



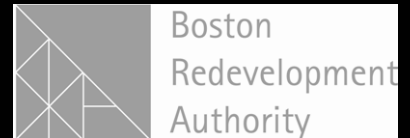
# HYDE PARK

Neighborhood Strategic Plan

## Advisory Group Meeting 9 March 2010



City of Boston  
Thomas M. Menino  
Mayor



# Conceptual Plans for Cleary Square Parking Lots



Hyde Park, MA

Fingree St

Folsom St

© 2010 Google

Image MassGIS, Commonwealth of Massachusetts EOE

Google

42°15'18.50" N 71°07'29.76" W

Apr 10, 2008

Eye all / 458 ft





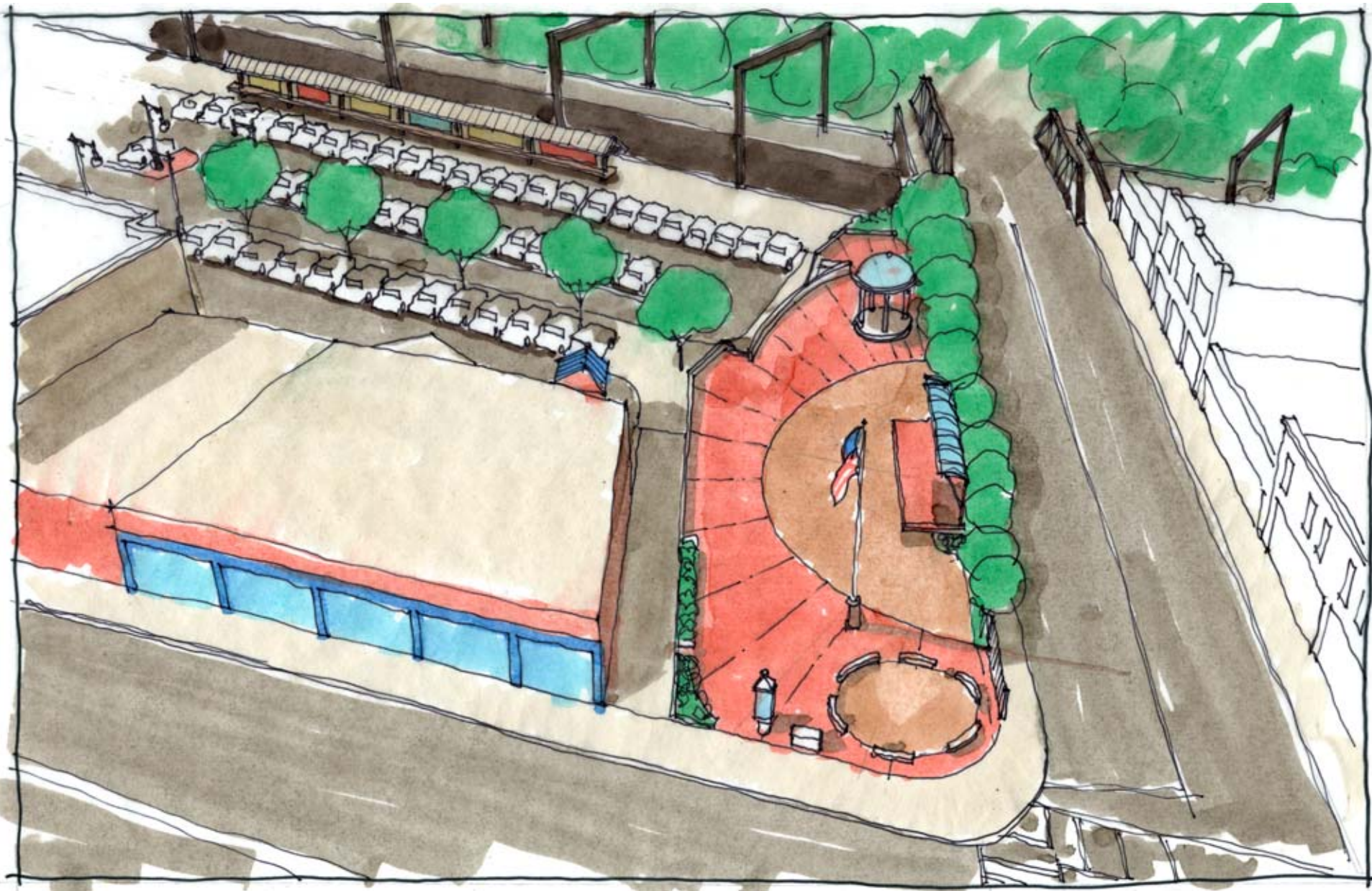


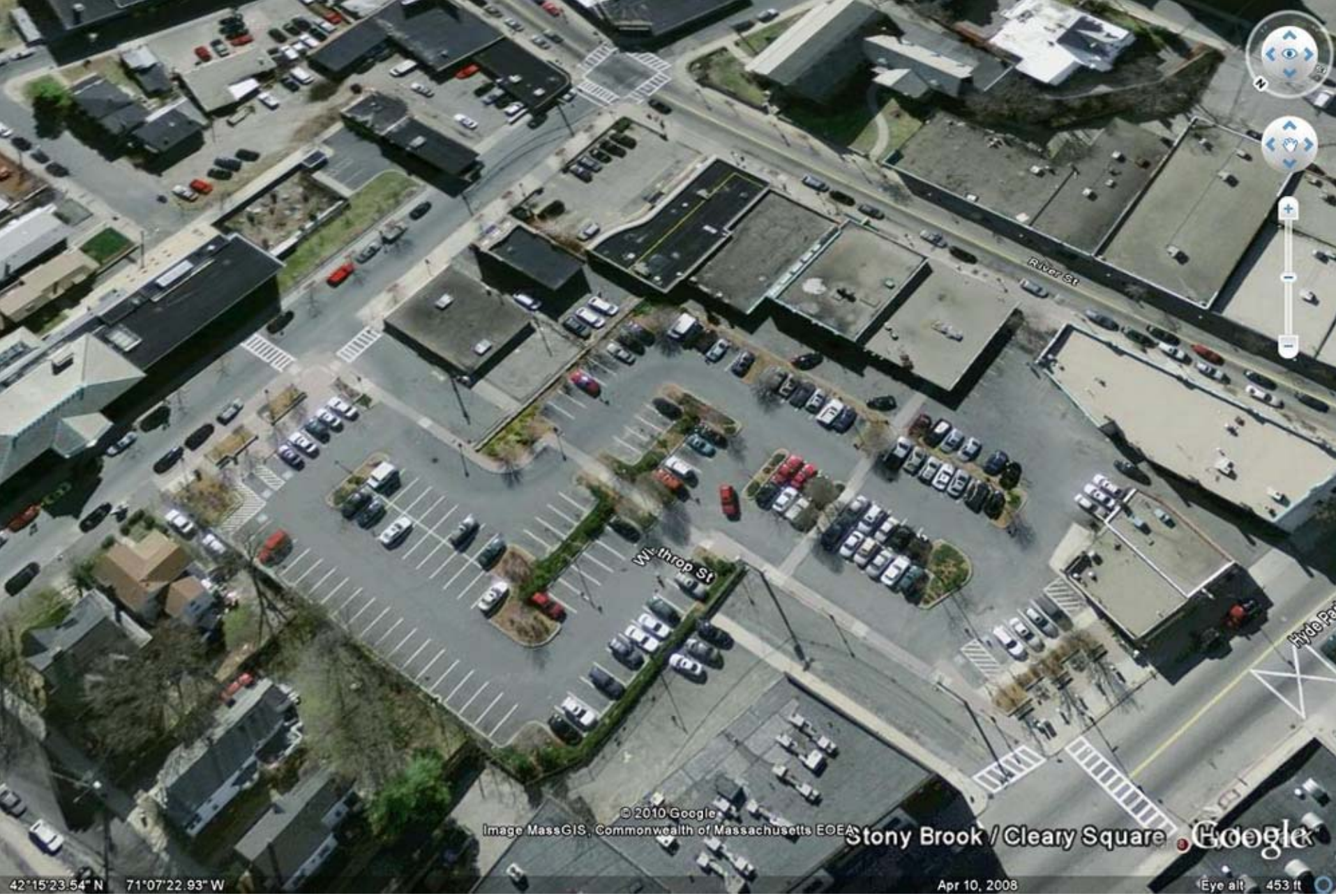
Re-imagine P.O. park  
as multi-use  
hardscape performance  
plaza

Eliminate ramp  
& stair

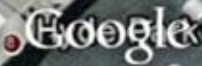
Move shelter closer to  
spine, align with pingree

Improve/define  
pingree street





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Image MassGIS, Commonwealth of Massachusetts EOE

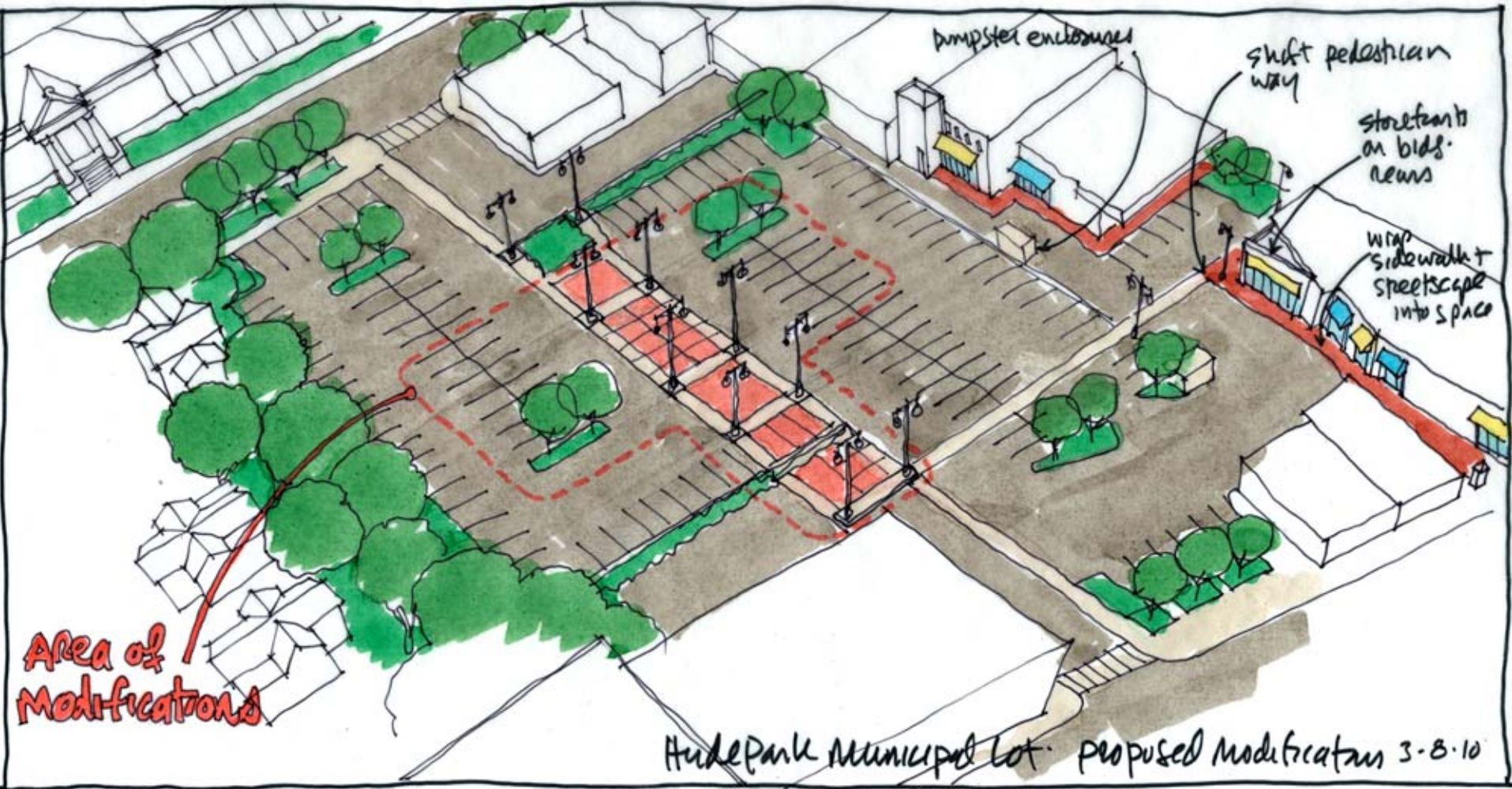
Stony Brook / Cleary Square 

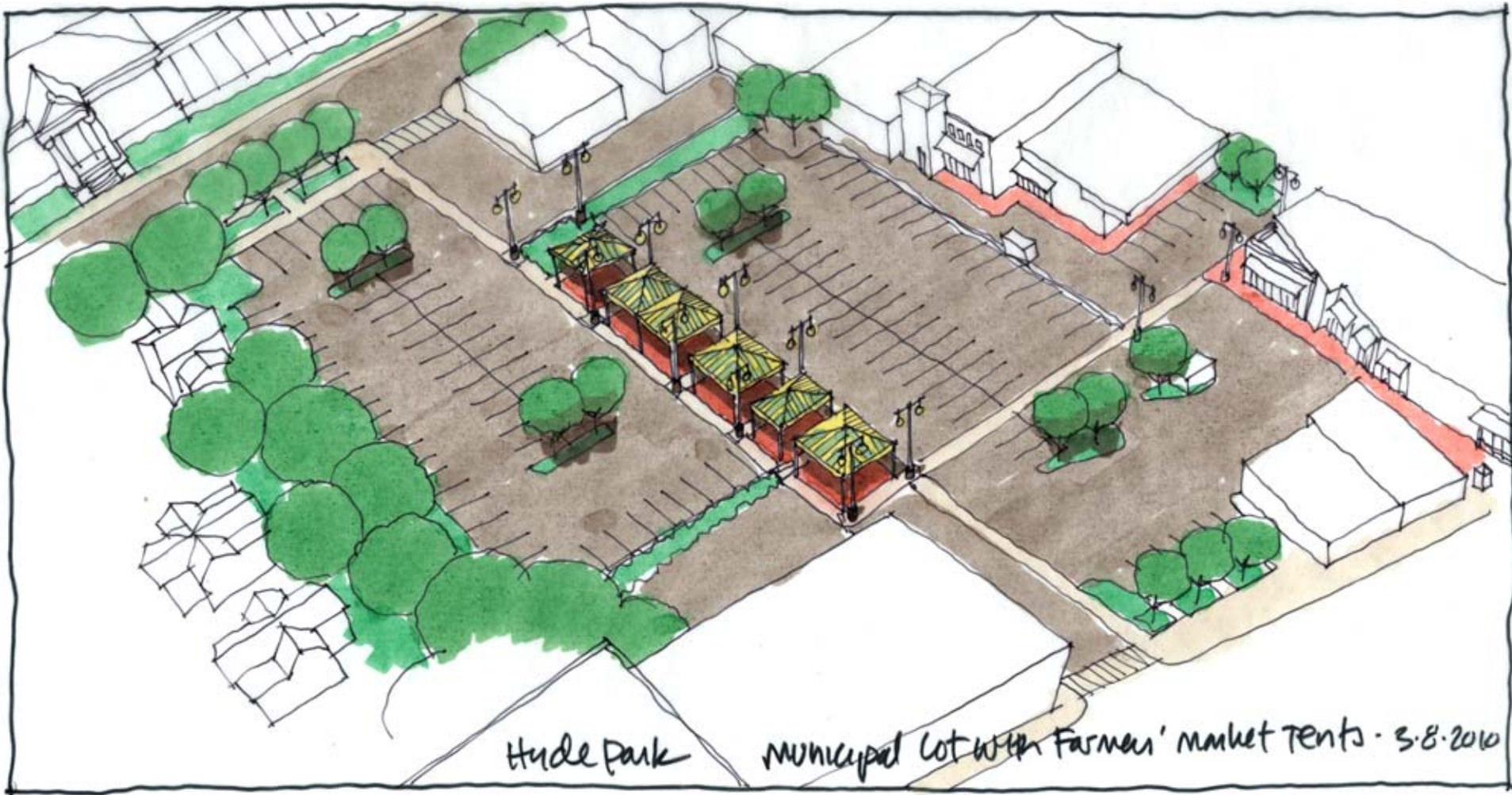
42°15'23.54" N 71°07'22.93" W

Apr 10, 2008

Eye alt 453 ft



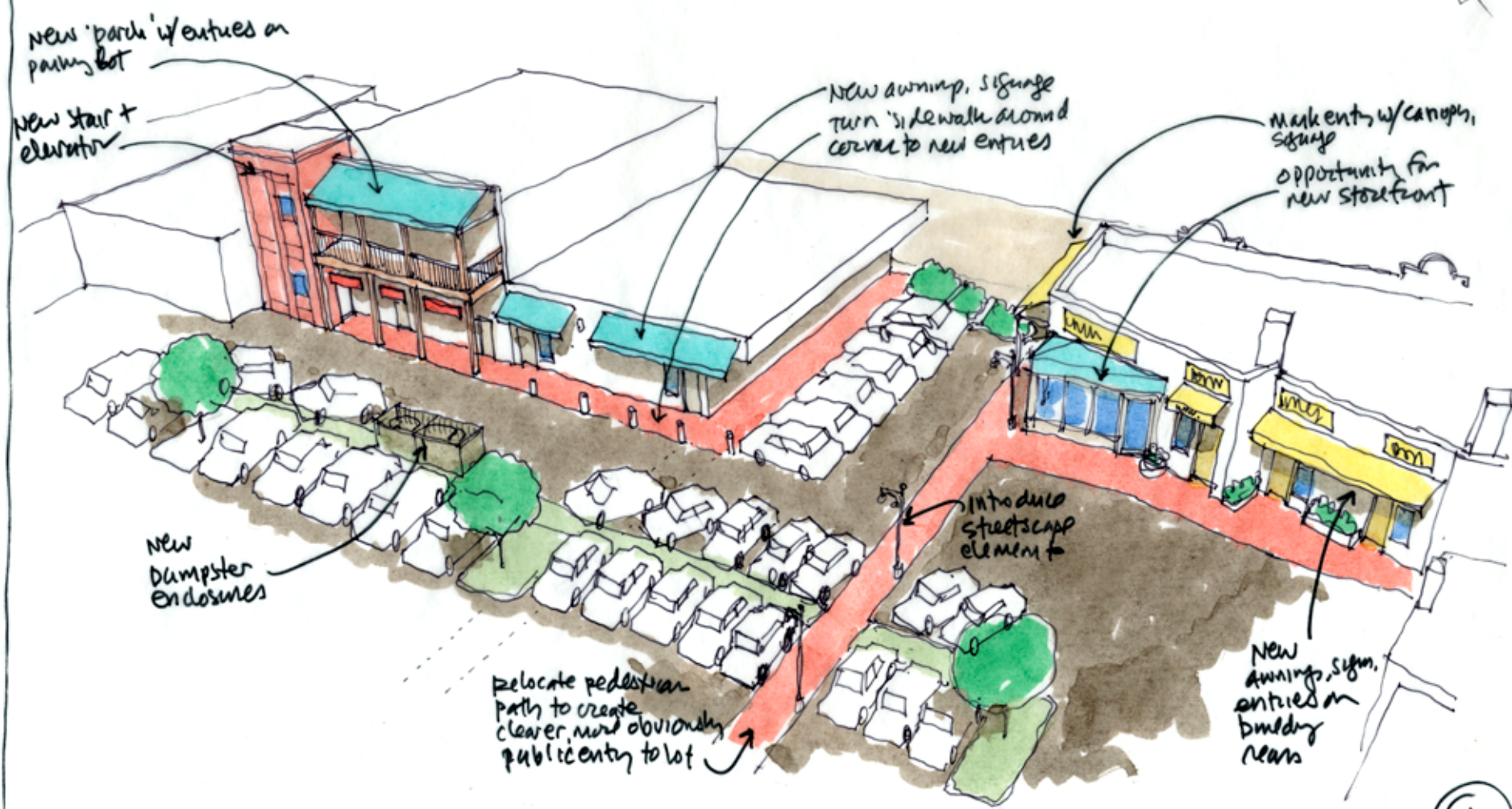












New porch w/ entries on parking lot

New stair + elevator

New awning, signage turn sidewalk around corner to new entries

Mark entries w/ canopies, signage opportunity for new storefront

New Dumpster Enclosures

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

Introduce streetscape elements

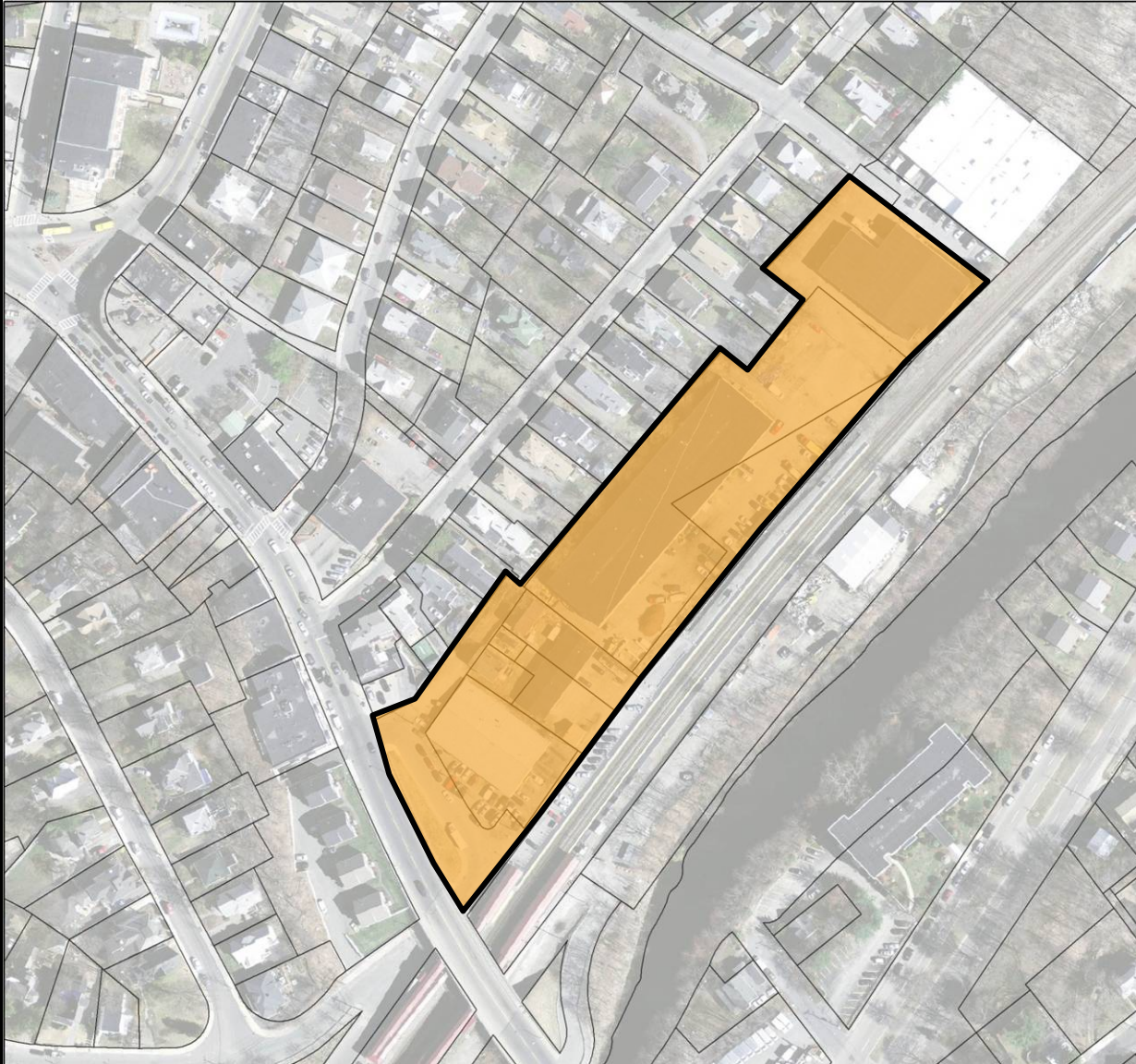
New awnings, signage, entries on building nears

Myr Dana lot studies, H&D Park, March 1 2010





# Fairmount TOD



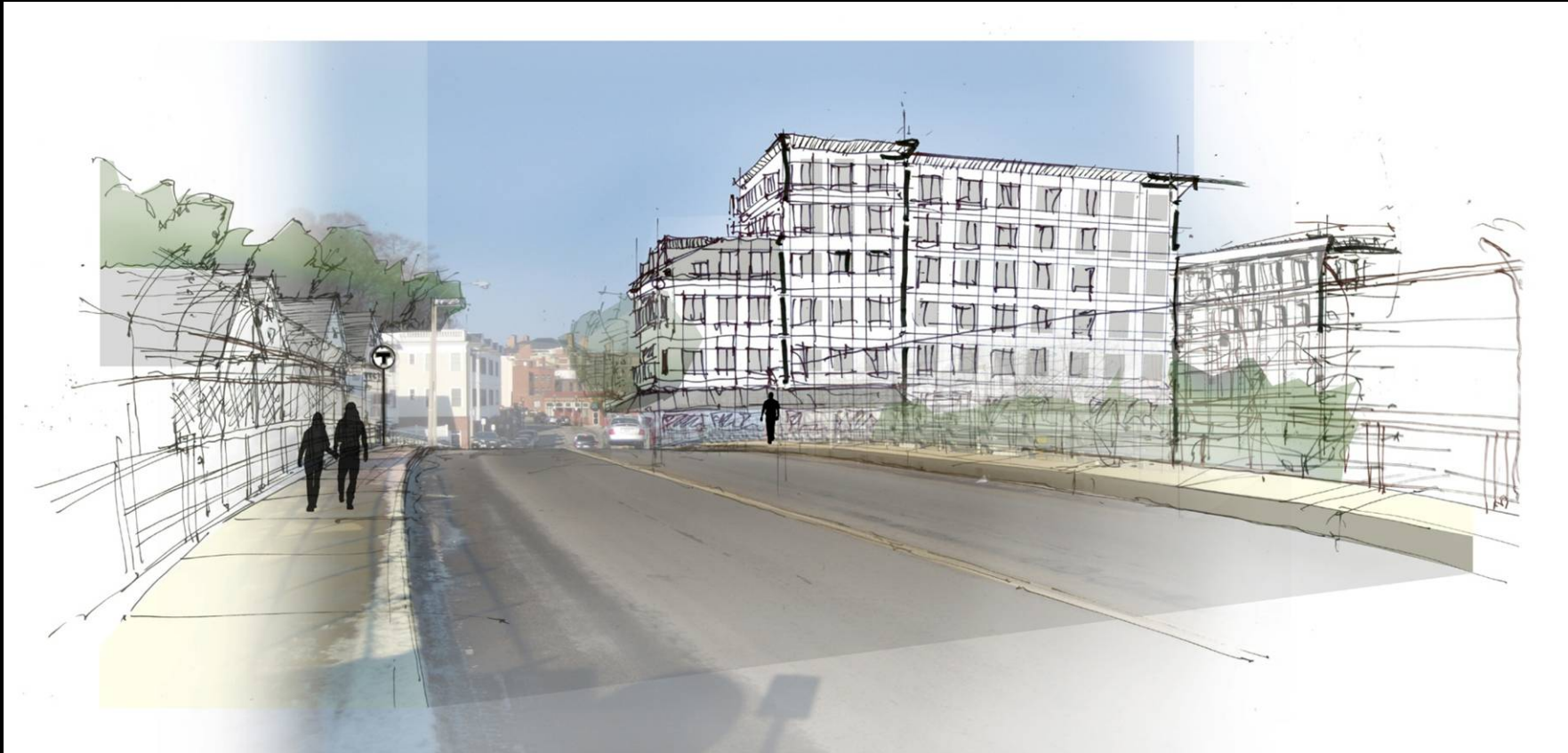


# Fairmount TOD: Concept B2



## Railroad Ave. with Courtyards & Plazas

- 244 (220) Residential Units (6-story double-loaded & 3-story townhouses)
- 9 (8) -story building at corner inc. 1 floor parking
- 14,000 sf retail
- 258 parking spaces (56 surface, 202 structured/subgrade), includes 2 level structured parking at north end of site
- FAR 1.8 (1.6)





# Fairmount TOD: Concept C2



## Urban Streetscape

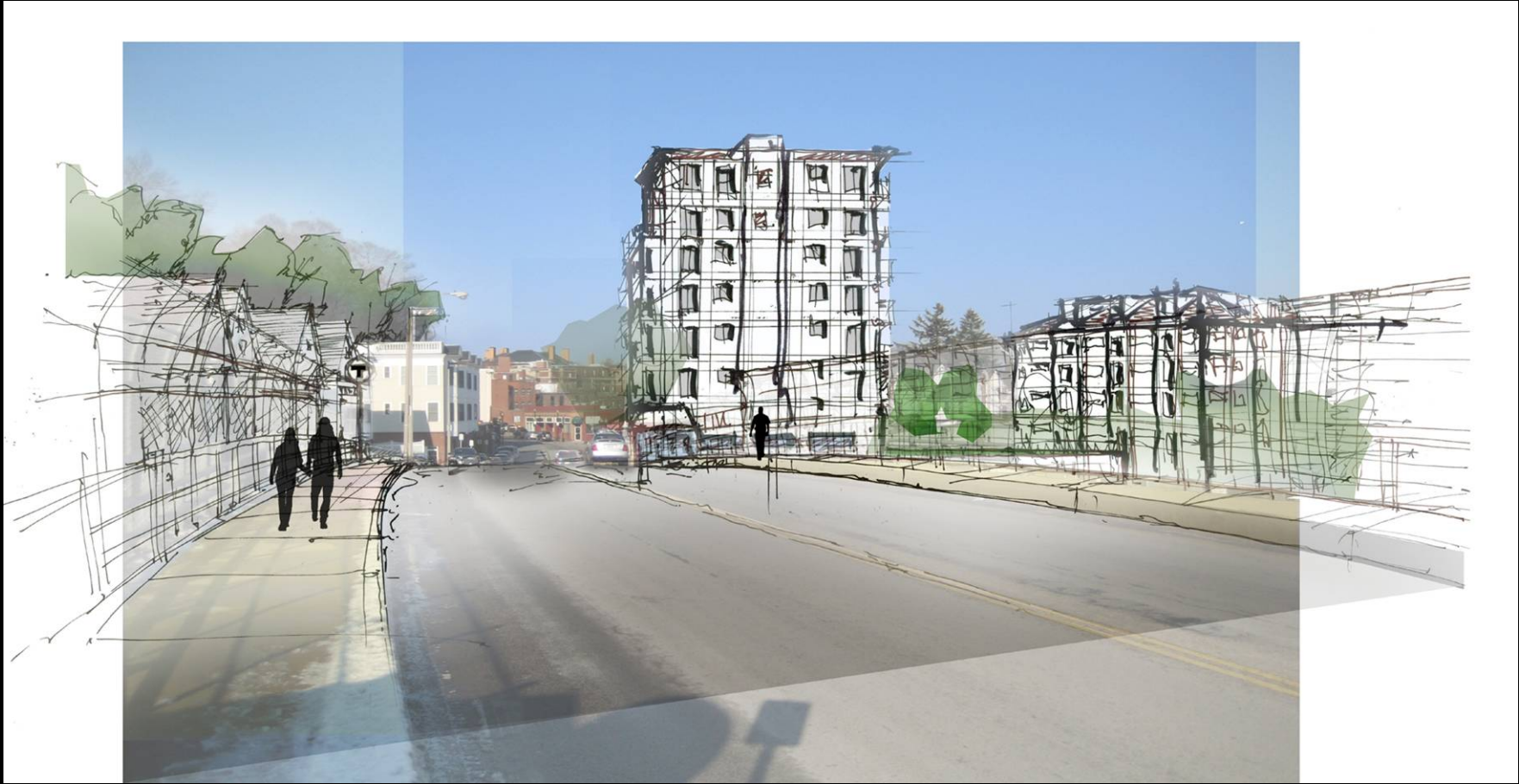
- 113 Residential Units (4-story townhouses & 5-story double loaded)
- 6-story mixed use building inc. 2 floors parking at Fairmount
- 8,000 sf retail
- 137 parking spaces (46 surface, 91 structured/subgrade)
- FAR .83

# Fairmount TOD: Concept B2



## Railroad Ave. with Courtyards & Plazas

- 244 (220) (198) Residential Units (6-story double-loaded & 3-story townhouses)
- 9 (7) (8) -story building at corner inc. 1 floor parking
- 14,000 (8,000) sf retail
- 258 (222) parking spaces (56 surface, 202 structured/ subgrade), includes 2 level structured parking at north end of site
- FAR 1.8 (1.6) (1.4)





# Fairmount Station TOD Concepts

12/17/2009 AG mtng		1/26/2010 AG mtng				3/9/2010 AG mtng	
<b>Concept A</b>		<b>Concept A</b>				<b>Concept B2 (slightly revised after 3D analysis)</b>	
FAR	1.1	no change				no change will not show elevation at 3/9/10 meeting	
# residential units	149	<b>Concept B1</b>		<b>Concept B2</b>			
Stories (residential)	4	0.93		1.8		1.6	
Stories (corner building)	5	122		244		220	
Retail (s.f.)	8,000	3		6		6	
Parking spaces	173	5 (4 stories above Fairmount Ave.)		9 (8 stories above Fairmount Ave.)		7 (6 stories above Fairmount Ave.)	
<b>Concept B</b>		14,000		14,000		14,000	
FAR	0.93	136		258		258	
# residential units	122	<b>Concept C1</b>		<b>Concept C2</b>		<b>Concept B2/C Hybrid</b>	
Stories (residential)	3	0.51		0.83		1.4	
Stories (corner building)	5 (4 stories above Fairmount Ave.)	67		113		198	
Retail (s.f.)	14,000	3		4		6	
Parking spaces	136	5 (4 stories above Fairmount Ave.)		6 (4 stories above Fairmount Ave.)		8 (7 stories above Fairmount Ave.)	
<b>Concept C</b>		8,000		8,000		8,000	
FAR	0.51	91		137		222	
# residential units	67						
Stories (residential)	3						
Stories (corner building)	5 (4 stories above Fairmount Ave.)						
Retail (s.f.)	8,000						
Parking spaces	91						



# Role of Transportation

- Maintain and enhance community accessibility
- Provide an information background for Hyde Park
- Support community goals – all disciplines
  - Land Use
  - Economic Development
  - Open Space
  - Housing
  - Historic Preservation
  - Community Character
- Set Broad guidelines for improvements
- Recommend specific next steps

## **Suggested Goals**

- Improve non-auto mode share
- Improve character & operations of major corridors
- Clarify truck movements
- Improve public transportation
- Guide transportation impacts of potential development

# Improving Non-Auto Mode Share

- Hyde Park has lowest in the City

	Auto	Transit	Walk/Bicycle
Citywide Average	51%	19%	30%
South Boston	55%	15%	31%
Jamaica Plain	58%	19%	23%
Allston/Brighton	60%	13%	26%
Mattapan	68%	13%	19%
South Dorchester	74%	11%	16%
Roslindale	75%	13%	12%
West Roxbury	82%	7%	11%
<b>Hyde Park</b>	<b>83%</b>	<b>7%</b>	<b>9%</b>

## Improving Non-auto Mode Share

### Suggested Strategies

- Concentrate new development near transit
- Greater services in neighborhood
- Improve public transportation system
- Create better pedestrian & bicycle connections



## Character & Operations of Major Corridors

- Compare to Complete Streets criteria
  - Balance all transportation modes
  - Slow traffic
  - Expand sidewalks
  - Enhance pedestrian crossings
  - Manage parking resources
- Recommend key intersections for improvement
  - Integrate alternative modes
- Involve Department of Conservation & Recreation

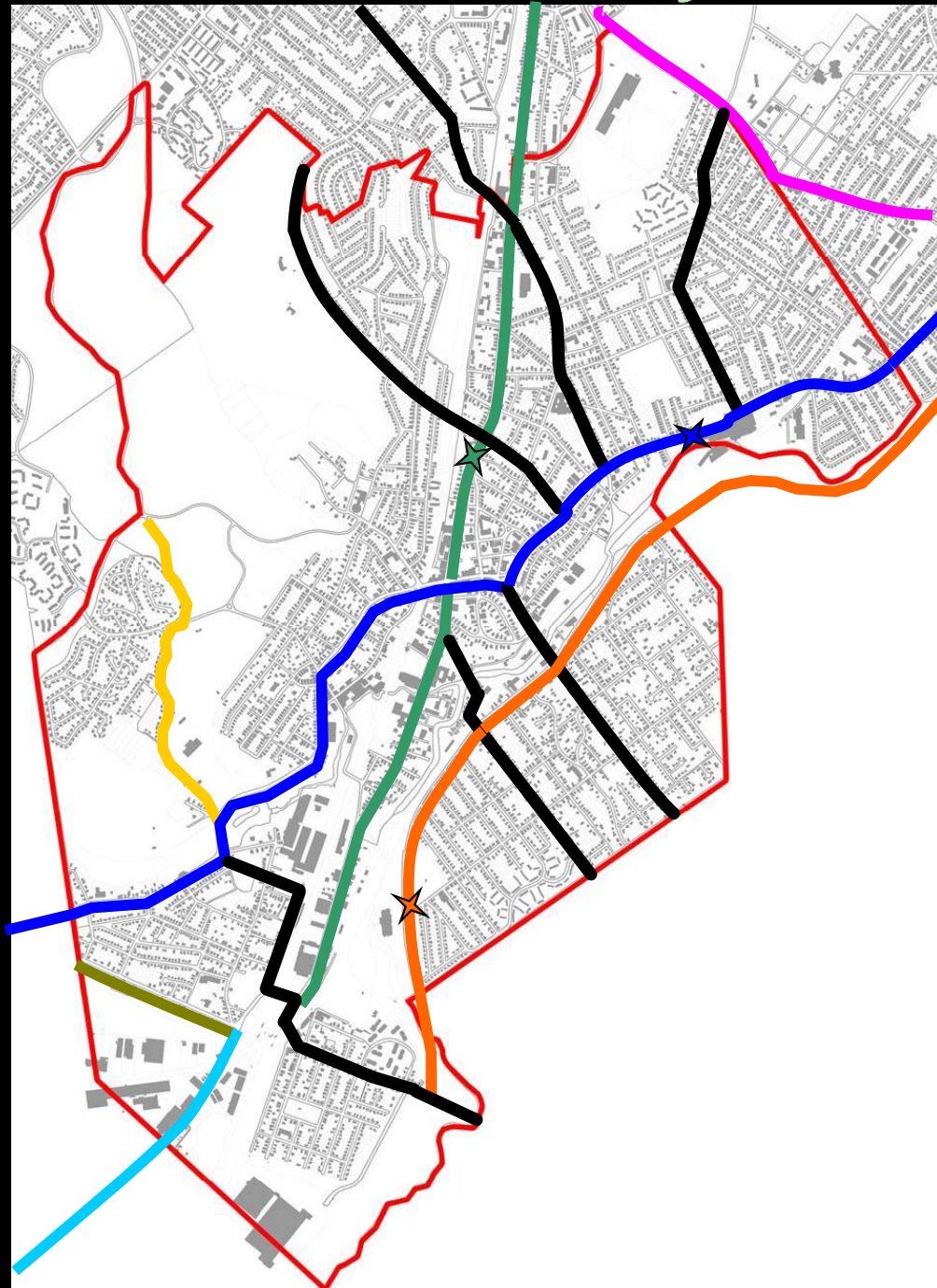
Not this...



## But this...



# Recommended Key Locations for Improvement



- Cummins Highway
- Sprague Street
- River Street
- Truman Parkway
- Hyde Park Avenue
- Turtle Pond Parkway
- West Milton Street
- Poplar Street
- West Street
- Metropolitan Avenue
- Wood Avenue
- Fairmount Avenue
- Dana Avenue
- Neponset Valley Pkwy



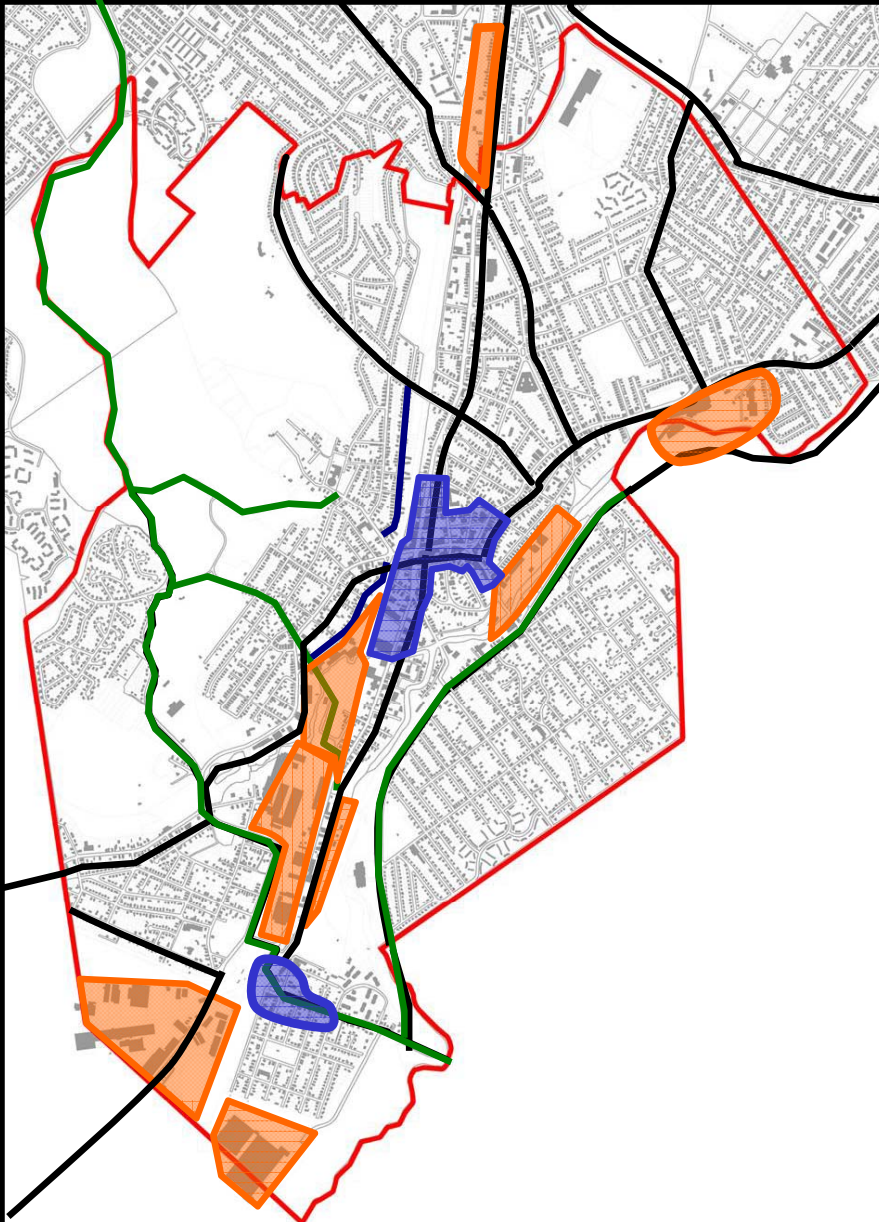
## Define Truck Movements

### Suggested Strategies & Goals

- Identify industrial areas
- Designate truck thru and exclusion routes
  - Work with BTD & MassDOT
- Review bridges
- Protect residential areas



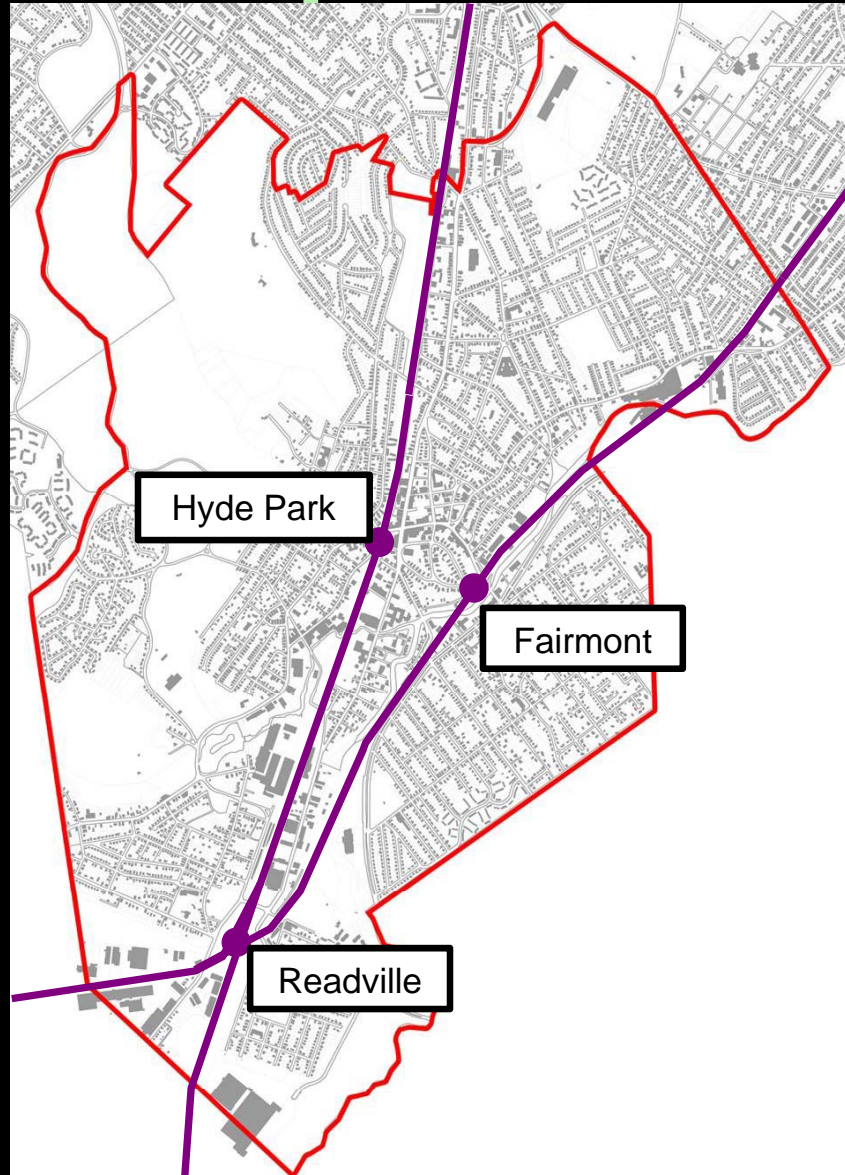
# Define Truck Movements



- Parkway  
—
- Restricted Access  
—
- Industrial Areas  
—
- Business District  
—

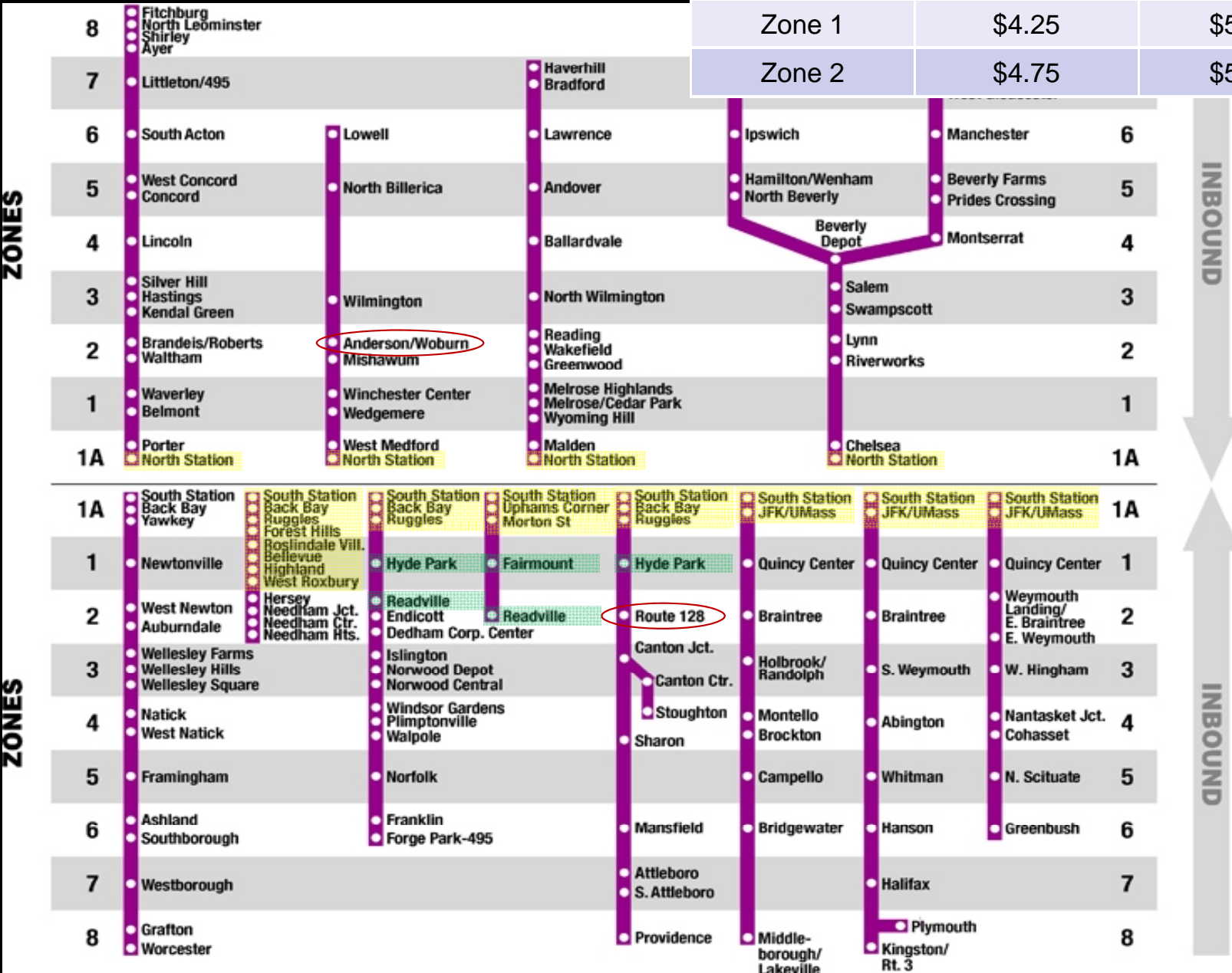
# Public Transportation Improvements

- Recommend consistent pricing for commuter rail
- Designate bus hubs and routes

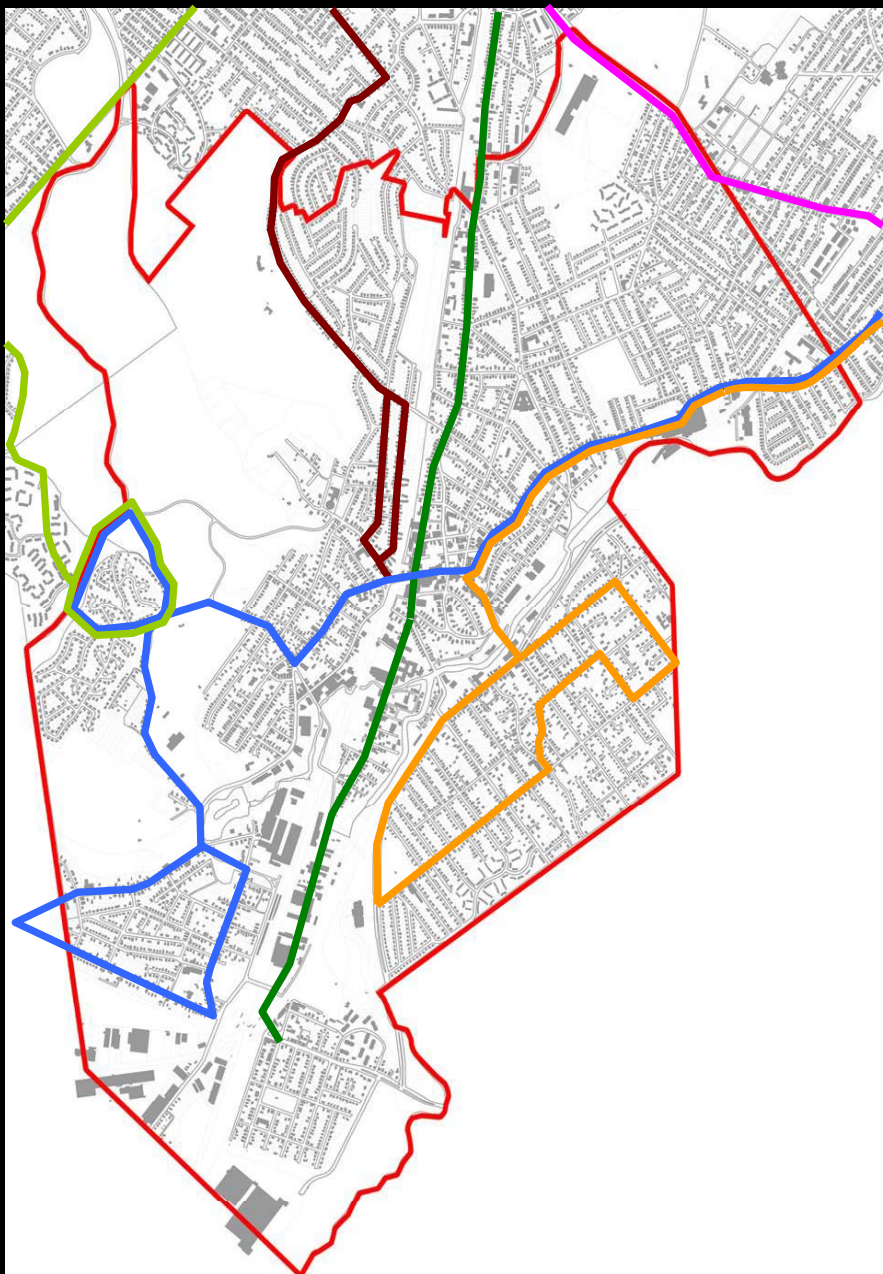


## Commuter Rail

	One Way	12 Ride	Monthly
Zone 1A	\$1.70	\$20.40	\$59.00
Zone 1	\$4.25	\$51.00	\$135.00
Zone 2	\$4.75	\$57.00	\$151.00



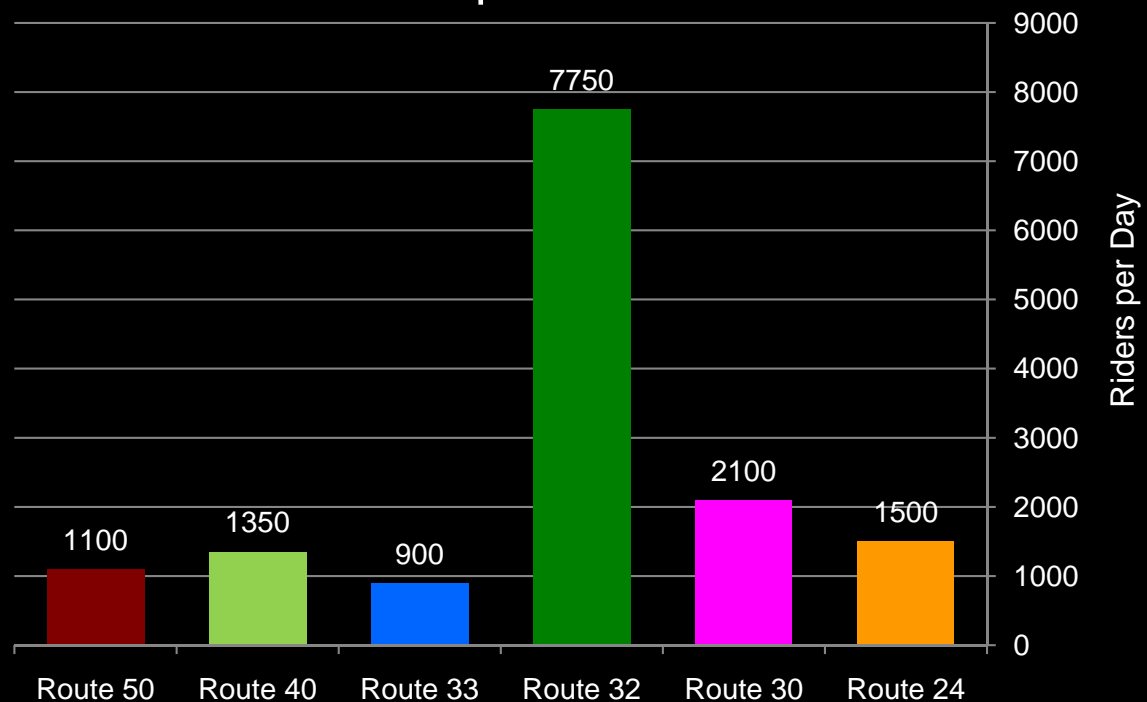
# Public Transportation – Bus Routes



## Bus Routes

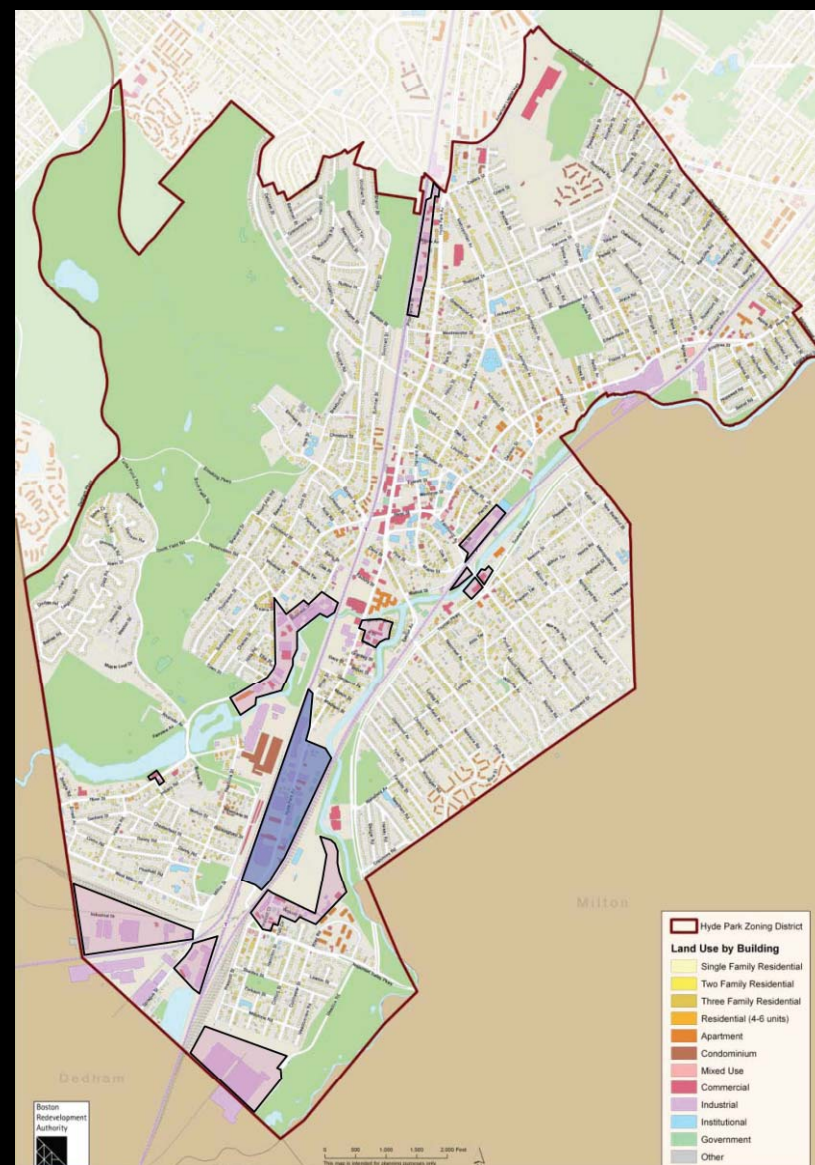
- Route 24: Truman Highway - Ashmont Station
- Route 30: Mattapan Station – Forest Hills
- Route 32: Wolcott Sq or Cleary Sq – Forest Hills
- Route 33: Dedham Line – Mattapan Station
- Route 40: Georgetowne – Forest Hills
- Route 50: Cleary Sq – Forest Hills

## Bus Route Ridership



# Transportation Impacts of Development

- Review of zoning
- Many large parcels with potential redevelopment
- Work with land use, open space and other recommendations



# Transforming Cleary & Logan Square

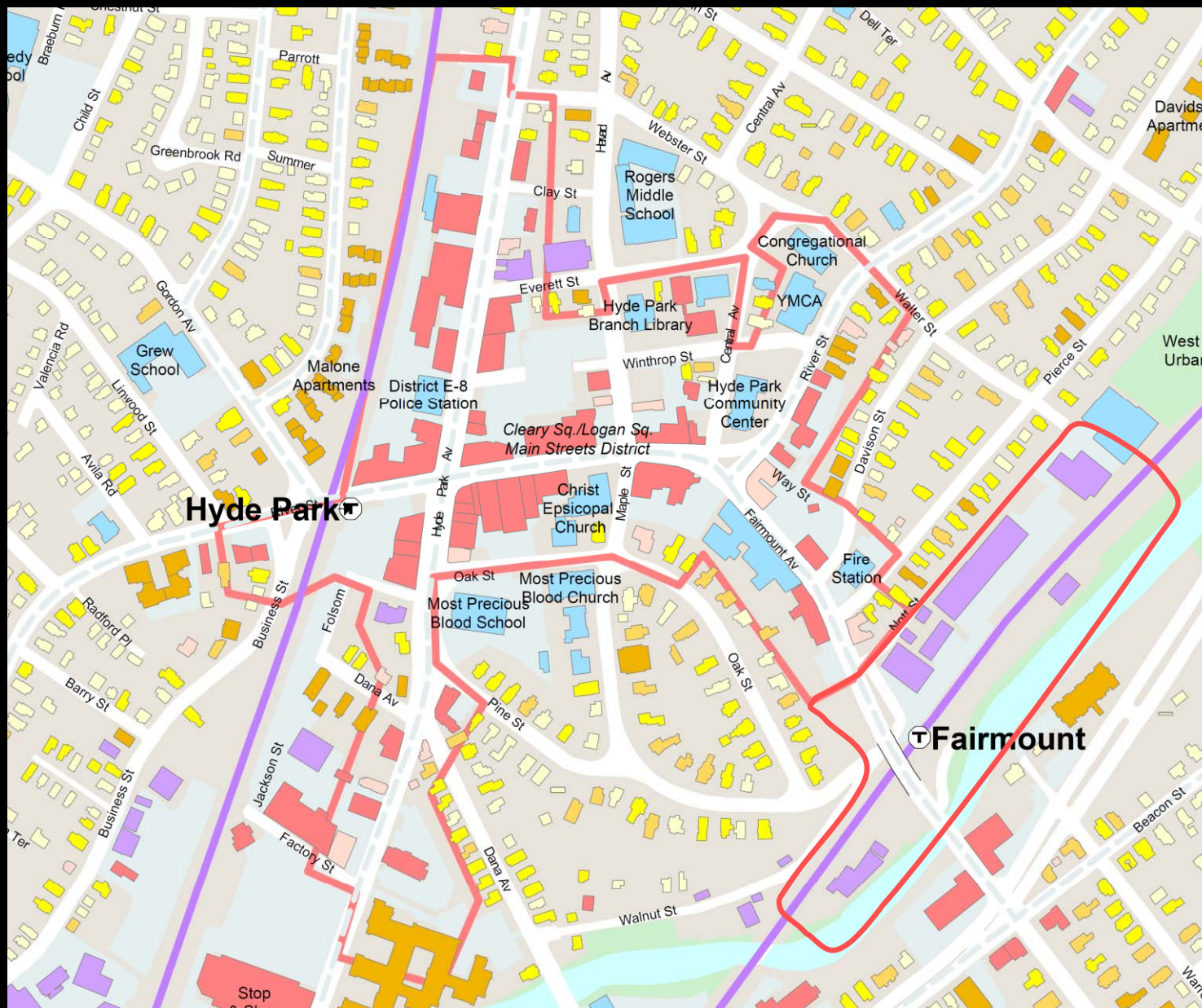
## *Community Questions*

- How will this work?
- What does it mean for traffic?
- **DON'T FORGET ABOUT PARKING!?** @#(%\$\*&#

## *What can we do?*

- We'll provide a transportation reality check

## Where are we talking about?





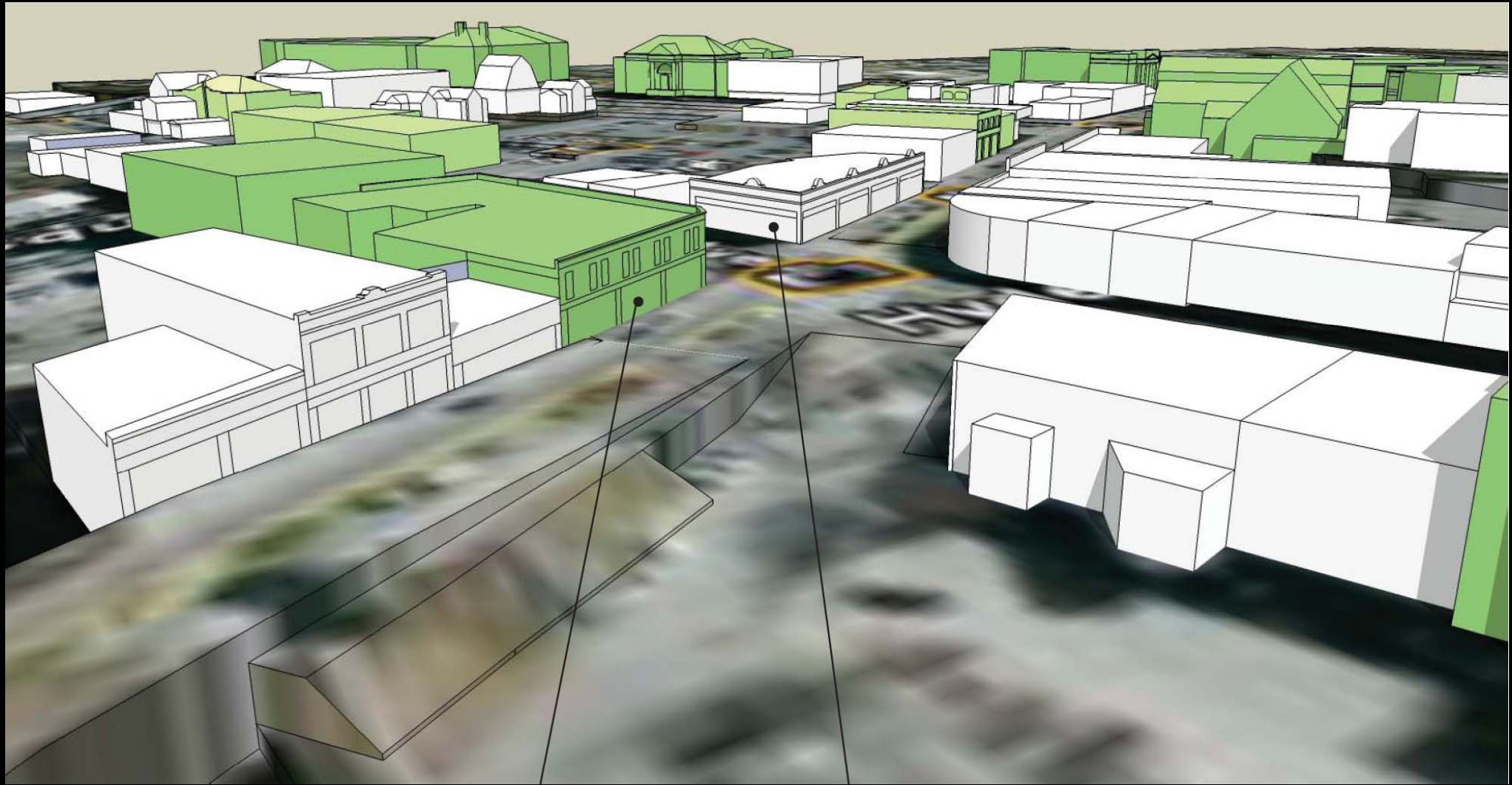
## How does this work now?

- Establish a baseline
  - Traffic levels & analysis
  - Public transportation
  - Pedestrian/Bicycle
  - Parking
  - Land use
  - Zoning
    - Square footage
    - Occupancy
    - By category

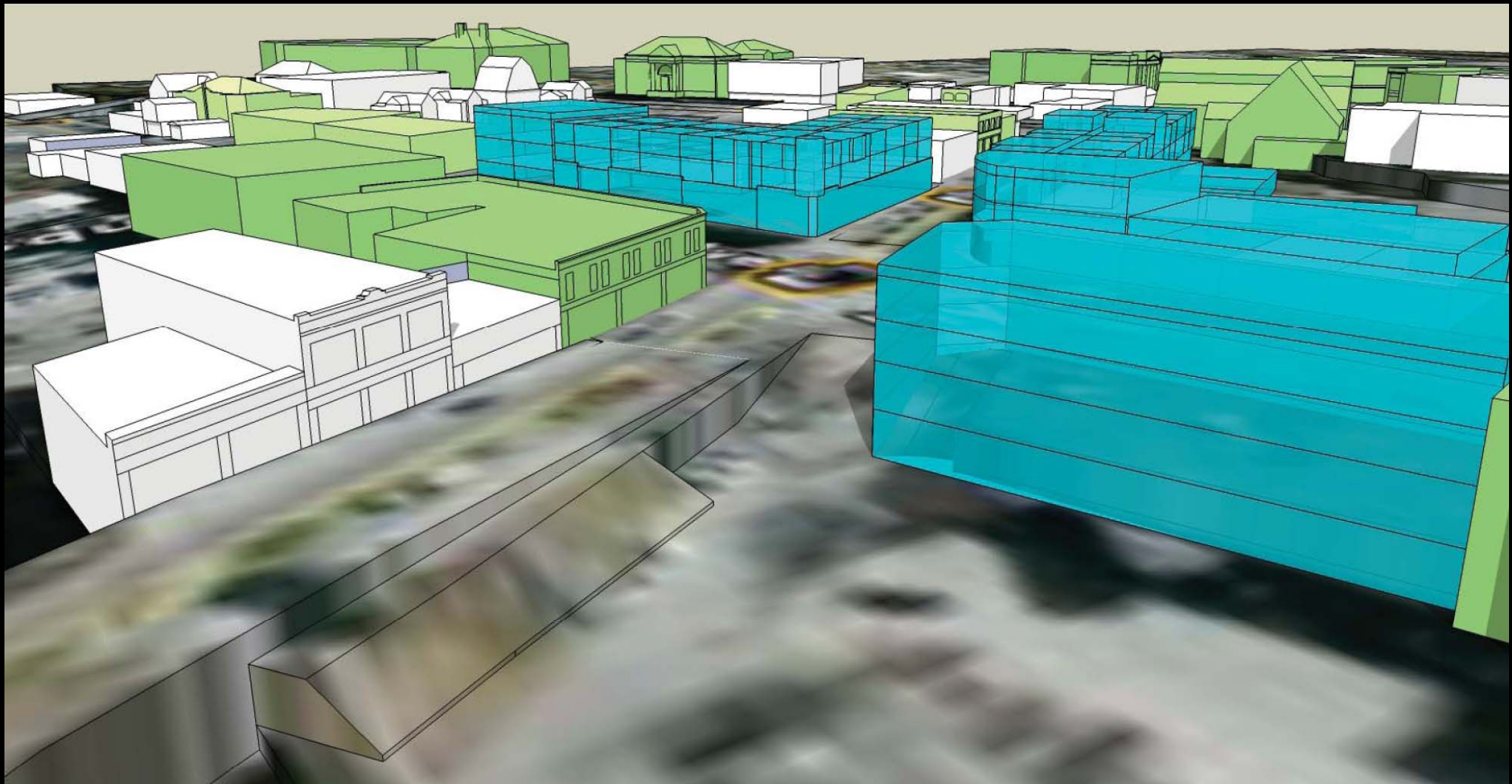
# Numbers vs. Reality

- What is the expected level of trips to the study area based on existing land use?
- Which uses are currently bringing the most trips to the study area?
- On major streets, what is the percentage of pass through traffic vs. local traffic?
- How does the existing use related to the current transportation/access zoning requirements?

# *Transportation Discussion – Preliminary Recommendations*



# *Transportation Discussion – Preliminary Recommendations*



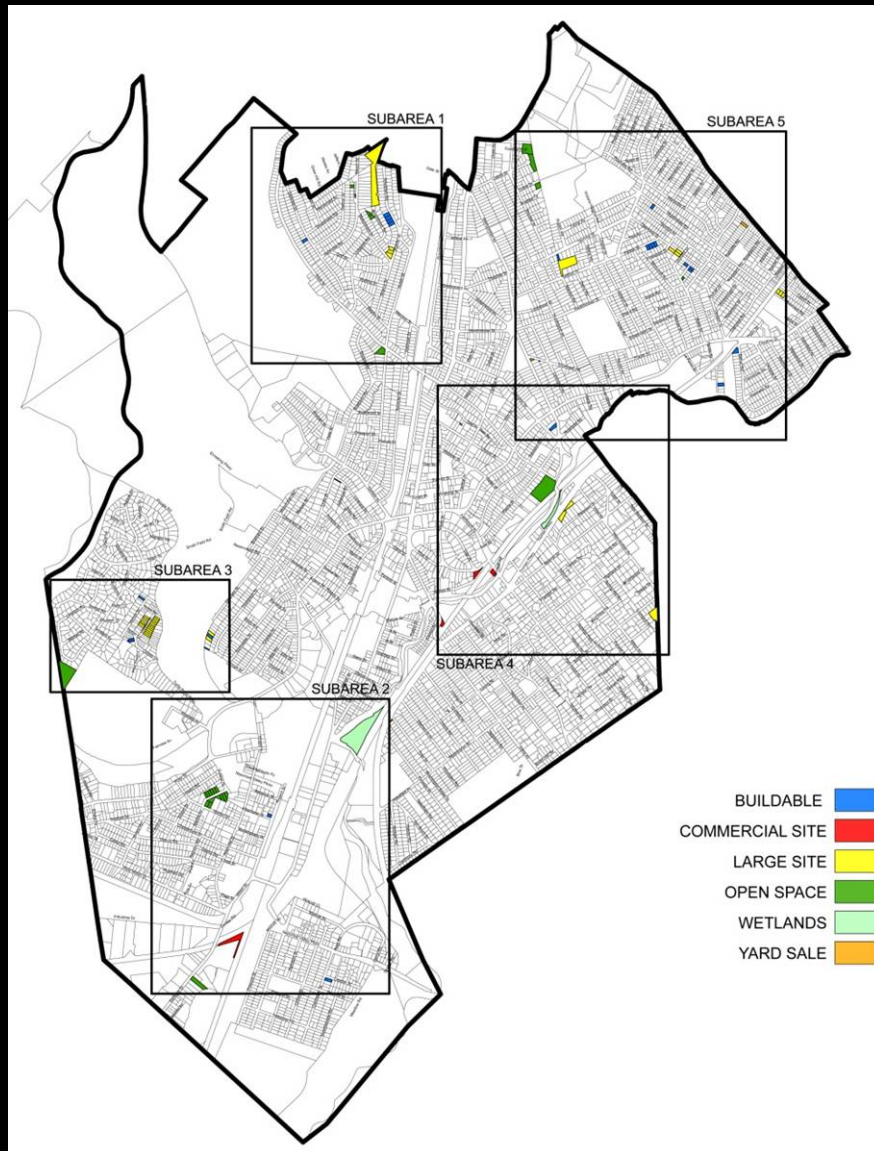
# Potential Implications

- How many additional pedestrians, bicyclists and cars will be destined for the study area?
- How do these compare to present uses?
- What are the expected parking impacts? Are additional spaces required?
- Are the impacts greater in any particular area?
- What is the impact of these trips on the surrounding transportation system?

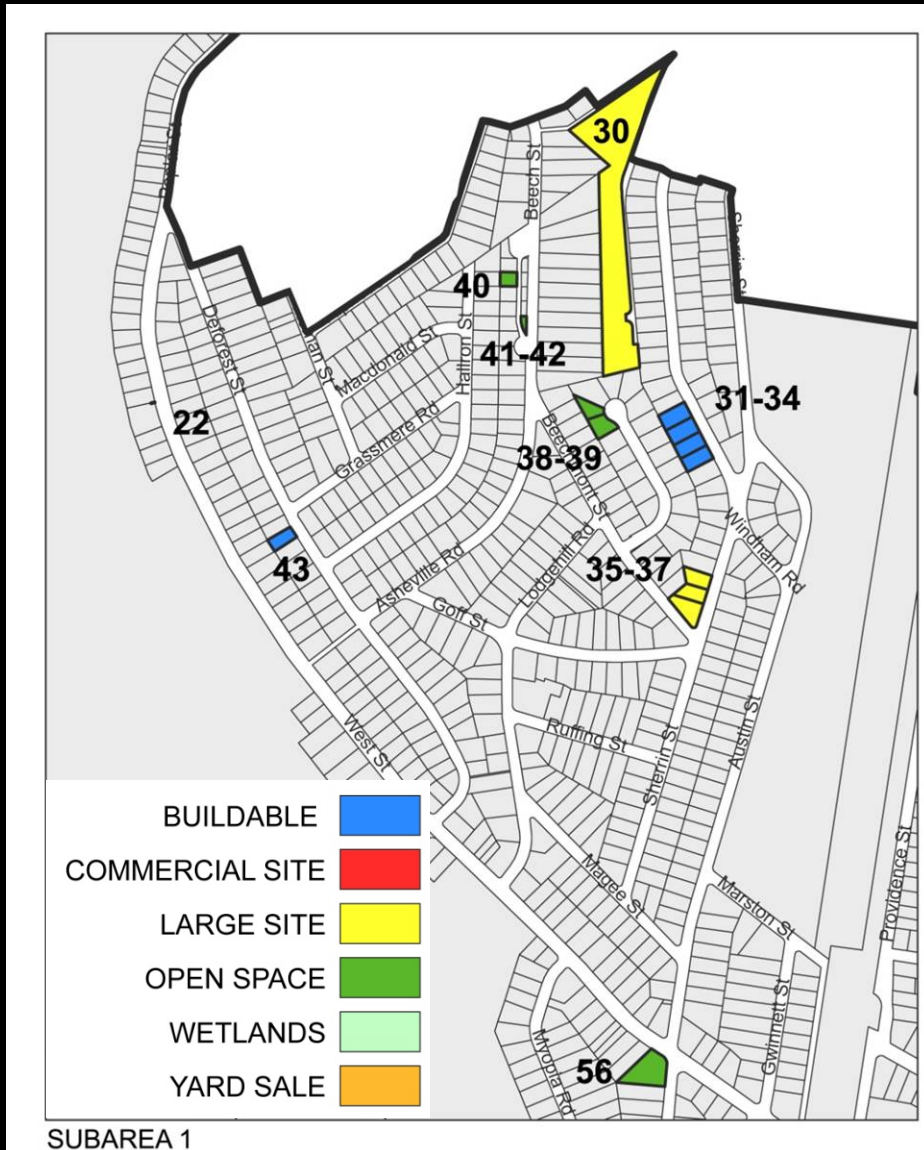
# Strategies

- Identify physical improvements to minimize potential congestion
- Examine opportunities for creative parking requirements to balance residential and commercial/industrial uses
- Provide additional bicycle facilities to encourage cycling
- Recommend improvements to MBTA connections, facilities and service

# Parcels Owned by Dept. of Neighborhood Development as Categorized by DND



# Parcels Owned by Dept. of Neighborhood Development as Categorized by DND



**30 (Edgeway Terrace- 2.53 ac.):** Steep with no access from Beechmont Terrace. Does not seem particularly buildable - could potentially be OS-UW (Open Space – Urban Wild) or CPS (Conservation Protection Subdistrict).

**31-34 (Windham Road - .5 ac.):** DND program action is buildable for REMS Housing. Seems questionable - site is rocky, deep, and ledgy.

**38-39 (Beechmont Terrace - .2 ac.):** DND's program action was "OS-UW".

**35-37 (Sherrin Street - .37 ac.):** DND coded as a large site with no program action. These are narrow lots; steep cliff; could do something here because there is no reason to protect it. Abuts newer housing.

**40 & 42 (Beechmont - .06 & .02 ac.):** DND coded as open space. Too small for community garden.

**56 (West Street):** DND coded as Open Space. Is a designated Urban Wild – should be protected by OS-UW.



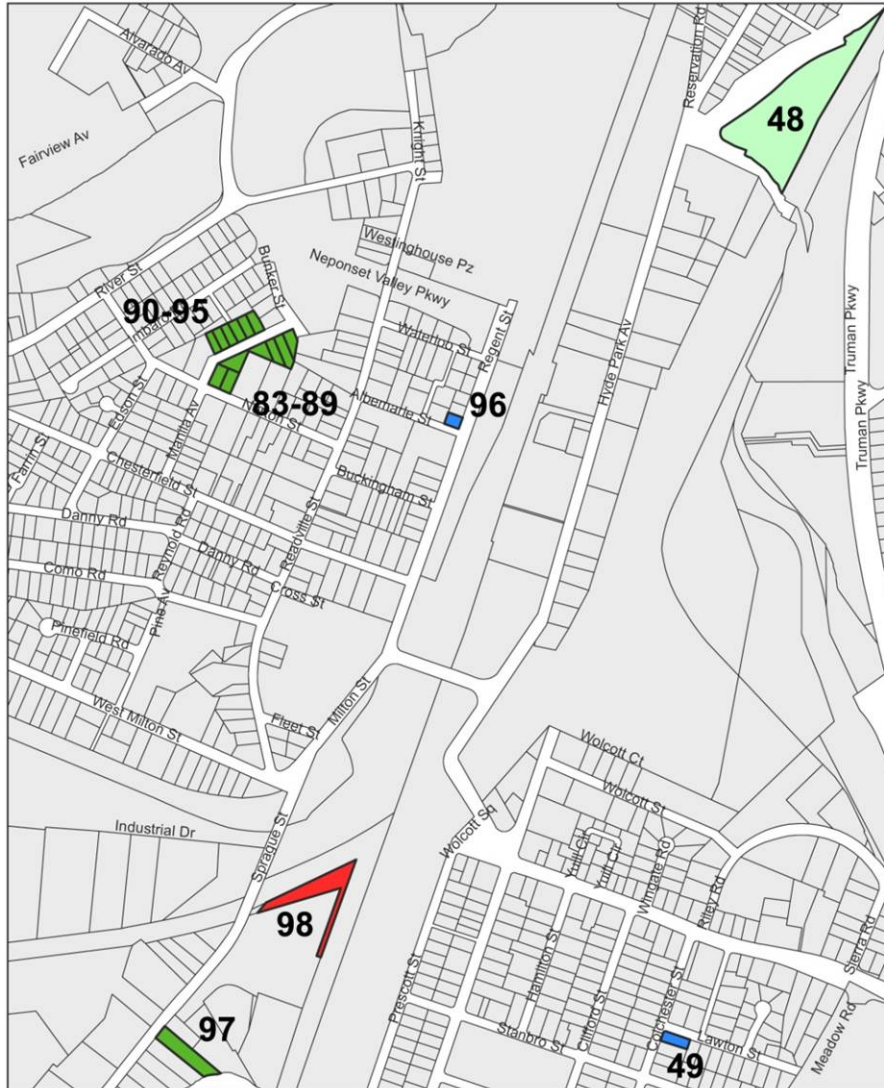


Austin and West Streets

Beechmont Terrace



# Parcels Owned by Dept. of Neighborhood Development as Categorized by DND



SUBAREA 2

**83-95 (Manila Street -1.37 ac. ):** Paper Street where Manila ends at Norton. DND coded as open space w/ no program action. The land slopes down towards the middle of the site. May be wet. If not buildable, could be OS-UW or CPS.

**97 (Sprague Street - .37 ac.):** DND coded as open space. Narrow parcel with industrial use on both sides. Not likely open space use without change in use on adjacent parcels.

BUILDABLE	
COMMERCIAL SITE	
LARGE SITE	
OPEN SPACE	
WETLANDS	
YARD SALE	



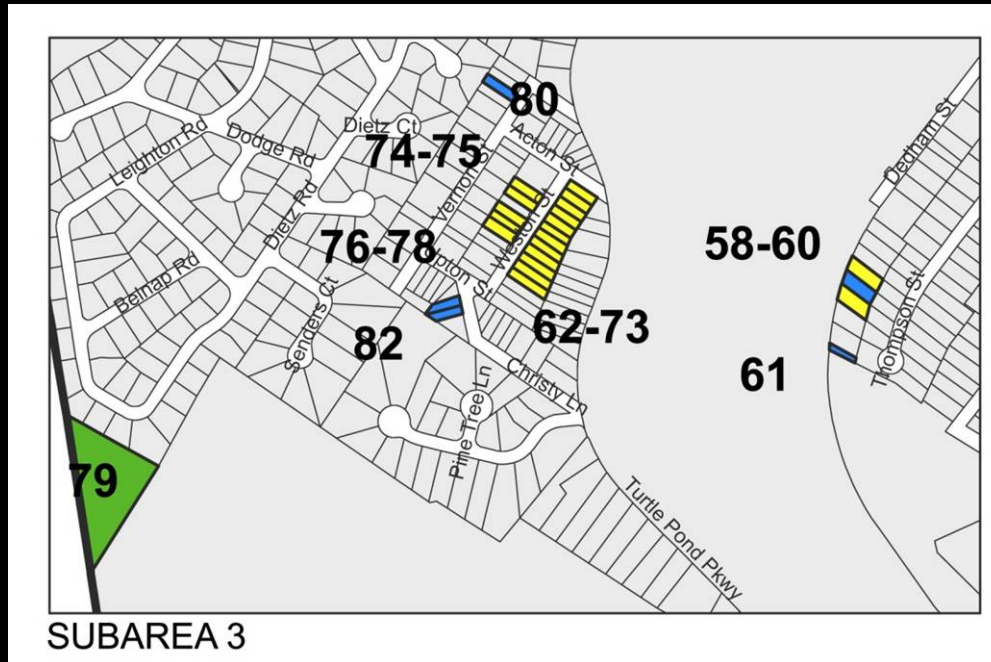
Manila Avenue





Sprague Street

# Parcels Owned by Dept. of Neighborhood Development as Categorized by DND



**62-78 (Weston Street – 1.27 ac.):** DND coded as a large site with no program action. Seemed rocky, steep, and ledgy. Recommendation for OS-UW or Conservation Protection Subdistrict.



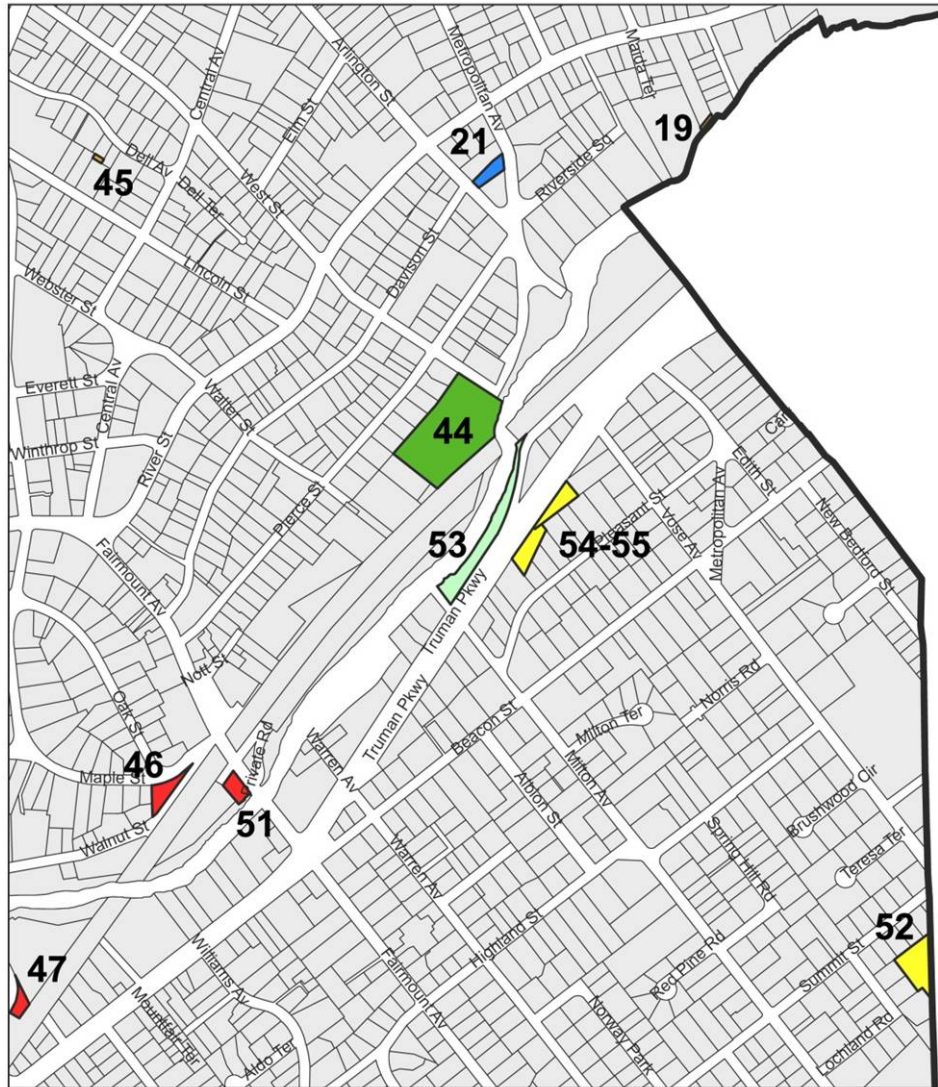
# Weston



Weston Street



# Parcels Owned by Dept. of Neighborhood Development as Categorized by DND



SUBAREA 4

**44 (West Street – 2.16 ac.):** DND coded as Open Space. Identified as priority parcel for Fairmount Greenway. Should be protected open space.

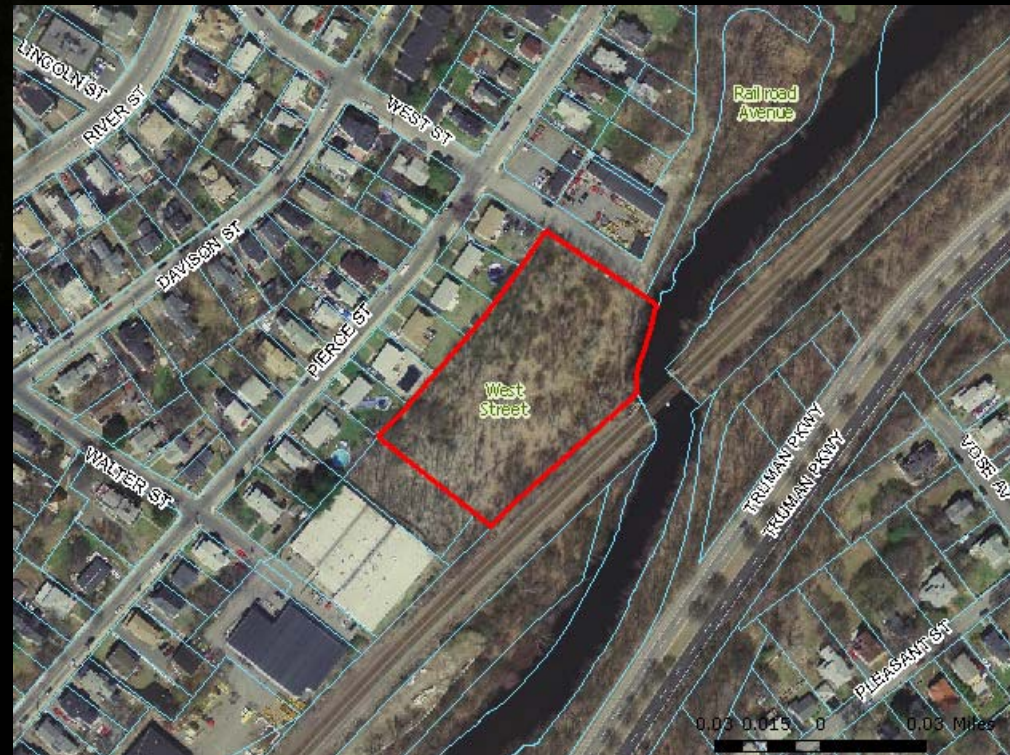
**46 (Walnut Street - .18 ac.):** DND coded for commercial. Identified as priority parcel for Fairmount Greenway.

**54-55 (Truman Parkway - .51 ac.):** DND coded as a large site with no program action. Not buildable sites – very steep.

BUILDABLE	
COMMERCIAL SITE	
LARGE SITE	
OPEN SPACE	
WETLANDS	
YARD SALE	



West Street





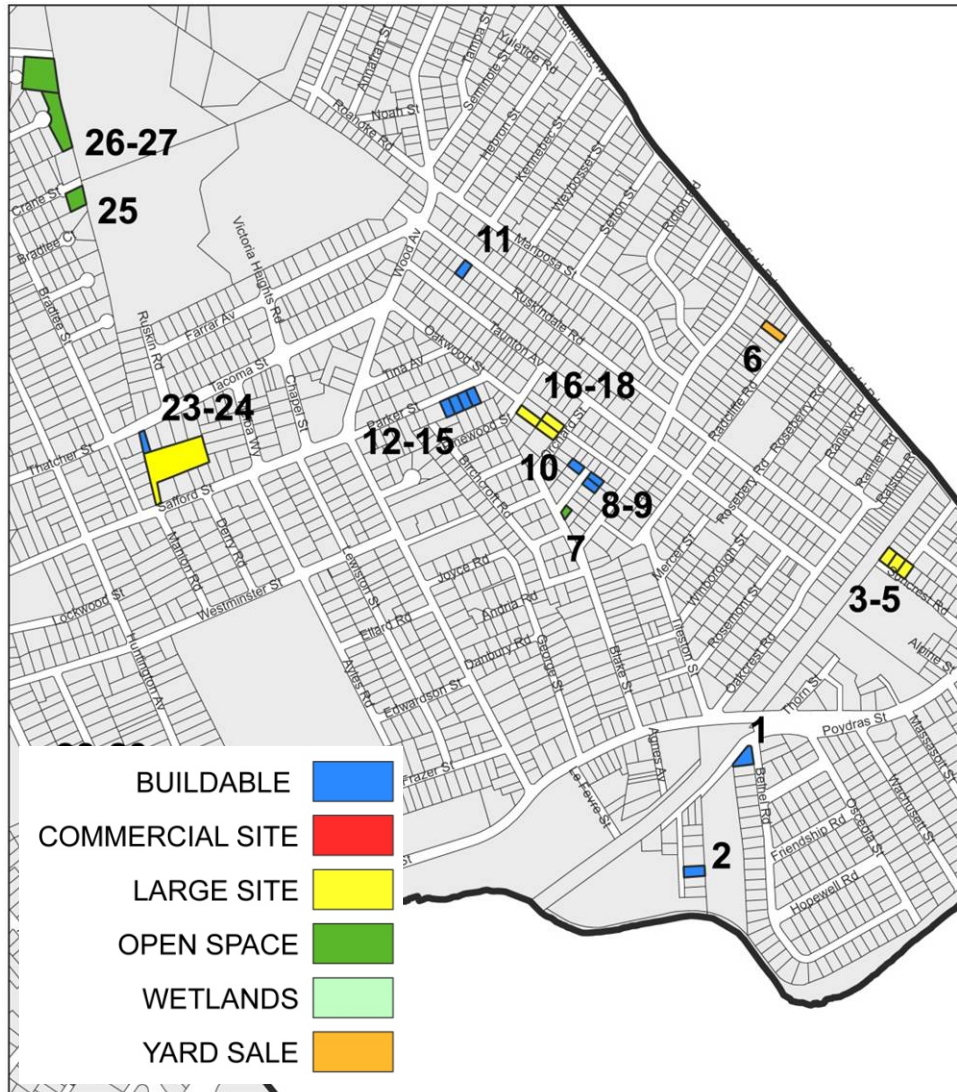


Truman Parkway

Walnut Street



# Parcels Owned by Dept. of Neighborhood Development as Categorized by DND



SUBAREA 5

**1 (Belnel Road - .13 ac.):** DND coded as buildable for Neighborhood Housing. Identified as priority parcel for Fairmount Greenway; a little small for community garden.

**3-5 (Suncrest - .26 ac.):** DND coded as large site. Very steep.

**8-10 (Laurel Ave. - .21 ac.):** DND coded as buildable. Paper Street – no access currently.

**12-15 (Parker Street - .33 ac.):** DND coded as buildable, REMS housing as their program action. Sites seemed OK for housing construction. Rocky but buildable.

**16-18 (Pinewood – .36 ac.):** DND coded as large site. Next to new housing. Suitable for housing.

**23-24 (Safford Street - .98 ac.):** - DND coded as large site for REMS housing. Seems like an odd housing location behind other houses. Maybe open space?



Belnel Road



Tacoma Street





Suncrest Road

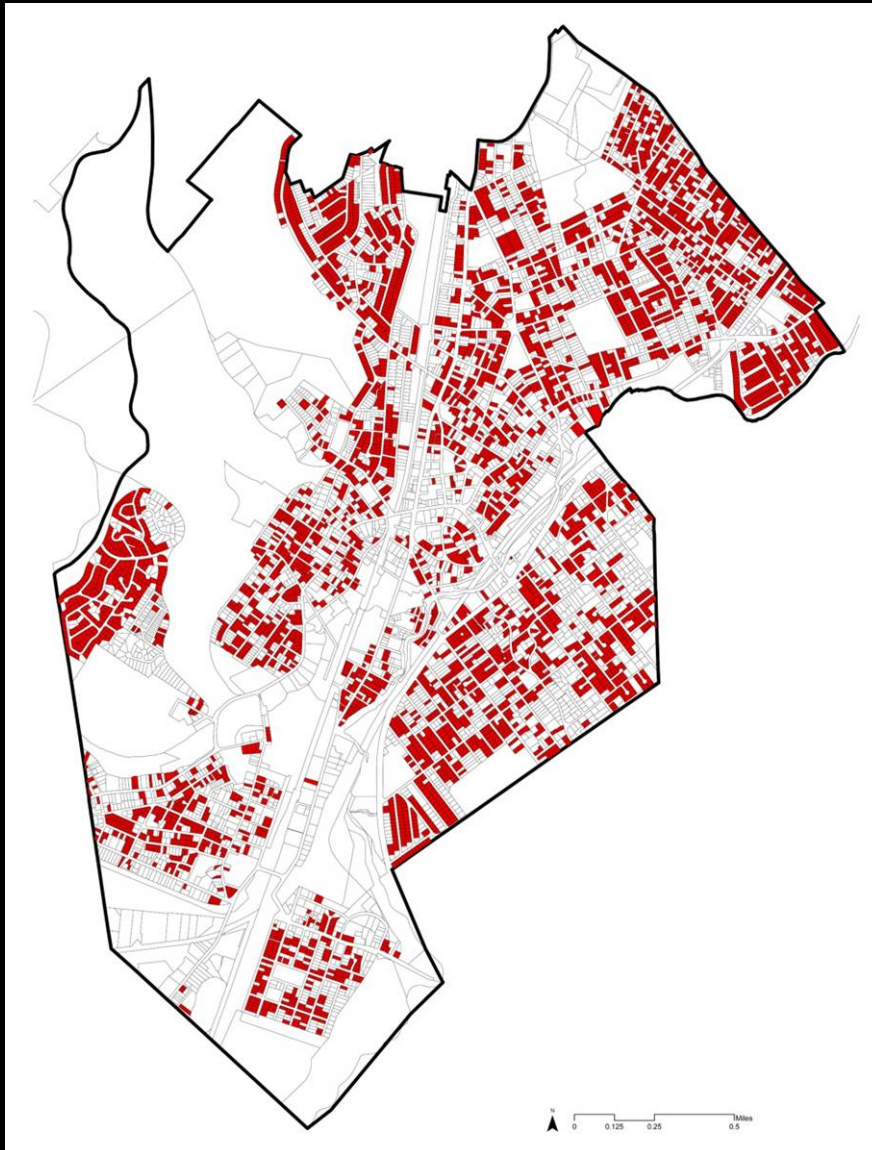
Pinewood Street



# 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
- In-law units
- Parking

\* Driveway Location Diagram from Roslindale Zoning

