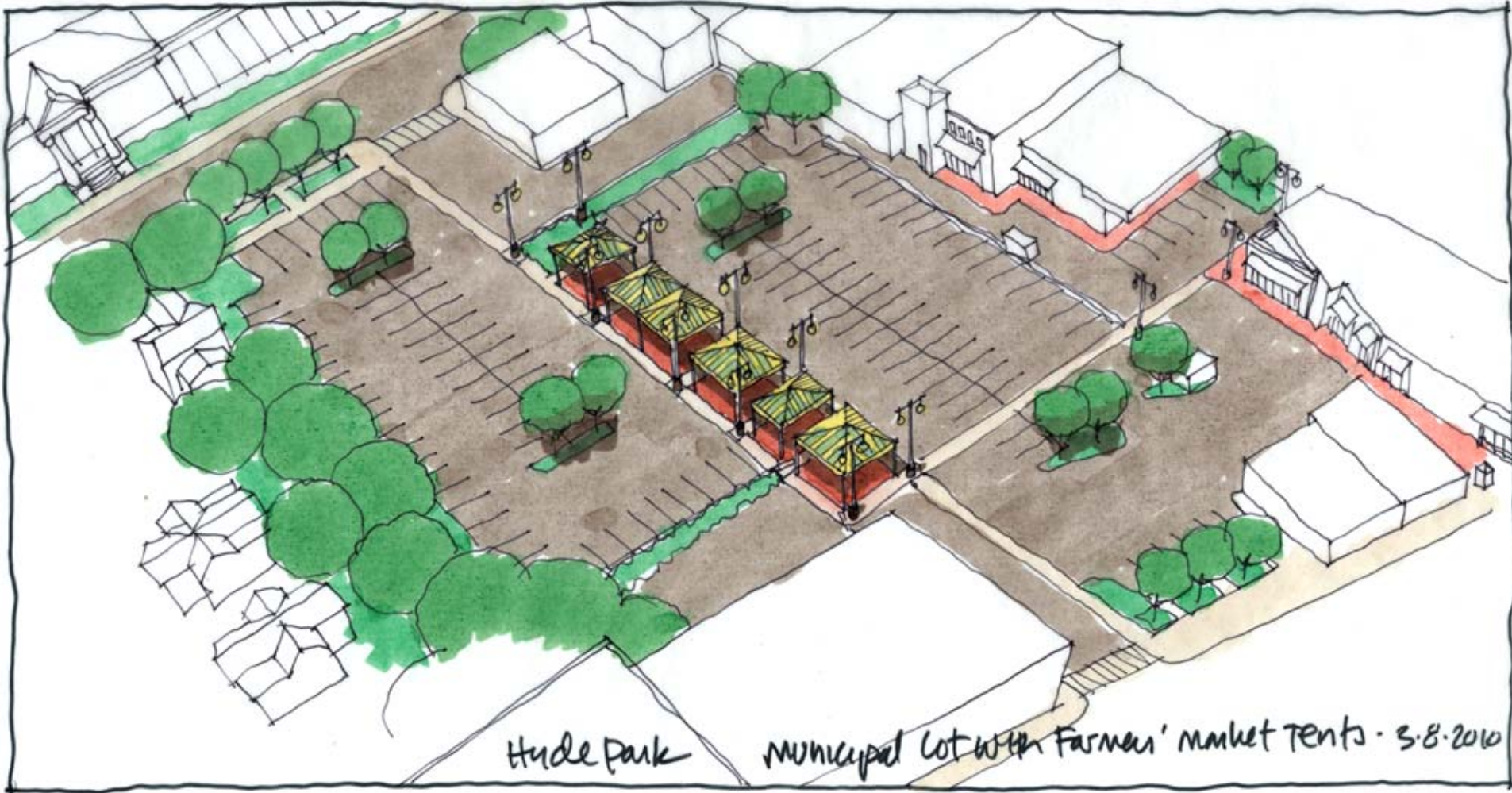
Newton Highlands



Parking







Hyde Park

Municipal lot with Farmers' market tents - 3.8.2010



Hyde Park Municipal lot at Full Parking Capacity 5-8-2010

Back Doors



New 'porch' w/ entries on parking lot

New stair + elevator

New awning, signage turn sidewalk around corner to new entries

Mark entries w/ canopy, signage opportunity for new storefront

New Dumpster Enclosures

Introduce streetscape elements

Relocate pedestrian path to create clearer, more obviously public entry to lot

New awnings, signs, entries on building nears

Myer Dana lot studies, Hyde Park, March 1 2010



Hyde Park Ave. and River Street





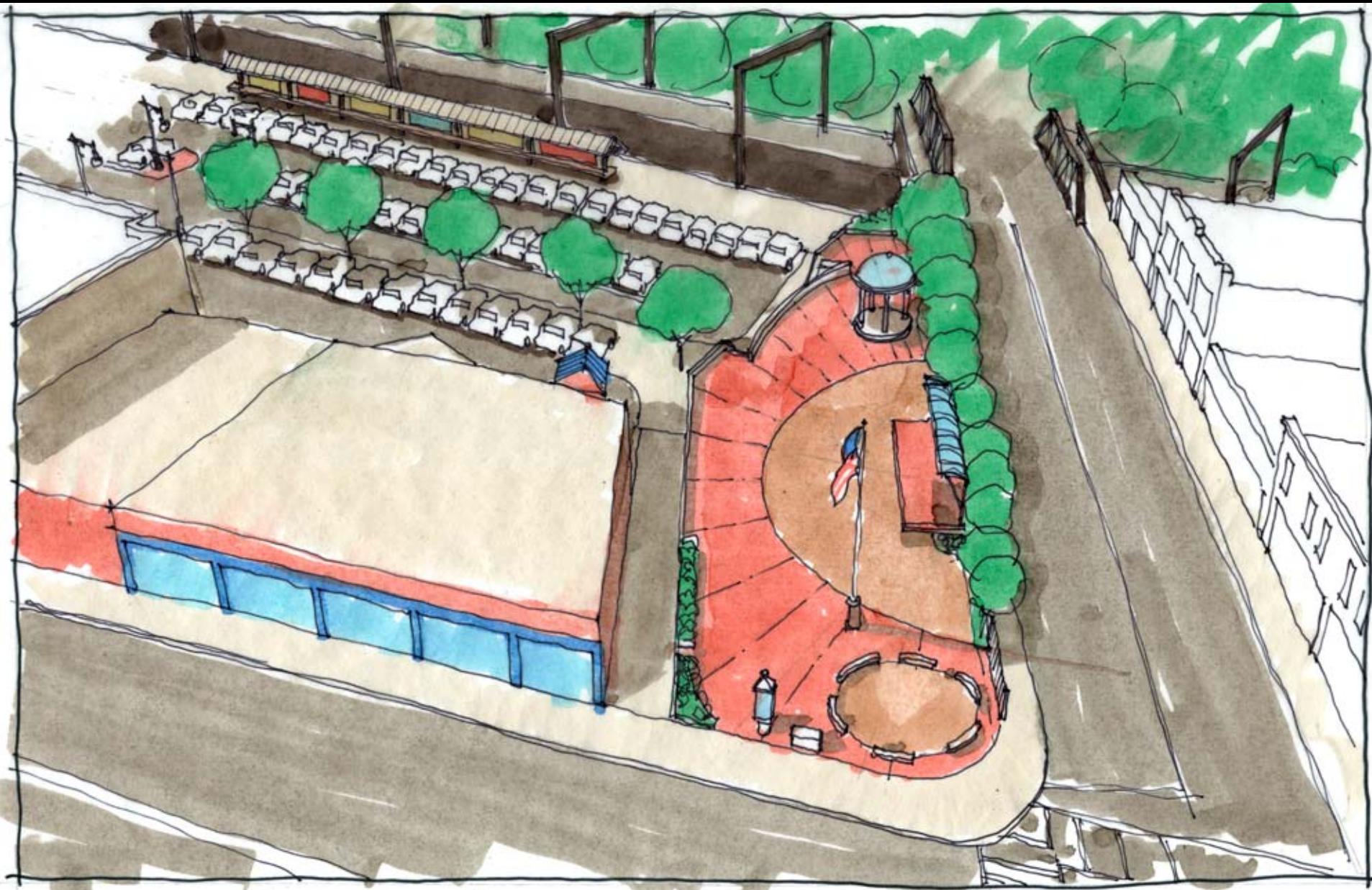


Re-imagine P.O. park
as multi-use
hardscape performance
plaza

Eliminate ramp
& stair

Move shelter closer to
spine, align with pingree

Improve/define
pingree street



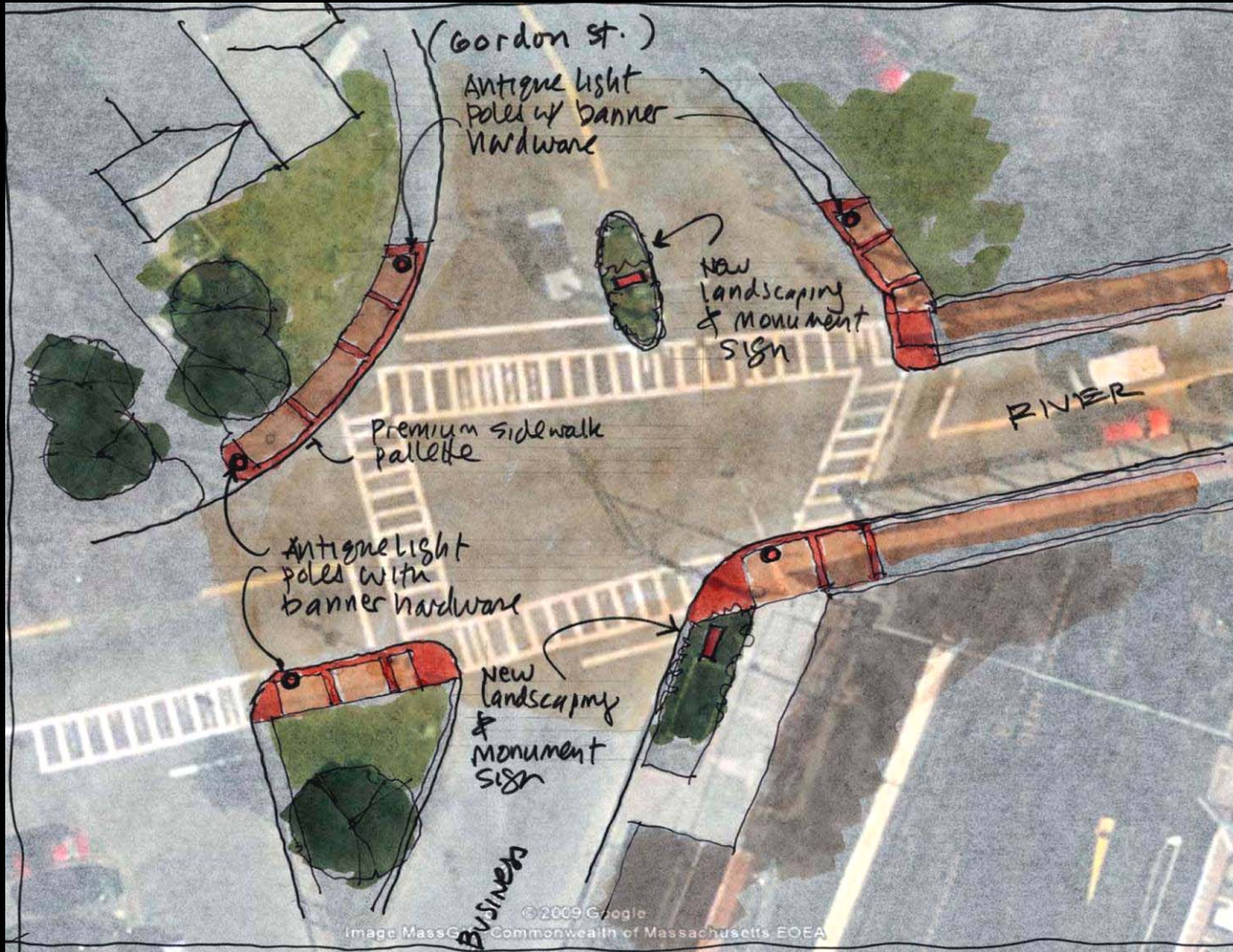


URBAN DESIGN / HISTORIC PRESERVATION



Gateways: Business & River Streets





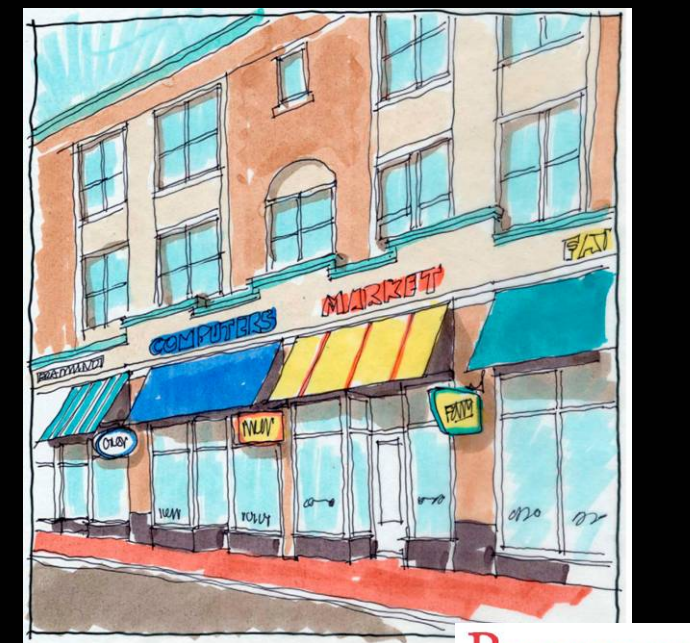


Gateways: Clay St. & Hyde Park Ave.





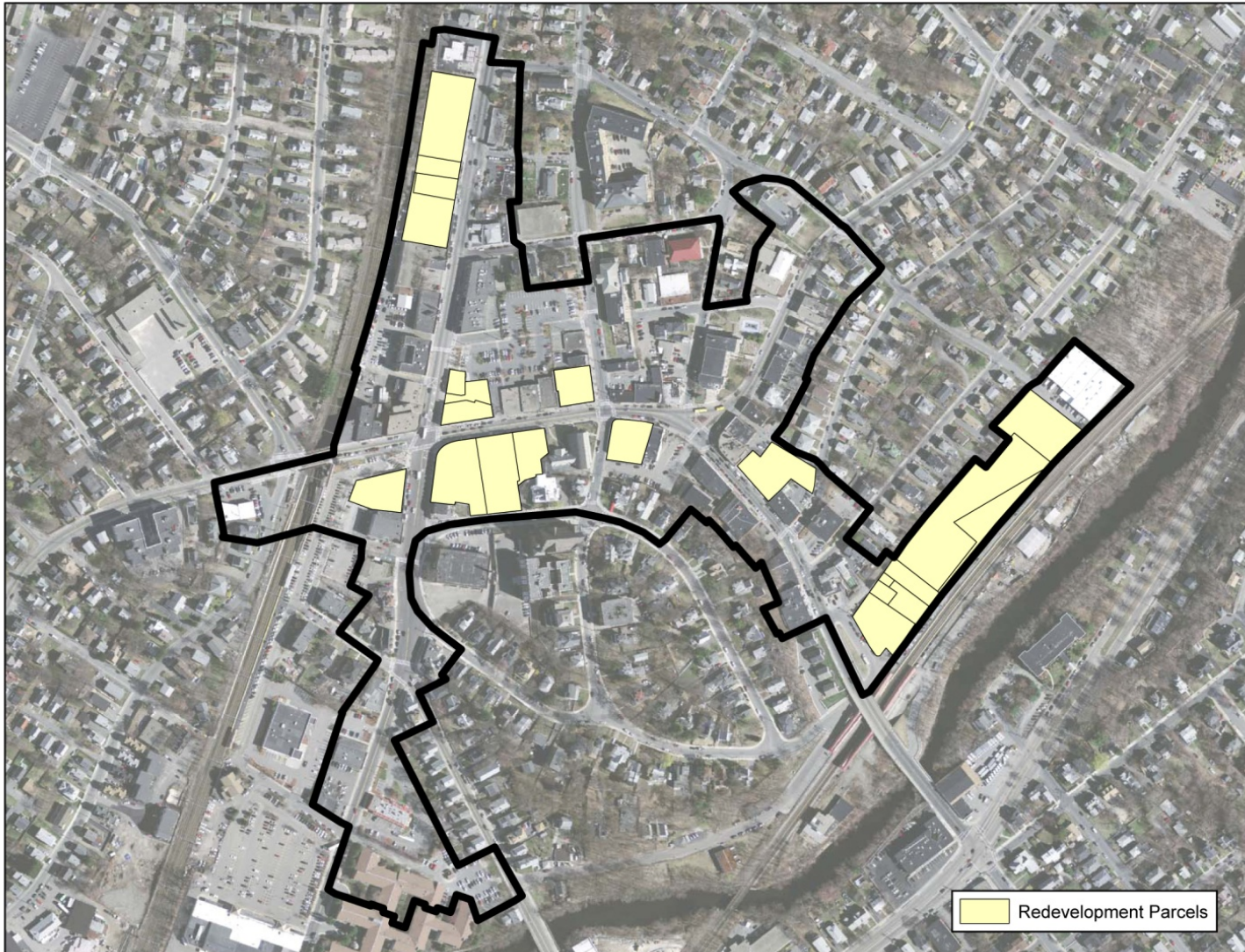
Design Guidelines



Transportation: Mode Share

	Auto	Transit	Walk/Bicycle
Citywide average	51%	19%	30%
Hyde Park	83%	7%	9%
Jamaica Plain	58%	19%	23%
Roslindale	75%	13%	12%
Dorchester (South)	74%	11%	16%
Proposed Average	69%	14%	17%

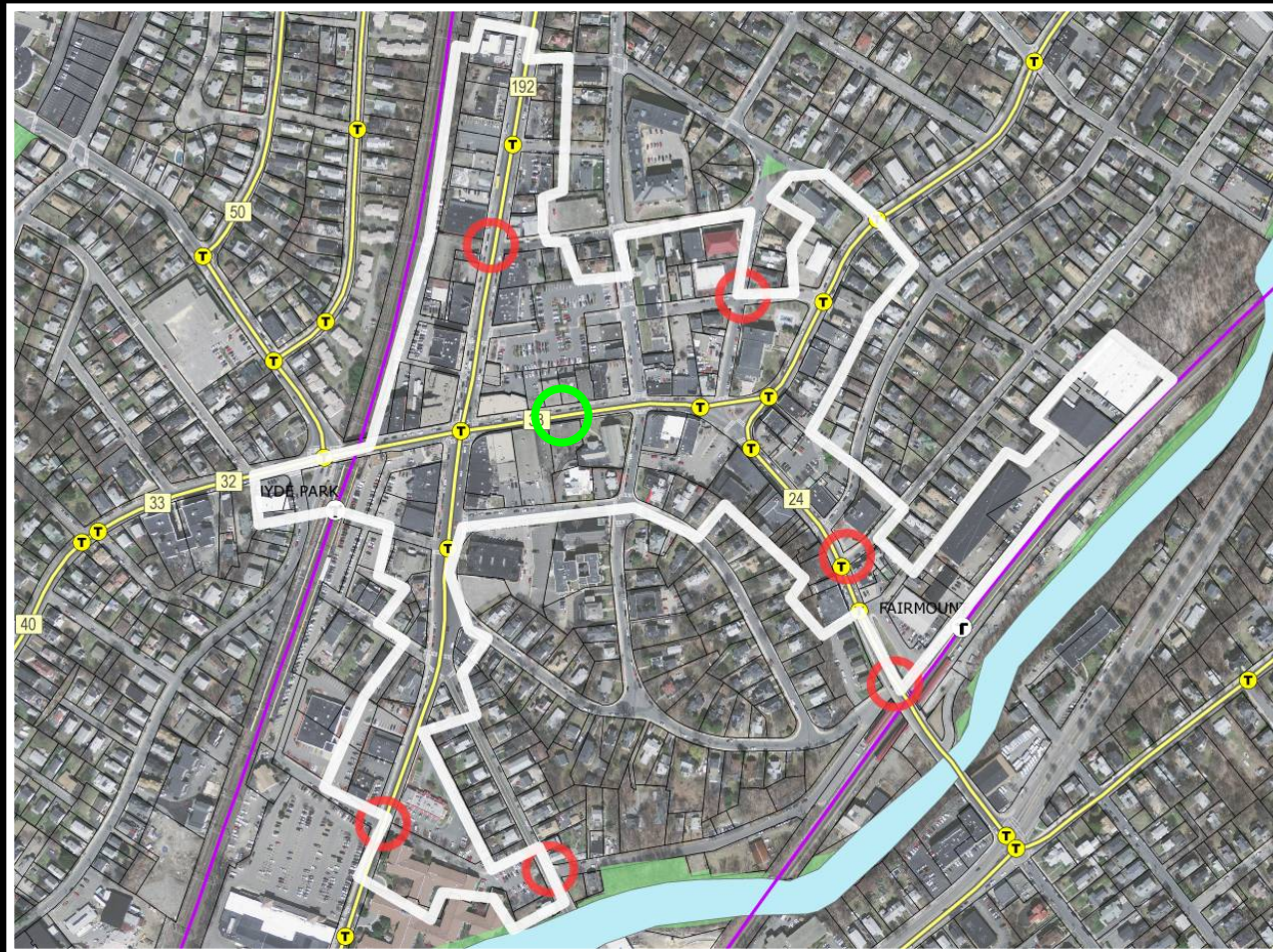
Focus Area



Pedestrians & Bicycles

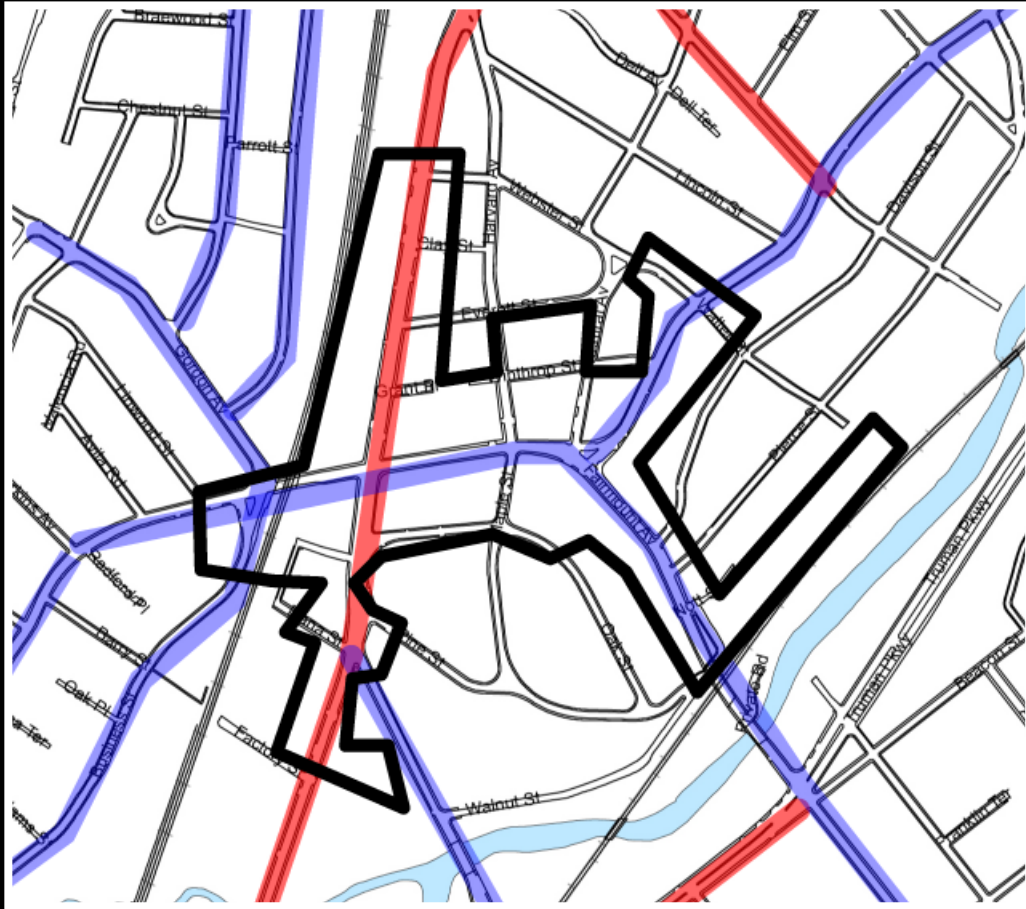


Pedestrians & Bicycles



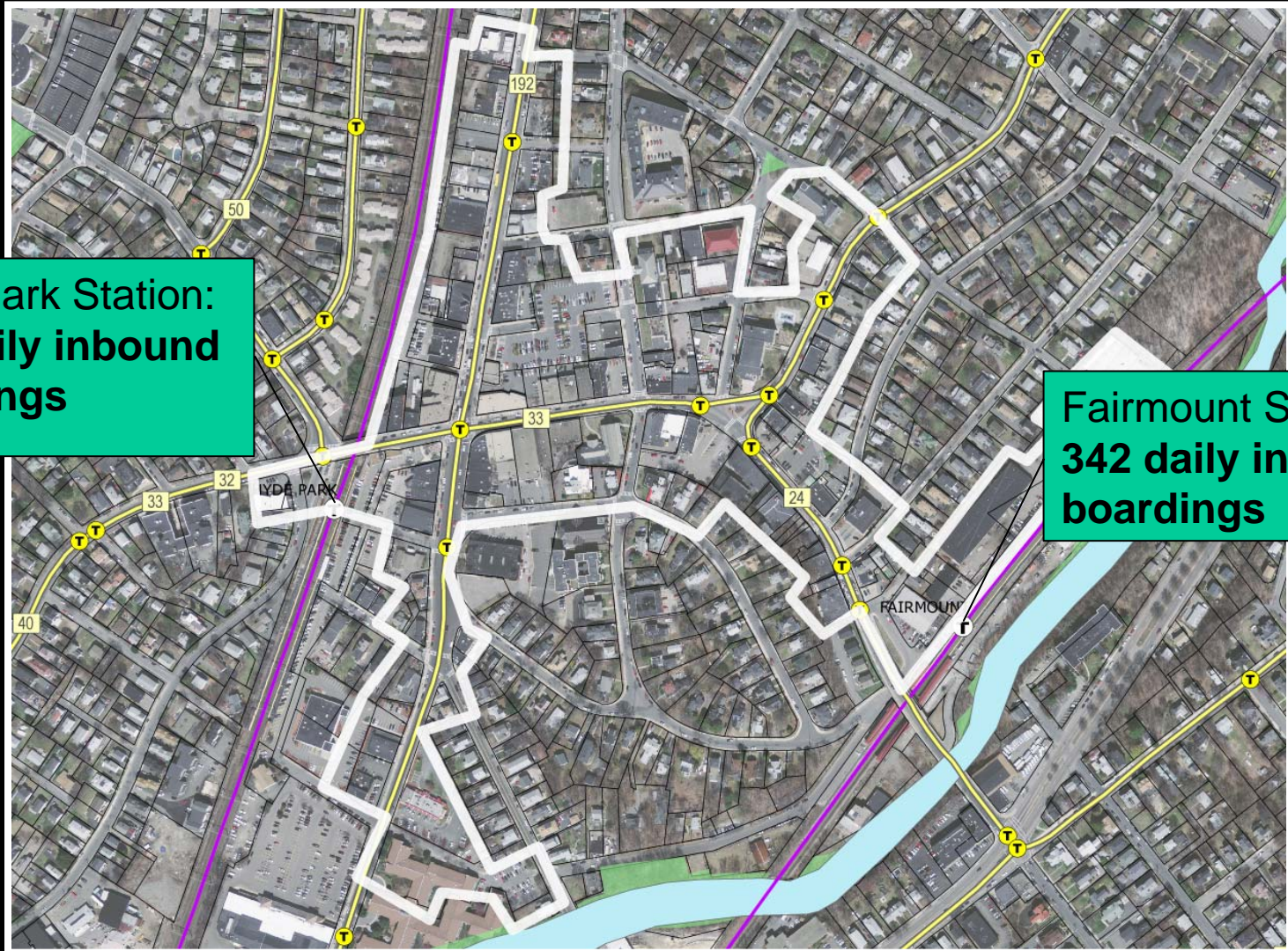
○ lack of crosswalks

Bicycle Infrastructure



- Numerous City-designated bicycle routes (but no markings, lanes)
- Connection to American Legion Highway (bike lanes)

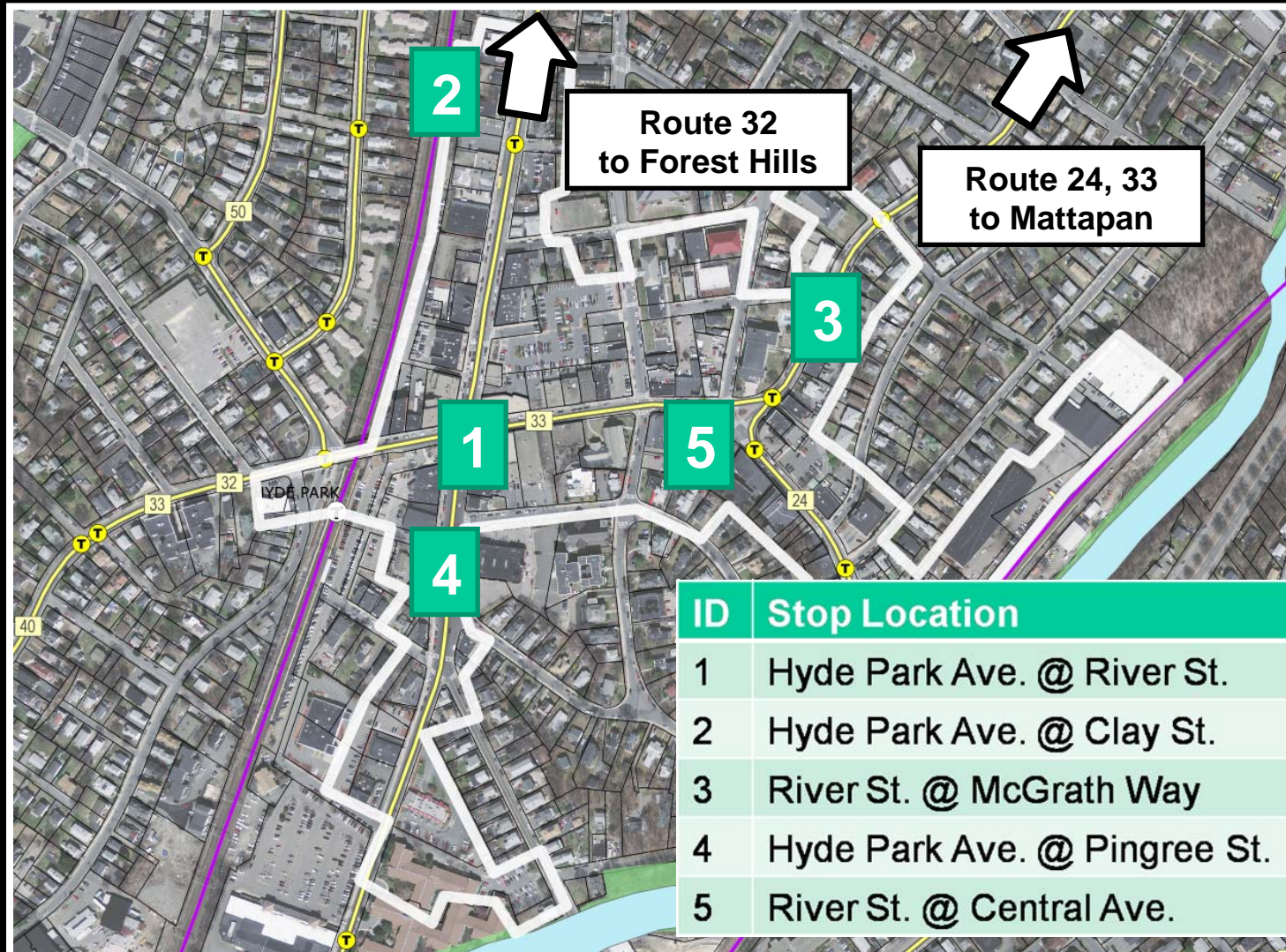
Public Transportation – Commuter Rail



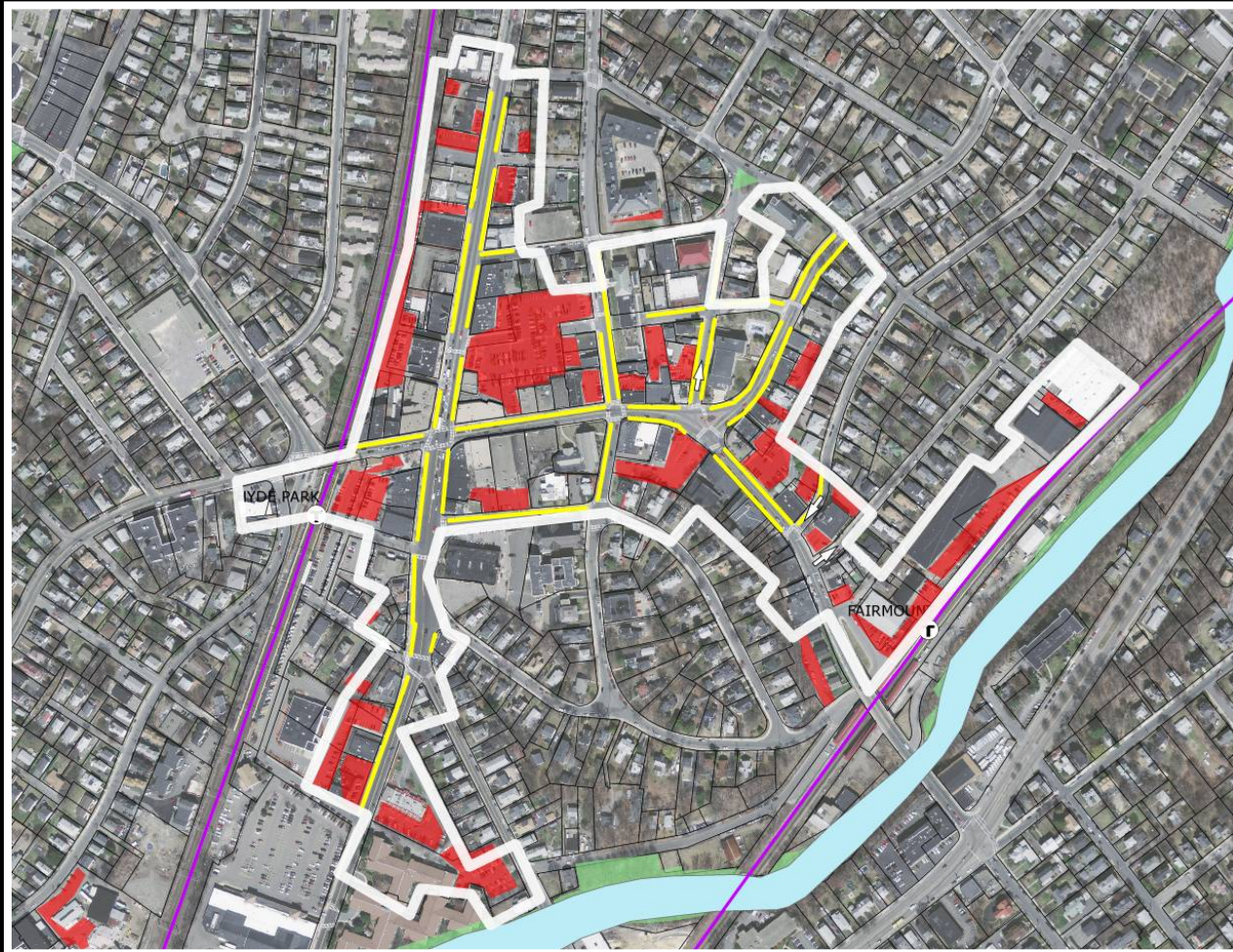
**Hyde Park Station:
662 daily inbound
boardings**

**Fairmount Station:
342 daily inbound
boardings**

Public Transportation – Rts. 24, 32, 33



Parking



On-street



Off-street

Parking

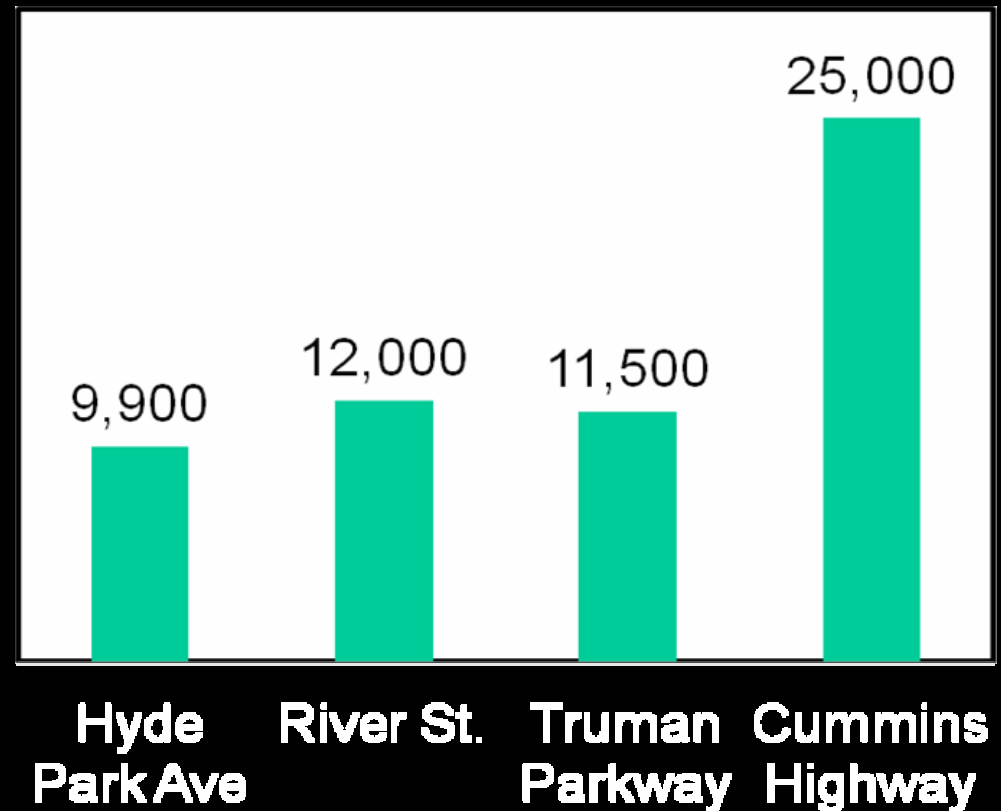
- Existing zoning: minimum requirement
- BTD Guidelines: maximum requirement
- Many existing uses do not meet zoning requirement (have no parking)
- Parking system is inefficient & doesn't correlate well to adjacent land uses

Traffic Volumes

- Major through corridors
- Most volume is pass-through traffic

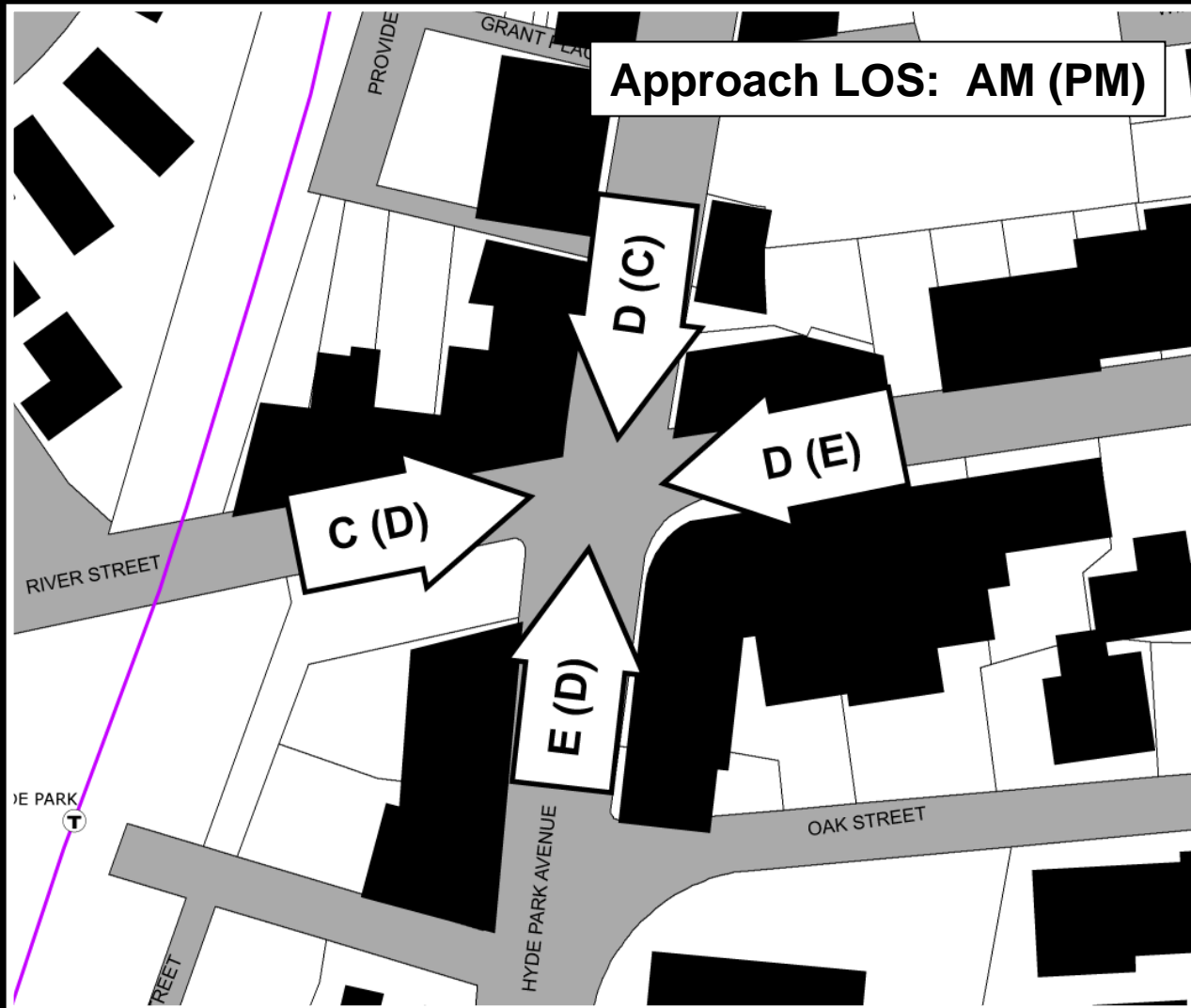
Daily Roadway Volumes

■ Veh/Day



Vehicle counts are for representative locations in the area

Traffic Analysis – Existing



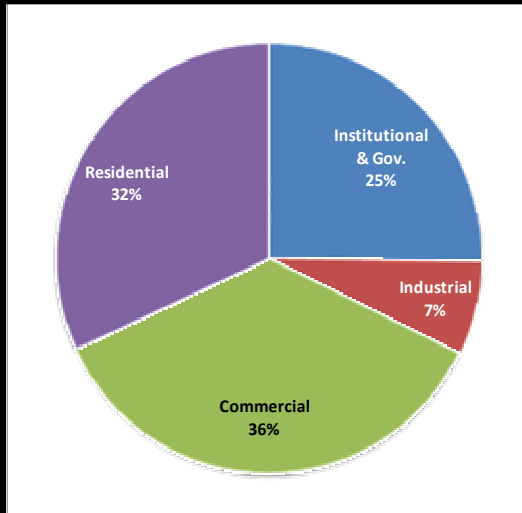
Intersection
Level of Service

AM peak – D

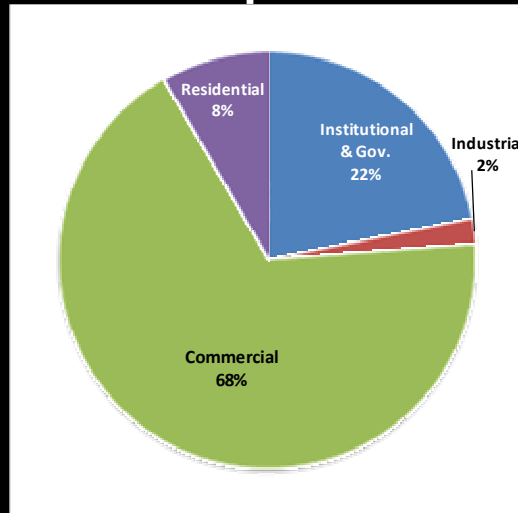
PM peak – D

Land Use & Trip Generation

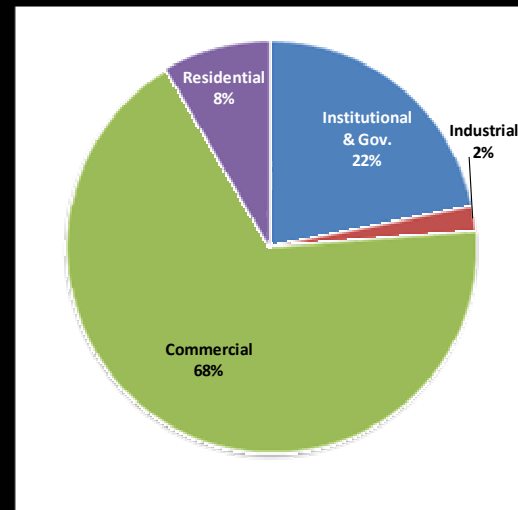
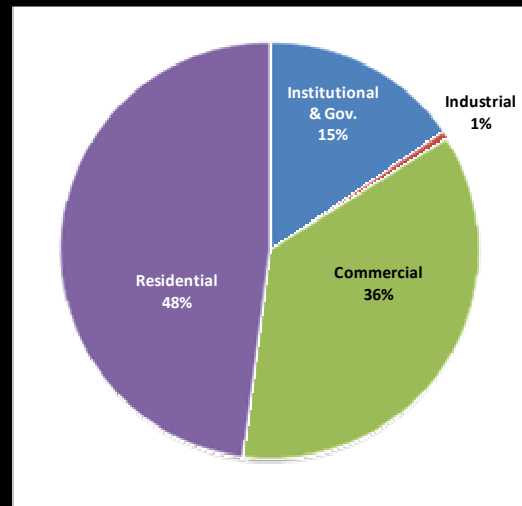
Land Use Allocation



Person Trips



Existing



Future Build-out

Potential Future Build-out Analysis

Traffic

- Vehicle trip increase not expected to significantly affect roadway Level of Service
- Shift in land uses may help balance traffic volumes between AM and PM peaks

Transportation: Mode Shares

	Auto	Transit	Walk/Bicycle
Citywide average	51%	19%	30%
Hyde Park	83%	7%	9%
Jamaica Plain	58%	19%	23%
Roslindale	75%	13%	12%
Dorchester (South)	74%	11%	16%
Proposed Average	69%	14%	17%

Proposed Strategies

Land Use

- Encourage mixed-use development
- Transit Oriented Development concentrates trip generation and attraction around transit stops & stations (15 – 90% reduction)
- Well-designed TOD & other Transportation Demand Management measures are key to realizing mode shift
- Prohibit auto-oriented uses and drive-thrus

Pedestrians and Bicycles

Build-Out Analysis

- 665 added daily trips, likely to be higher with greater mix of uses

Proposed Strategies ■

- Expand sidewalks & enhance pedestrian crossings
- Provide additional bicycle facilities. Require installation of bicycle parking facilities with the construction of new buildings or parking facilities (in Article 37 – Green Buildings).

Public Transportation

Build-out Analysis

- 581 added daily trips

Proposed Strategies

- Advocate for more frequent commuter rail service
- Advocate for lower fares (subway comparable)
- Develop targeted improvements to MBTA bus service & facilities

Parking

Build-out Analysis

- BTD Guidelines - 500 to 750 spaces maximum

Proposed Strategies

- Restrict driveway access/curb cuts on major streets
 - River St., Fairmount Ave., Hyde Park Ave.
- Provide parking maximums for new development
- Eliminate off-street parking requirements
- Designate parking as Conditional Use in B-1 subdistrict
- Examine opportunities for creative parking requirements to balance residential and commercial/ industrial uses

Proposed Strategies

Capacity Changes

- Identify physical improvements to minimize potential congestion

