



HYDE PARK

Neighborhood Strategic Plan 2011



CITY OF BOSTON
Thomas M. Menino
Mayor



BOSTON
REDEVELOPMENT
AUTHORITY
Peter Meade
Director

Acknowledgements

The Hyde Park Neighborhood Strategic Plan was the result of a collaborative effort with the dedicated members of the Advisory Group and the community. We thank all of the participants for their generous contribution of time and insight.

Hyde Park Neighborhood Strategic Plan Advisory Group

Jay Paget, <i>Chair</i>	Ken Fields, <i>Co-Chair</i>
Barbara Baxter	Steve Roller
Victor Carrara	Nancy Savelle Thimble
Eugene Clegg	Robert Vance
Cuthbert Downey	Rob Villegas
Barbara Hamilton	

Boston Redevelopment Authority Board of Directors

Clarence J. Jones, <i>Chairman</i>	Timothy J. Burke, Member
Paul D. Foster, <i>Vice-Chairman</i>	James M. Coyle, Member
Consuelo Gonzales-Thornell, <i>Treasurer</i>	Brian P. Golden, Executive Director/Secretary

Boston Redevelopment Authority

Peter Meade, Director	Marie Mercurio, Senior Planner I
Kairos Shen, Director of Planning	Ted Schwartzberg, Planner II
Randi Lathrop, <i>Deputy Director for Community Planning</i>	Michael Cannizzo, <i>Sr. Architect/Urban Designer</i>
Jeff Hampton, <i>Secretary to the Boston Zoning Commission</i>	Jeong-Jun Ju, <i>Urban Designer II</i>
	Kenya Thompson, <i>Jr. Landscape Architect/Urban Designer</i>

Boston Dept. of Neighborhood Development

Reay Pannesi, Sr. Project Manager, Real Estate Management and Sales Division

Boston Landmarks Commission

Ellen Lipsey, Executive Director	Emily Wolf, Preservation Planner
----------------------------------	----------------------------------



Boston Parks & Recreation Department

Aldo Ghirin, Senior Planner

Boston Public Works Department

Para Jayasinghe, City Engineer

Zachary Wassmouth, Junior Civil Engineer

Boston Transportation Department

Vineet Gupta, Director of Planning & Policy

William Conroy, PE, Sr. Transportation Planner

Mayor's Office of Neighborhood Services

David McNulty, Neighborhood Coordinator

City Council

Robert Consalvo, Councilor

Brian Clinton, Staff

The Consultant Team

Crosby | Schlessinger | Smallridge, LLC: Planning, Urban Design, Project Management

Carole Schlessinger, Principal/Project Manager/Urban Planner

Chris Riale, Planner/Urban Designer

Aimee Wicks, Graphic Designer

McMahon Associates: Transportation

Ralph DeNisco, Former Project Manager for Transportation

Christine Apicella, Project Manager for Transportation

Kurt Steiner, Transportation Planner

Byrne McKinney & Associates, Inc.: Economics/Real Estate

Pamela McKinney, Principal/Economic Consultant

Bergmeyer Associates, Inc.: Urban Design: Cleary & Logan Squares

Michael R. Davis, Vice President/Architect

Historic Boston, Inc: Historic Resources

Kathy Kottaridis, Executive Director

Jeffrey Gonyeau, Senior Program Manager

Executive Summary



On April 29, 2008, The Boston Redevelopment Authority (BRA) Board, along with Mayor Thomas M. Menino, voted to plan for and rezone Hyde Park. The end products of this community planning initiative are this Neighborhood Strategic Plan, to be followed by a new zoning article specific to Hyde Park. An eleven member Advisory Group, composed of residents from all over Hyde Park, was appointed by the Mayor after an extensive nomination process. The Advisory Group has worked with the BRA/City, consultant team, and the wider community in the planning phase of the process, and will continue to work on the rezoning. Approximately 20 Advisory Group working sessions and full community meetings were held during this planning process.

This report, The Hyde Park Strategic Neighborhood Plan, documents the results of the planning process. The plan provides a blueprint for future development, and identifies priorities such as transportation, open space and streetscape improvements that can be implemented over time, independent of the new zoning regulations. The plan also includes specific recommendations for the development of the new zoning article for Hyde Park.

Through community meetings and discussions with the Advisory Group, the following community vision for the future of Hyde Park, along with a series of Goals and Objectives for achieving that vision, were developed. The Vision, Goals



and Objectives detailed in this report provided the framework for the analysis and specific recommendations of this Strategic Neighborhood Plan.

THE VISION

Hyde Park should be an attractive, vibrant, and safe neighborhood that:

- Celebrates its unique cultural and urban diversity, and natural and historic resources;
- Provides housing, jobs, commercial and recreational opportunities for a diverse population;
- Supports and encourages the expanding creative economy; and
- Is innovative in the reuse/redevelopment of underutilized buildings and parcels.

RECOMMENDATIONS

Residential Districts

Many of the discussions with the community and the Advisory Group centered around:

- Preservation of the character of Hyde Park’s existing residential neighborhoods
- Design of both new buildings and renovations to existing buildings
- Compatibility of residential use with adjacent industrial use and the location of district boundaries
- Desire to encourage transit use, as well as to increase residential density through mixed–use development around transit stations, and subsequently reduce parking in those areas
- Property owners’ confusion over zoning and the variance process
- Potential for permit parking on selective/selected streets

Recommended zoning changes are designed to preserve the existing density, scale and character of the neighborhood subdistricts and maintain or increase required open space on individual lots. The parking requirement is two spaces per residential unit. Recommendations for design guidelines and a new and thorough survey of the important historic resources will help to ensure that new buildings are compatible with existing residential development. Other recommendations focus on ensuring that the community continues to embrace its diversity through the provision of diverse unit sizes and affordable housing.

Commercial Districts

The main objective of the commercial district recommendations is to encourage the long-term economic viability of the neighborhood’s commercial districts by ensuring

that the districts are attractive components of the community, serving the needs of Hyde Park residents and non-residents alike.

Key desires identified by the community included:

- Attracting and maintaining a better mix of stores and services to serve both residents and patrons from outside the neighborhood
- Ensuring sufficient parking to support commercial districts
- Ensuring that the scale and character of new commercial development is compatible with existing development
- Improving existing storefronts and ensuring attractive commercial districts in the future through signage and design requirements and guidelines
- Encouraging mixed-use (any combination of retail, office and housing) to create more lively commercial districts

The recommendations for Cleary and Logan Squares are designed to maintain the small, local store character, while continuing to allow opportunities for some development of residential uses on upper floors, to create a more lively district. Recommendations include support of the 2009 Retail Market Study recommendations, development of design guidelines to create a vibrant pedestrian environment that attracts customers, and introduction of a series of streetscape and urban design improvements such as signage, gateway elements and public art.

It is also recommended that a Neighborhood Design Overlay District (NDOD) be created for the Cleary/Logan Square subdistrict so that all projects, even as-of-right, would have a required design review component at the BRA. The Overlay District will encourage the preservation and sensitive rehabilitation of historic buildings and ensure that new buildings are compatible with the district's historic character.

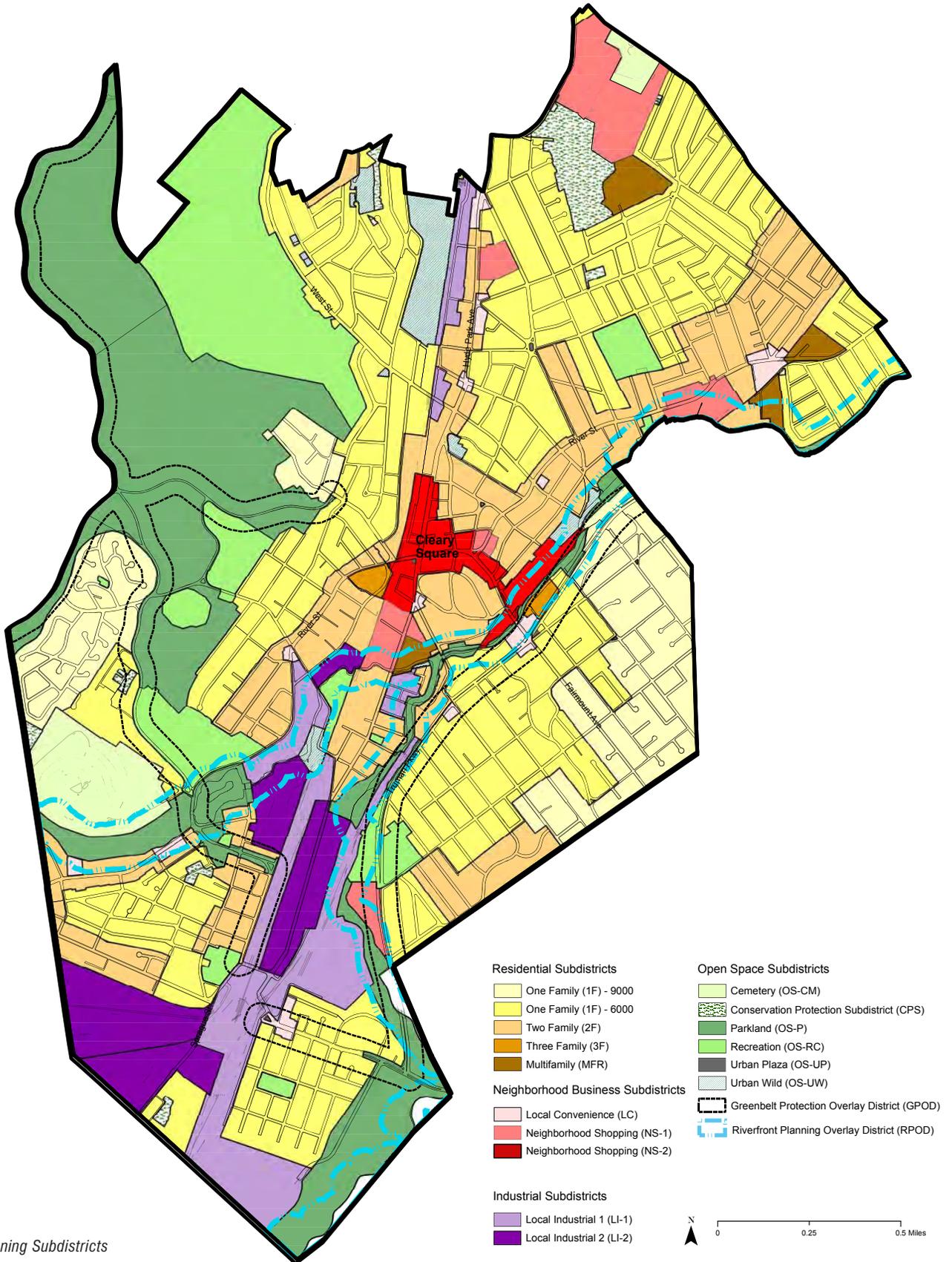
Recommendations for other commercial subdistricts include modifying boundaries to reflect existing and appropriate future development, and the creation of design guidelines for both building and site design. These guidelines may include limiting the size, location and number of driveways, prescribing the placement of buildings, and detailing requirements for landscaping parking lots.

It is recommended that parking requirements in all commercial districts include two spaces per 1,000 square feet of commercial use (consistent with other adjacent rezoned neighborhoods) with the requirement waived for uses less than 5,000 square feet. Required parking for residential uses is two spaces per unit in all but Cleary and Logan Squares where the requirement is one space per residential unit.

Industrial Districts

There is a strong commitment on the part of the community to preserve Hyde Park's industrial legacy through maintaining key industrial districts for continued industrial use, continuing to look for emerging industries that can be attracted to Hyde Park, and





Recommended Zoning Subdistricts

Subdistrict	Minimum Lot Size	Maximum Building Height	Maximum Floor Area Ratio (FAR)*	Minimum Front Yard Setback**	Minimum Side Yard	Minimum Rear Yard Setback**	Minimum Open Space
One Family - 1F-9000	9,000 sf	35'/2.5 floors	.3	25' (or consistent w/ adjacent buildings)	10'	40' (or consistent w/ adjacent buildings)	1800 sf
One Family - 1F-6000	6,000 sf	35'/2.5 floors	.5	25' (or consistent w/ adjacent buildings)	10'	40' (or consistent w/ adjacent buildings)	1800 sf
Two Family - 2F-5000	5,000 sf for 1st unit & 3,000 sf for each add'l. unit	35'/2.5 floors	.5	20' (or consistent w/ adjacent buildings)	10'	40' (or consistent w/ adjacent buildings)	1750 sf
Three Family - 3F-4000	4,000 sf for 1st unit & 2,000 sf for each add'l. unit	35'/3 floors	.8	20' (or consistent w/ adjacent buildings)	10'	40' (or consistent w/ adjacent buildings)	800 sf/unit
Multi-family - MFR	5,000 sf for 1st two units & 2,500 sf for each add'l. unit	35'/3 floors	2	20' (or consistent w/ adjacent buildings)	10'	40' (or consistent w/ adjacent buildings)	400 sf/unit
Local Convenience - LC	none	35'/2.5 floors	.5	15' (or consistent w/ adjacent buildings)	none	20'	none
Neighborhood Shopping 1 - NS-1	none	35'/3 floors	1	10' (or consistent w/ adjacent buildings)	none	10'	none
Neighborhood Shopping 2 - NS-2	none	40'	2	0' (or consistent w/ adjacent buildings)	none	10'	none
Local Industrial 1 - LI-1	none	35'	1	0'	none	20'	none
Local Industrial 2 - LI-2	none	35'	2	0'	none	20'	none
Conservation Protection	1 acre for residential; none for other	35'	.3	50'	50'	50'	none
Open Space - OS	NA	NA	NA	NA	NA	NA	NA

* The ratio of gross floor area of a structure to the total area of the lot

** On already developed blocks, the setbacks of new infill buildings should match the existing setbacks of the other buildings on the block.

Proposed Zoning Subdistricts for Hyde Park (changes from existing zoning shown in bold italics).

ensuring that zoning and other regulations continue to support those industrial uses which bring jobs and economic vitality to the community.

Residents have expressed a strong interest in encouraging job creation in emerging industries such as medical/life sciences manufacturing, creative economy and green/clean technology. Prospective businesses have expressed a desire for locations that provide an attractive environment for their employees. At the same time, a number of Hyde Park's industrial subdistricts are located along major roadways and/or the Neponset River and Mother Brook, and some are adjacent to either residential or commercial subdistricts.

The recommendations for industrial districts, including design guidelines and changes in allowable uses, help to enhance Hyde Park as an attractive location for these



emerging uses in addition to the more traditional industrial uses, while ensuring that industrial districts are compatible with adjacent non-industrial districts. It is recommended that Industrial Subdistrict Design Guidelines and zoning requirements limit driveway size and quantity, and require sidewalks, attractive screening and landscaping. Design guidelines should be aimed at improving the pedestrian environment, even in industrial areas. Use regulations should require all activities, except loading, to be indoors, and zoning requirements may limit hours of operation.

It is also recognized that not all industrial uses are desirable in all parts of Hyde Park. It is recommended that smaller industrial districts that currently contain no industrial use, or that conflict with adjacent residential use, be rezoned for other uses.

Open Space

Protecting and expanding access to open space was an important goal identified by the community. A key recommendation includes creating a series of open space subdistricts to prohibit future development of any publicly-owned open space, and to provide greater protection of privately-owned open space.

A proposed new Riverfront Protection Overlay District (RPOD) is recommended to preserve and enhance river resources and the natural environment by protecting the supply of vegetation and open space along the Neponset River and Mother Brook. The RPOD should require compliance with design guidelines (similar to those being proposed in the commercial and industrial districts) which respect the natural features of the area, require waterfront setbacks and encourage public access and views to the water where uses are non-residential.

Recommendations to increase open space resources include acquisition of several Boston Department of Neighborhood Development (DND) and privately-owned parcels for open space uses ranging from community gardens to a Sprague Pond waterfront park. Other recommendations include support of the proposed Fairmount Greenway which will follow the Fairmount Commuter Rail corridor; support of the Neponset River Reservation Master Plan; and improved access to the Neponset River and Mother Brook.

Recommendations such as a wayfinding program and increased programming for activities at various locations throughout the neighborhood, including boating and performances, will help to attract and engage residents.

Neighborhood-Wide Process Recommendations

To ensure that new construction, expansion and renovation projects are compatible with the existing character of the neighborhood, it is recommended that BRA design review be required in all subdistricts on all projects over 750 square feet that are visible from a public street or public open space. It is also recommended that the community work with Boston's Inspectional Services Department to strengthen enforcement requirements, including construction and maintenance of buildings and adequate parking for changes in building use.

Transportation

Transportation recommendations for Cleary and Logan Squares focus on improving traffic circulation and parking. During the course of this Planning and Rezoning Study, the City of Boston has undertaken a series of roadway improvements aimed at improving traffic circulation in and around the Squares. These improvements are supported by this report. Creative parking solutions include shared use of MBTA lots during nights and weekends, shared parking amongst private business owners and off-site parking to reduce the number of small, site-specific parking lots.

Non-automotive modes of transportation are equally important to Hyde Park residents. Neighborhood-wide transportation recommendations focus on improving and encouraging use of non-automotive modes. Pedestrian and bicycle related recommendations include sidewalk and crosswalk improvements and improvements to bicycle accommodations. Transit recommendations include advocating for more frequent MBTA commuter rail service and reduced fares, as well as targeted improvements to bus service and facilities.

Sustainability

Sustainability recommendations are integrated throughout this Neighborhood Strategic Plan. Key sustainability concepts incorporated into this plan include:

- Diversity of housing types, sizes, income level
- A focus on the center, creating a sense of place
- A variety of open space types
- Neighborhood activity over many hours of the day and night
- A variety of multi-modal transportation choices with fully connected pedestrian and bicycle routes and the introduction of car sharing programs
- Preservation of natural terrain and vegetation
- Clean up and reuse of former industrial properties
- Continued support of mixed commercial and residential use
- Predictable, fair, cost-effective development decision
- Citizen and stakeholder participation
- Preservation of historic building fabric

This Neighborhood Strategic Plan also promotes sustainability through the following recommendations:

- Encourage inclusion of green building elements in projects that, because of their size (under 50,000 square feet), are not subject to Article 37 “Green Buildings.”
- Expand information available to small and mid-sized locally owned and independent businesses to include the Sustainable Business Leader Program



- Expand homeowner education to include information about City initiatives around energy conservation and generation and references to utility-sponsored audits and incentives.
- Encourage Low Impact Development (LID) concepts and measures such as limited disturbance to natural areas and resources, the promotion of pervious surfaces and maintenance of the natural stormwater drainage and hydrology of an area.
- Continue to advocate for and support the clean-up and reuse of contaminated industrial parcels such as the Lewis Chemical site.
- Support and encourage the permanent installation of plaques that bear the warning “Don’t Dump - Drains to Neponset River.”
- Support the Grow Boston Greener (GBG) initiative to increase the urban tree canopy .
- Encourage the installation of LED lighting, now being installed in streetlight fixtures several Boston neighborhoods.
- Ensure that the potential for riverine flooding be taken into account by developers of properties close to the Mother Brook and Neponset River.
- Encourage the use of the upcoming Climate Action Plan for the City to provide guidance around the issue of climate change.

IMPLEMENTATION

Implementation of the recommendations from this Strategic Plan will be an ongoing process that could extend over the next 15 to 20 years. In the short-term, new zoning and ongoing design review will help to ensure that future development is consistent with the community’s vision for the character, density and scale of the neighborhood. Other recommended measures that can be implemented in the short-term will help to support the realization of the vision described throughout this Plan.

Implementation of many of the other recommendations in the plan will be dependent upon availability of funding as well as coordination and cooperation with other entities including City of Boston departments, state agencies such as the MBTA and the Department of Conservation and Recreation, and private property owners. The BRA will coordinate implementing this plan.

For each plan recommendation, the following chart indicates the parties that will be involved in implementation, and the time frame in which implementation can be expected to occur. For the purpose of this chart, short-term is defined as up to four years, mid-term is defined as five to eight years, and long-term is defined as more than eight years. The chart provides the City, the community and the BRA a framework for implementation and a guide for coordination with other agencies.

RECOMMENDATION	DEPARTMENTS / ORGANIZATIONS / PARTIES INVOLVED	TIME - FRAME
Residential Areas		
Rezone residential subdistricts consistent with new residential zoning subdistricts in other Boston neighborhoods that have been rezoned	Boston Redevelopment Authority (BRA), Boston Zoning Commission	Short-term
Introduce a minimum useable open space requirement	BRA, Boston Zoning Commission	Short-term
Introduce regulations limiting the location of off-street parking areas	BRA, Boston Zoning Commission	Short-term
Require 2 off-street parking spaces per newly constructed residential unit	BRA, Boston Zoning Commission	Short-term
Evaluate the Permit Parking program if spillover parking from commercial areas becomes a problem	Boston Transportation Department (BTD), City of Boston	Mid-term
Consider spacing of daycare centers and group homes to reduce traffic and parking impacts	BRA, Boston Zoning Commission	Short-term
Create residential design guidelines	BRA, Boston Zoning Commission	Short-term
Encourage diverse unit sizes	BRA	Ongoing
Encourage development of housing to accommodate “middle-income” residents	BRA, DND	Ongoing
Encourage participation in homeownership and home improvement programs	DND	Ongoing
Disseminate an educational brochure explaining the zoning / project review process	BRA, ISD, HPMS	Short-term
Complete a new and thorough survey of important historic resources	Boston Landmarks Commission, MA Historic Commission	Mid-term
Work with Boston Landmarks Commission (BLC) to develop Neighborhood Design Overlay Districts in all appropriate neighborhoods	Boston Landmarks Commission, BRA, Boston Zoning Commission	Short-term
Commercial Areas		
Develop design guidelines that support attractive, pedestrian friendly districts for all commercial subdistricts	BRA, Boston Zoning Commission	Short-term
Adjust the boundaries of commercial subdistricts to be more consistent with existing commercial development	BRA, Boston Zoning Commission	Short-term
Introduce Artists’ Mixed Use as a specific use as an allowable or conditional use in all commercial districts	BRA, Boston Zoning Commission	Short-term
Require 2 parking spaces per 1,000 square feet of commercial use	BRA, Boston Zoning Commission	Short-term
Cleary & Logan Squares:		
Create Neighborhood Shopping Subdistrict (NS-2) to provide a diversified commercial environment serving larger region	BRA, Boston Zoning Commission	Short-term
Encourage mixed-use development (retail/office/residential) by maintaining the existing parking ratio (1.0 space /unit) for residential uses in the Squares.	BRA, Boston Zoning Commission	Short-term
Develop attractive gateways at key locations	Hyde Park Main Streets	Mid / Long-term
Work with MBTA to provide free parking in Cleary Square Commuter Rail lot at night and on weekends	Massachusetts Bay Transportation Authority (MBTA), BTD, property owners	Mid / Long-term
Work with property owners to improve rear facades facing the MBTA and private parking lots	BRA, property owners, HPMS	Short / Mid-term
Upgrade the municipal parking lot to provide opportunities for other temporary uses such as a Farmer’s Market	BTD, property owners	Short / Mid-term
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 disruptive loitering	City of Boston, BTD	Mid / Long-term



EXECUTIVE SUMMARY

RECOMMENDATION	DEPARTMENTS / ORGANIZATIONS / PARTIES INVOLVED	TIME - FRAME
Expand and improve the Cleary Square Plaza and encourage property owners to improve building facades facing the MBTA lot and plaza	City of Boston, Hyde Park Main Streets, property owners, DND-Main Streets Program	Long-term
Encourage pedestrian improvements on River Street bridge over Commuter Rail tracks	MassDOT, BRA, BTD	Mid-term
Provide information to new and existing businesses on programs that provide technical assistance to small businesses	BRA, Hyde Park Main Streets, Neighborhood Groups, DND-Main Streets Program	Short-term
Implement the recommendations from the Retail Market Study (2009)	Hyde Park Main Streets, BRA, property owners, Neighborhood Groups	Mid / Long-term
Implement the Public Works Department's Roadway Improvement Plan for River St./ Hyde Park Ave.	BTD, BPWD	Short-term/ some items complete
Provide streetscape improvements including wider sidewalks along River Street	BTD, BPWD	Mid / Long-term
Encourage installation of public art throughout the Squares to support the local arts scene and enliven the Squares	Artists' Groups such as the Hyde Park Arts Initiative (HPAI), Hyde Park Main Streets, property owners	Mid / Long-term
Create a Neighborhood Design Overlay District that encourages the preservation and sensitive rehabilitation of historic buildings	BRA, BLC, Boston Zoning Commission	Short-term
Encourage the Boston Landmarks Commission to complete a new survey of historic resources in the Squares	Boston Landmarks Commission, Massachusetts Historic Commission	Mid-term
Other Commercial Areas:		
Create Local Convenience Subdistricts (LC) to provide convenience retail and services for the immediate neighborhood and pedestrians	BRA, Boston Zoning Commission	Short-term
Create Neighborhood Shopping Subdistricts (NS-1) to provide goods and services to the larger neighborhood and patrons from outside the neighborhood	BRA, Boston Zoning Commission	Short-term
Develop design guidelines that support attractive, pedestrian friendly districts for all commercial subdistricts	BRA, Boston Zoning Commission	Short-term
Adjust the boundaries of commercial subdistricts to be more consistent with existing commercial development	BRA, Boston Zoning Commission	Short-term
Industrial Areas		
Encourage job creation in medical / life sciences manufacturing, creative economy, green / clean technology, and other emerging industries	BRA	Ongoing
Replace M1 and M2 subdistricts with LI-1 and LI-2 subdistricts which allow commercial use and conditionally allow Artists' Mixed Use space in specifically designated areas	BRA, Boston Zoning Commission	Short-term
Develop design guidelines and requirements for all industrial subdistricts	BRA, Boston Zoning Commission	Short-term
Rezone the Readville Yards as an LI-2 subdistrict	BRA, Boston Zoning Commission	Short-term
Eliminate smaller industrial districts that currently contain no industrial use or that conflict with adjacent residential uses	BRA, Boston Zoning Commission	Short-term
Provide streetscape improvements and design guidelines along lower Hyde Park Avenue	BRA, BTD, Boston Public Works Department (BPWD), property owners	Mid / Long-term
Open Space		
Create Open Space Zoning to protect open spaces	BRA, Boston Zoning Commission	Short-term

RECOMMENDATION	DEPARTMENTS / ORGANIZATIONS / PARTIES INVOLVED	TIME - FRAME
Support efforts to develop multi-use paths and related open spaces through the neighborhood through the collaboration of public agencies with non-profit and private organizations, when consistent with neighborhood stakeholder and City of Boston planning goals	Boston Parks and Recreation Department (BPRD), BTM, BRA, MBTA, non-governmental organizations engaged in planning efforts	Ongoing
Encourage DCR to improve maintenance at Stonybrook Reservation and to develop a reuse for the Thompson Center	Department of Conservation and Recreation (DCR)	Mid / Long-term
Provide access to the Mother Brook through acquisition of easements along private property and/or public acquisition of key parcels	DCR, City of Boston	Mid / Long-term
Have Boston Parks and Recreation Department (BPRD) review the suggested DND parcels for eligibility for Conservation Protection Subdistrict (CPS)	Department of Neighborhood Development (DND), BPRD	Short-term
Continue implementation of the Neponset River Master Plan, including the development of a multi-use trail along Truman Parkway	DCR, BPRD, BRA	Ongoing
Create Riverfront Planning Overlay District (RPOD) along properties fronting the Neponset River and Mother Brook	BRA, Boston Zoning Commission	Short-term
Encourage acquisition of Neponset River frontage at Hyde Park Avenue/River Road	DND, BPRD, DCR	Mid / Long-term
Develop signage program to direct people to open space	BPRD, DCR, Hyde Park Main Streets	Short / Mid-term
Transportation		
Prohibit drive-thrus neighborhood-wide, except conditionally in retail plaza locations	Boston Zoning Commission, BTM	
Encourage introduction of car sharing programs such as ZipCar	BTM, BRA, private entities	Short-term
Pedestrians and Bicycles:		
Expand sidewalks and enhance pedestrian crossings to facilitate access to neighborhood services & transit	BTM, BPWD, MBTA	Short / Mid-term
Improve bicycle accommodations to encourage bicycling (require bicycle parking at new developments)	BTM, BPWD	Short / Mid-term
Encourage introduction of bicycle repair and rental facilities	BRA	Short-term
Public Transportation:		
Advocate for more frequent commuter rail service	City of Boston, BRA, MBTA	Ongoing
Advocate for lower Commuter Rail fares (subway comparable) - Zone 1A	City of Boston, BRA, MBTA	Ongoing
Develop targeted improvements to MBTA bus service and facilities	City of Boston, BTM, MBTA	Short / Mid-term
Cleary and Logan Squares:		
Explore creative parking strategies such as shared parking for mixed-use and allowing off-site parking.	BTM, BRA, Boston Zoning Commission	Short / Mid-term
Consider location of uses frequented by seniors and other mobility impaired patrons when siting on-street accessible spaces	BTM, BRA	Short-term
Implement the Public Works Department Roadway Improvement Plan for River Street/ Hyde Park Ave.	BTM, BPWD	Short-term/ some items complete
Restrict driveway access on major streets	BTM, BRA, Boston Zoning Commission	Short-term
Prohibit drive-thrus and auto-oriented uses such as auto repair and gas stations	BRA, Boston Zoning Commission	Short-term
Improve Harvard Ave./River Street intersection	BTM, BRA, Boston Zoning Commission	Short / Mid-term



EXECUTIVE SUMMARY

RECOMMENDATION	DEPARTMENTS / ORGANIZATIONS / PARTIES INVOLVED	TIME - FRAME
Identify physical improvements to minimize potential congestion	BTD, BPWD	Short / Mid-term
Study feasibility of a loop system to more efficiently move traffic into, through and out of Squares to support spontaneous shopping	BTD, BRA	Short / Mid-term
Promote Transit Oriented Development around commuter rail stations	BTD, BRA, Boston Zoning Commission	Short-term
Neighborhood-Wide Process Recommendations		
Require BRA design review on all new construction, expansion or renovation projects over 750 square feet that are visible from a public street or public open space	BRA, Boston Zoning Commission	Short-term
Strengthen enforcement of maintenance requirements	Inspectional Services Department (ISD)	Ongoing
Strengthen enforcement of parking requirements for new uses	ISD	Ongoing
Sustainability		
Continue to advocate for and support the clean-up and reuse of contaminated industrial parcels such as the Lewis Chemical site.	DND, BRA, ISD, BED	Ongoing
Encourage inclusion of green building elements in projects	BRA, ISD, BED	Ongoing
Expand homeowner education to include information about City initiatives around energy conservation and generation and references to utility-sponsored audits and incentives.	BRA, ISD, BED	Ongoing
Expand information available to small and mid-sized locally owned and independent businesses to include the Sustainable Business Leader Program	BRA, ISD, BED	Ongoing
Encourage Low Impact Development (LID) concepts and measures	BRA, ISD, BED	Ongoing
Support and encourage the permanent installation of plaques that bear the warning "Don't Dump - Drains to Neponset River."	BRA, ISD, BED	Ongoing
Support the Grow Boston Greener (GBG) initiative to increase the urban tree canopy.	BRA, BPRD, BED	Ongoing
Encourage the installation of LED lighting	BRA, ISD, BPWD	Ongoing
Ensure that the potential for riverine flooding be taken into account by developers of properties close to the Mother Brook and Neponset River.	BRA, ISD	Ongoing
Encourage the use of the upcoming Climate Action Plan for the City to provide guidance around the issue of climate change.	BRA, ISD, BED	Ongoing

Table of Contents

1: Introduction	1
2: Context	5
History	5
Land Use	9
Demographics	10
3: Vision, Goals & Objectives	11
The Vision	11
Goals & Objectives	12
4: Analysis & Recommendations	17
Residential Districts	17
Commercial Districts	22
<i>Cleary and Logan Squares</i>	<i>24</i>
<i>Other Commercial Subdistricts</i>	<i>35</i>
Industrial Districts	37
Open Space	41
Transportation	53
Neighborhood-Wide Process Recommendations	60
Sustainability	61
5: Implementation	65
Appendix	





1: Introduction



A walk around Hyde Park on a sunny weekend afternoon can include ice cream at Ron's, a show at the Riverside Theatre, shopping at the Farmer's Market, watching the skate boarders at Reservation Road Park and canoeing on the Neponset River, all followed by dinner at Annabelle's and live music. There's a lot going on.

Recent initiatives around Logan Square include the rehabilitation of the Municipal Building, the opening of the Menino Arts Center, the expansion and renovation of the Hyde Park Public Library and the expansion and renovation of the YMCA. The recently implemented public works improvements around Cleary Square, as well as implementation of the recommendations from the 2009 Hyde Park Retail Market Study, will help to revitalize this important commercial district.

Hyde Park's industrial history has left a unique and interesting collection of buildings, many of which have already been rehabilitated or are planned for rehabilitation and reuse. Ongoing redevelopment of Westinghouse Plaza, including the newly rehabilitated Artists Lofts Building, and the recent rehabilitation of the American Tool and Machine Company Building for reuse as the Renaissance Charter School, are two prominent examples. Although the closing and demolition of Bay State Paper Company was a loss of an important part of Hyde Park's





The Farmers' Market was a popular destination on Saturday afternoons.

history, as well as jobs, The Shops at Riverwood are an encouraging sign of renewed interest in the neighborhood.

As with many urban neighborhoods experiencing growth and increasing popularity, Hyde Park residents are very interested in the nature and scale of new development and want to maintain the existing character and high quality of life. This Master Plan provides an opportunity for Hyde Park to address:

- Land uses including residential, commercial, industrial and open space
- Use, scale and density of new development
- Urban design, public realm and historic preservation
- Transportation
- Sustainability

STRATEGIC PLANNING STUDY & REZONING PROCESS

On April 29, 2008, the Boston Redevelopment Authority (BRA) Board, along with Mayor Thomas M. Menino, voted to plan for and rezone Hyde Park, as it is one of the few remaining neighborhoods whose zoning has not been revised since the Boston Zoning Code's 1964 establishment. Over the years, the community has evolved; the

proposed modifications to the Code resulting from this plan will more accurately reflect and maintain the neighborhood's character.

The BRA began this community planning initiative for Hyde Park in May 2009. The end products are this Neighborhood Strategic Plan, to be followed by a new zoning article specific to Hyde Park.

Advisory Group

An 11 member Advisory Group, composed of residents from all over Hyde Park, was appointed by the Mayor. The Advisory Group has worked with the BRA/City, consultant team, and the wider community in the planning phase of this process, and will continue to work on the rezoning. The Advisory Group met 15 times over the course of 29 months, to review work done by the Consultant Team and the City/BRA, and to offer guidance. The meetings were open to the public and presentations and meeting notes were published on the BRA's website. Each of the Advisory Group Meetings ended with a public comment period.

Community Meetings

Three community-wide meetings also were held. The first, in June 2009, provided an opportunity for residents to hear about the project, and to voice both concerns regarding existing conditions and suggestions for issues to be addressed by the



Advisory Group Meeting, May 23 2011.



Master Plan. At the second meeting, in June 2010, the BRA and the Consultant Team presented initial recommendations regarding land use, open space, urban design and transportation, in order to get feedback from the community. The Draft Neighborhood Strategic Plan was presented at the third public meeting on June 15, 2011.

This report, The Hyde Park Strategic Neighborhood Plan, documents the results of the planning process. The plan provides a blueprint for future development, and identifies and prioritizes infrastructure projects such as transportation, open space and streetscape improvements that can be implemented over time, independent of the new zoning regulations. The plan also includes zoning recommendations for the development of the new zoning article for Hyde Park.

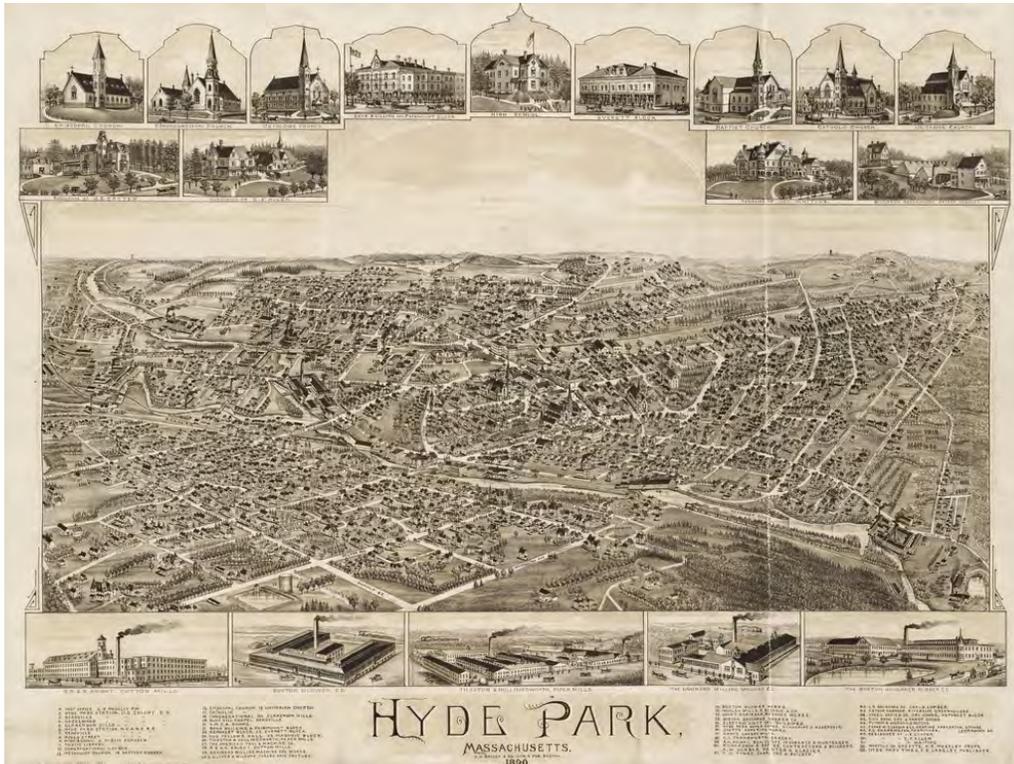
Neighborhood Zoning Article

With the completion of the Hyde Park Strategic Neighborhood Plan, the Hyde Park Neighborhood Zoning Article will be prepared by the BRA staff. This process will begin with BRA staff drafting new zoning, starting with the recommendations from this plan. The BRA will conduct a series of community and Advisory Group sessions to review the draft, resulting in a final draft to be approved by the BRA Board and Boston Zoning Commission.



Community-wide Meeting, June 15, 2011.

2: Context



In this 1890 drawing of Hyde Park, there are ten large factories, all located near the Neponset River and Mother Brook. Two railroad lines run through the village, providing access to the industrial sites. A number of the factory buildings exist today, although many are no longer in industrial use. The waterways and railroad lines are still key organizing elements within the community.

HISTORY

Hyde Park was formed from parts of the towns of Dorchester, Milton, and Dedham and incorporated as a separate municipality in 1868. It was annexed to Boston in 1912, and is the last neighborhood to be added to the city. In its 143 year history, Hyde Park has experienced significant physical, institutional, architectural, and demographic changes.

Developed on the rolling hills above the Neponset River, Hyde Park is the site of one of the earliest civil engineering projects by Europeans in the United States: the Mother Brook, which diverted water from the Charles River to the Neponset via man-made canal. This seventeenth century intervention led to the development of a number of mills and other small concerns dependent on waterpower. Connected to Mattapan and Dorchester by a horse cart path and road, now known as River Street, the area was not isolated, but it was sparsely developed. Several small farms, estates and houses dotted the hilly landscape.





The Fairmount Building and Bank Block in Everett Square, 1888 (left) and Cleary Square in 1908 (right).



The New York, New Haven & Hartford Railroad Station on River Street at Cleary Square (from top) and the Fairmount Station on the Midland Branch of the New York, New Haven & Hartford Railroad.

In the 1830s, a new technological development transformed the area: the laying of the first railroad tracks. The Boston and Providence Railroad’s Main Line opened in 1835, its tracks delineating the western edge of the commercial and institutional center of Hyde Park. At River Street, a train station and the cluster of buildings that developed around it became known as Cleary Square (so-named in 1899 in honor of John Augustus Cleary, a young Hyde Park man killed in the Spanish-American War). Today, this is the MBTA’s Franklin & Providence/ Stoughton Lines, with a commuter transit stop called “Hyde Park.” The path and development of Hyde Park Avenue parallels this line.

To the east, a second railway route was developed along the banks of the Neponset, and a second station constructed. The Dorchester (or Midland) Branch was developed between 1854-55 by the New York and New England Railroad. Today’s station is known as “Fairmount.” These tracks and the river form the eastern boundary of the commercial and institutional center of Hyde Park. Near this station, at the intersection of River Street and Fairmount Avenue, a second “square” developed. Originally known as Everett Square, likely named for Edward Everett (the Harvard College President, Massachusetts Governor, and United States Secretary of State, who lived from 1794 to 1865), its name was changed to Logan Square in the 1930s.

More intensive residential development soon followed the railways, with new houses constructed in the Fairmount, Mount Neponset, Haleyville and other areas. Frequently noted by local historians is one major early development by the so-called Twenty Associates, who constructed twenty houses in the Fairmount area in 1855. In the decades that followed, Hyde Park’s residential population increased steadily and rapidly.

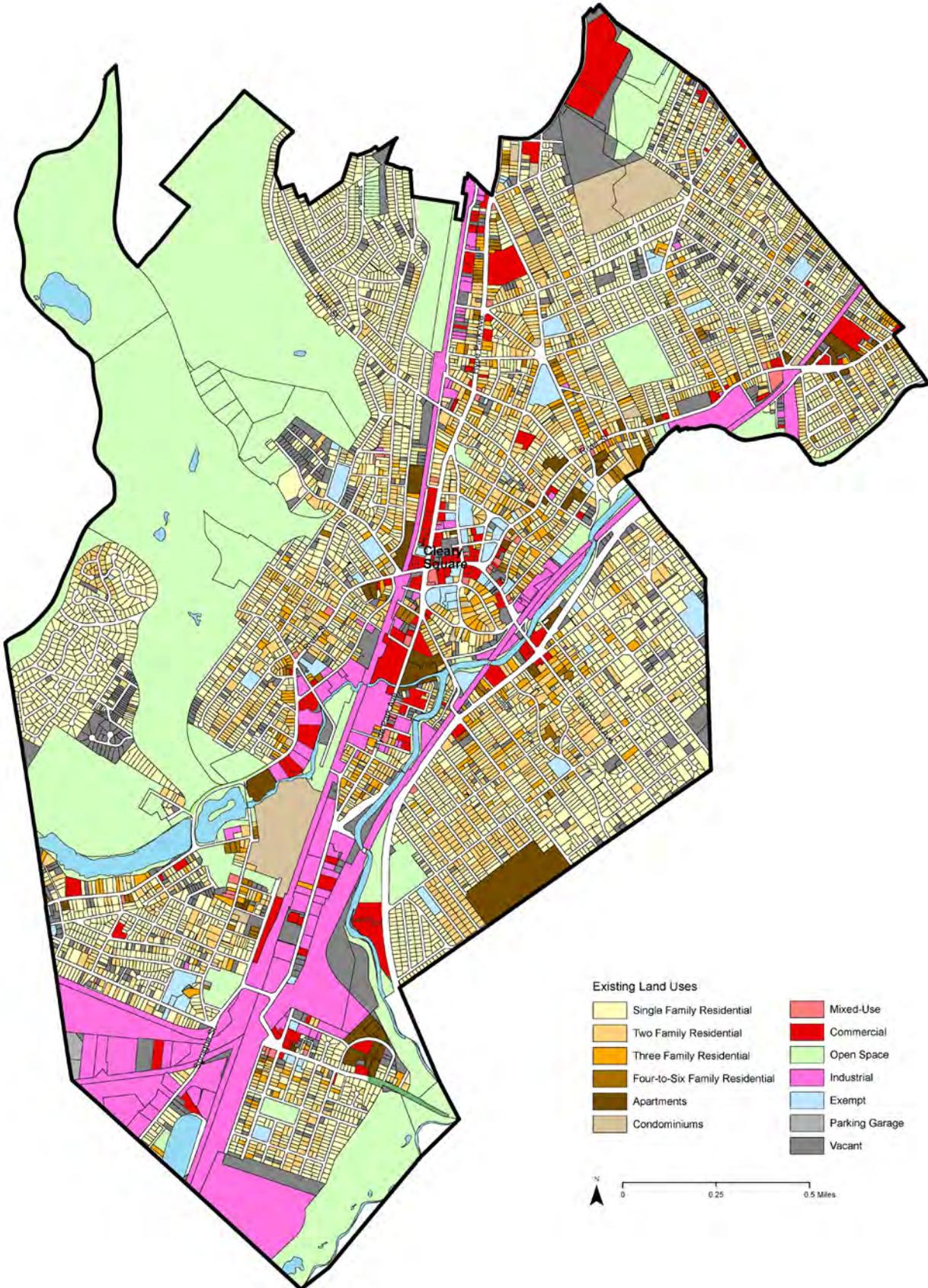
Over the past one hundred and forty years, a culturally, ethnically, and racially diverse group of people has made Hyde Park home, including Polish, Italian, Irish, English, Haitian, African, and Puerto Rican immigrants. The district continues to change, reflecting evolving demographics and consumer patterns in the Greater Boston area.



This figure ground diagram, in which the existing buildings are shown in black, illustrates the predominance of fine grained residential neighborhoods and extensive open spaces, with larger scale industrial uses along the railroad lines, Neponset River and Mother Brook.

In Hyde Park one may find sites associated with early women's suffrage, civil rights (home of James Monroe Trotter), the Civil War (training ground for the black soldiers of 54th regiment in Readville), education (library and free access to education movement), and arts (home of the painter John Joseph Enneking). Also, numerous sites related to the development of infrastructure and industry are located in the area, especially along the Neponset River.





LAND USE

Over three-quarters of Hyde Park's total land area is composed of residential uses and open space (43.3 percent and 33.2 percent, respectively). Approximately 9.9 percent of the total land area is in industrial use, while only 3.8 percent is in commercial use and 0.3 percent is in mixed use (residential and commercial). The remaining 9.5 percent is either exempt or vacant property. Exempt property within Hyde Park includes institutional, government and non-profit uses, and is dispersed throughout Hyde Park, with a notable concentration around Cleary and Logan Squares. Prominent examples include the Hyde Park Municipal Building, the Hyde Park YMCA, and numerous neighborhood churches.

Housing is the dominant land use in Hyde Park. Most housing is one-family, two-family or three-family, with some higher density apartment buildings concentrated along Hyde Park Avenue and River Street.

Hyde Park has a significant amount of private and publicly-owned open space consisting of passive and active recreational parks and parkways, cemeteries, urban wilds, and neighborhood playgrounds. In fact, Hyde Park has well over twice the amount of open space per resident as the City of Boston as a whole. The largest publicly-owned open spaces include the Stony Brook Reservation, the Neponset River and Mother Brook Reservations, Fairview Cemetery, and the George Wright Golf Course, many of which extend into adjacent neighborhoods and, in some cases, Dedham and Milton. Privately-owned open space is dispersed within residential neighborhoods and mainly consists of parcels with topographic constraints, urban wilds, and river frontage.

Commercial uses are concentrated in Cleary and Logan Squares, the geographic center of Hyde Park, and at key intersections along Hyde Park Avenue, River Street and Truman Parkway, with a few small commercial pockets in other areas. The key commercial district in Hyde Park is the area surrounding Logan and Cleary Squares. This commercial district centers on River Street, Fairmount Avenue and Hyde Park Avenue, and offers a variety of retail sales and services, grocery stores, and small restaurants.

Hyde Park has a high percentage of land area devoted to industrial uses compared to other neighborhoods in Boston. Industrial development in Hyde Park is predominately located near major transportation infrastructure, including major roadways and rail corridors. Notable concentrations include the narrow parcels along Hyde Park Avenue between Milton Street and Reservation Road, the area around Sprague Pond, and areas along the Neponset River and Mother Brook. In most cases, industrial uses are physically and visually separated from residential uses. However, there are several instances where industrial uses are in close proximity to housing and, consequently, have a negative visual impact on the surrounding property.



Examples of Hyde Park's mix of residential, retail, open space and industrial uses.



DEMOGRAPHICS

Hyde Park has a history of ethnic diversity, beginning with a large influx of Italian and Irish immigrants in the late 19th and early 20th centuries. In the late 20th and early 21st centuries that diversity expanded to include Latino, African and Caribbean populations. According to the U.S. Census, in 2010 Hyde Park's population was 28.1 percent white, 46.9 percent black, 20.2 percent Hispanic and 4.8 percent Asian/other.

Hyde Park's population was 30,063 in 1990 and grew to 31,553 by 2000, an increase of 5.0 percent. Between 2000 and 2010, the population increased to 31,894, (a 1.1 percent increase, compared to a 4.8 percent increase for the City of Boston).

Overall, Hyde Park's population is more family-oriented than the City of Boston, consistent with the large residential neighborhoods of 1, 2 and 3-family buildings. Of the 12,154 households in 2010, 68 percent were family households (48 percent of households in the City of Boston were family households). The average household size was 2.7 persons in 2005 (compared to 2.3 in the City of Boston).

According to the Boston Redevelopment Authority's 2005-2009 American Community Survey (ACS) profiles, Hyde Park has a higher percentage of residents under 18 years of age (23.8 percent) and over 35 years of age (51.8 percent) than the City of Boston as a whole. Residents 18 to 34 years of age represent only 24.4 percent of Hyde Park's population, versus 38.1 percent for the City of Boston.

The 2005-2009 ACS profiles indicate that Hyde Park's median household income of \$53,474 was higher than that for the City of Boston (\$52,433). Of those employed, 58.8 percent held white collar jobs, 27.2 percent held service jobs, and 14.1 percent held blue collar jobs (compared to 68.1 percent, 20.8 percent, and 11.1 percent, respectively, in the City of Boston). Of the total number of residential units in Hyde Park, 57 percent were owner-occupied and 43 percent were renter-occupied.

Of those traveling to work, driving alone was the principal means of transportation to work for Hyde Park Residents (70.8 percent). The second most dominant mode was public transportation (23.8 percent).

The average number of vehicles per Hyde Park household was 1.4 in 2010, with 83 percent of households having one or more vehicles. Approximately 43 percent of households had one vehicle and 17 percent had no vehicle, compared to 65 percent and 35 percent, respectively, for the City of Boston (Synergos Technologies Inc 2010 data; BRA Research Division Analysis).

3: Vision, Goals & Objectives



Traffic Jam, 2009. (Photo by Rob Villegas)

Through community meetings and discussions with the Advisory Group, a community vision for the future of Hyde Park, and a series of Goals and Objectives for achieving that vision, were developed. In the first few meetings with the Advisory Group, and in the first community-wide meeting, the strengths, weaknesses, opportunities and threats (SWOT) facing Hyde Park were gathered and organized. The Vision, Goals and Objectives detailed below provided a response to the strengths, weaknesses, opportunities and threats, and became the framework for the analysis and specific recommendations of this Strategic Neighborhood Plan.

THE VISION

Hyde Park should be an attractive, vibrant, and safe neighborhood that:

- Celebrates its unique cultural and urban diversity, and natural and historic resources;
- Provides housing, jobs, commercial and recreational opportunities for a diverse population;



- Supports and encourages the expanding creative economy; and
- Is innovative in the reuse/redevelopment of underutilized buildings and parcels.

This Strategic Vision is centered on elements that are good for business - increased activities in Cleary and Logan Squares both day and night. During the day, that could translate into creating job opportunities, making transportation modes easier to navigate (traffic flow, way finding, signage, and parking signs) and providing a good mix of retail stores. Night-time activities could include sit-down restaurants, shows at the local theaters, music events or an art class at the Menino Arts Center.

This Vision fits well into the existing “bones” of this neighborhood with excellent access to public transportation, highways and parking, a visually appealing commercial district, and former industrial sites with the potential to be adapted for small businesses and innovative new uses. The Renaissance School is an excellent example of an adaptive reuse with careful attention paid to the historic character of the building.

GOALS AND OBJECTIVES

Land Use

Goal: Improve the vibrancy of Cleary and Logan Squares by providing a wide variety of services/shopping/entertainment opportunities with local character that appeal to residents and patrons both from within and outside the neighborhood.

- Continue to allow mixed-use development (residential above /commercial below) within Cleary and Logan Squares (as well as where appropriate in other commercial districts).
- Encourage moderate density Transit Oriented Development near commuter rail stations.
- Encourage more active uses at the ground level (stores, restaurants) with offices and residential on upper floors.
- Provide a range of retail and restaurant uses, some with longer evening hours, to serve a diversity of residents and visitors.
- Designate a space for a regular Farmer’s Market to serve local residents.

Goal: Preserve Hyde Park’s wealth of industrial land, which provides job opportunities and economic vitality, while ensuring that industrial development is compatible with adjacent residential, commercial and open space uses, and accommodates the requirements of changing industrial uses.

- Encourage the creative reuse of underutilized industrial areas for a variety of uses including residential, artist/cultural, indoor recreation and retail/office uses.
- Reduce or mitigate incompatible land uses.



The newly opened Renaissance Charter School in the former American Tool and Machine Company Building, is a beautiful example of an adaptive reuse of an historic building.

- Reduce the visual and physical impact of auto-oriented uses (gas stations, car washes, etc.), including multiple curbcuts, unsightly parking lots, etc., through zoning and design guidelines.

Goal: Provide housing (both home ownership and rental units) for a full range of income groups and household types (i.e., households from single young professionals to extended families, artist live/work space, elderly, etc.).

- Maintain diversity of income in residents.
- Market home-ownership programs.
- Encourage diversity of property ownership.
- Maintain current supply of units affordable to households with incomes under 120% of median, including those households with incomes under 50% of the median income.
- Define affordable housing as housing for moderate-income households (earning between 80 and 120% of the median income).

Goal: Encourage development/redevelopment on vacant and underutilized parcels that enhances the character and economic health of Hyde Park.

- Identify key development or redevelopment sites.
- Create zoning to allow development of desired uses in appropriate locations.





*Canoeing on the Mill Pond, 2010.
(Photo by Rob Villegas)*

Open Space & Recreation

Goal: Ensure that residents have access to the neighborhood’s wealth of natural resources and a variety of open space and recreation opportunities that are protected from development, attractive, safe and well-maintained.

- Create new and improved existing public access connections to the Neponset River and Mother Brook.
- Improve the safety and security at open space resources through better maintenance and surveillance.
- Provide increased programming at open space resources to engage children, teenagers and adults (including boating programs, performances, etc.).
- Designate spaces for community gardens.
- Ensure the inclusion of adequate play areas at new residential developments.
- Develop new zoning to protect both public and private open space.

Urban Design/Public Realm

Goal: Create a pedestrian-friendly environment to support walking and transit access, and to enhance street activity in commercial areas.

- Create attractive gateways and wayfinding signage at appropriate locations.



The Hyde Park Public Library is one of Hyde Park's many significant public uses that attract residents into Cleary and Logan Squares.

- Develop a wayfinding/signage program to highlight the unique assets of Hyde Park, including commercial centers, natural resources, and transit stations.
- Develop streetscape guidelines and implement streetscape improvement programs on major streets/squares.
- Improve the appearance of the Hyde Park commuter rail station to support its prominence in the neighborhood.

Goal: Develop and implement a design review process for all uses to protect and enhance the physical character and quality of neighborhoods/districts and to enhance the “sense of place.”

- Develop design guidelines that support and enhance the vibrancy of commercial districts.
- Improve the appearance of industrial districts through enforcement of specific design requirements.
- Preserve and enhance existing residential neighborhood character with zoning and guidelines detailing density, scale and design.
- Improve the appearance of surface parking lots through design guidelines for landscaping and buffering.



- Limit visibility of new cell phone towers through design review requirements of Article 86 “Wireless Communications Equipment.”

Goal: Retain and preserve the historical and architectural features of the neighborhood while encouraging progress and development.

- Develop an inventory of historic resources to be preserved and protected.
- Develop design guidelines that enhance the context of historic structures.
- Support the ongoing work of Historic Boston Inc.’s Historic Neighborhood Centers Program in Cleary and Logan Squares.

Transportation

Goal: Improve circulation for pedestrians, vehicles and bicycles.

- Improve traffic circulation at key problem intersections and major links.
- Improve east-west connections through the neighborhood to mitigate the dividing effect of the commuter rail tracks and river extending generally north-south

Goal: Provide adequate parking to support desired land uses.

- Provide sufficient appropriately located parking to serve residential and commercial uses, while encouraging pedestrian, bicycle and transit modes.
- Design parking lots in key locations to be flexible so that they can be shared for other uses or provide a gathering space for community events.

Goal: Encourage non-vehicular transportation modes.

- Improve the bicycle environment throughout the neighborhood by providing bike lanes, trails and bicycle parking.
- Facilitate transit improvements - including more frequent service, route modifications, additional bus shelters, and fare policies – to reduce auto dependency and the need for parking.
- Improve east-west connections through the neighborhood to mitigate the dividing effect of the commuter rail tracks and river extending generally north-south.

Sustainability

Goal: Enhance the sustainability of the neighborhood by incorporating sustainability principles into all aspects of the Master Plan.

- Promote the clean up and subsequent reuse of contaminated (former) industrial properties.
- Encourage green building elements in projects not subject to Article 37 “Green Buildings” (projects under 50,000 square feet).

4: Analysis & Recommendations



The final product of this Strategic Planning and Zoning Process will be the development of new zoning regulations for Hyde Park. The recommendations in this chapter provide the basis for the new zoning, as well as the tools to achieve the goals and objectives outlined in Chapter 3.

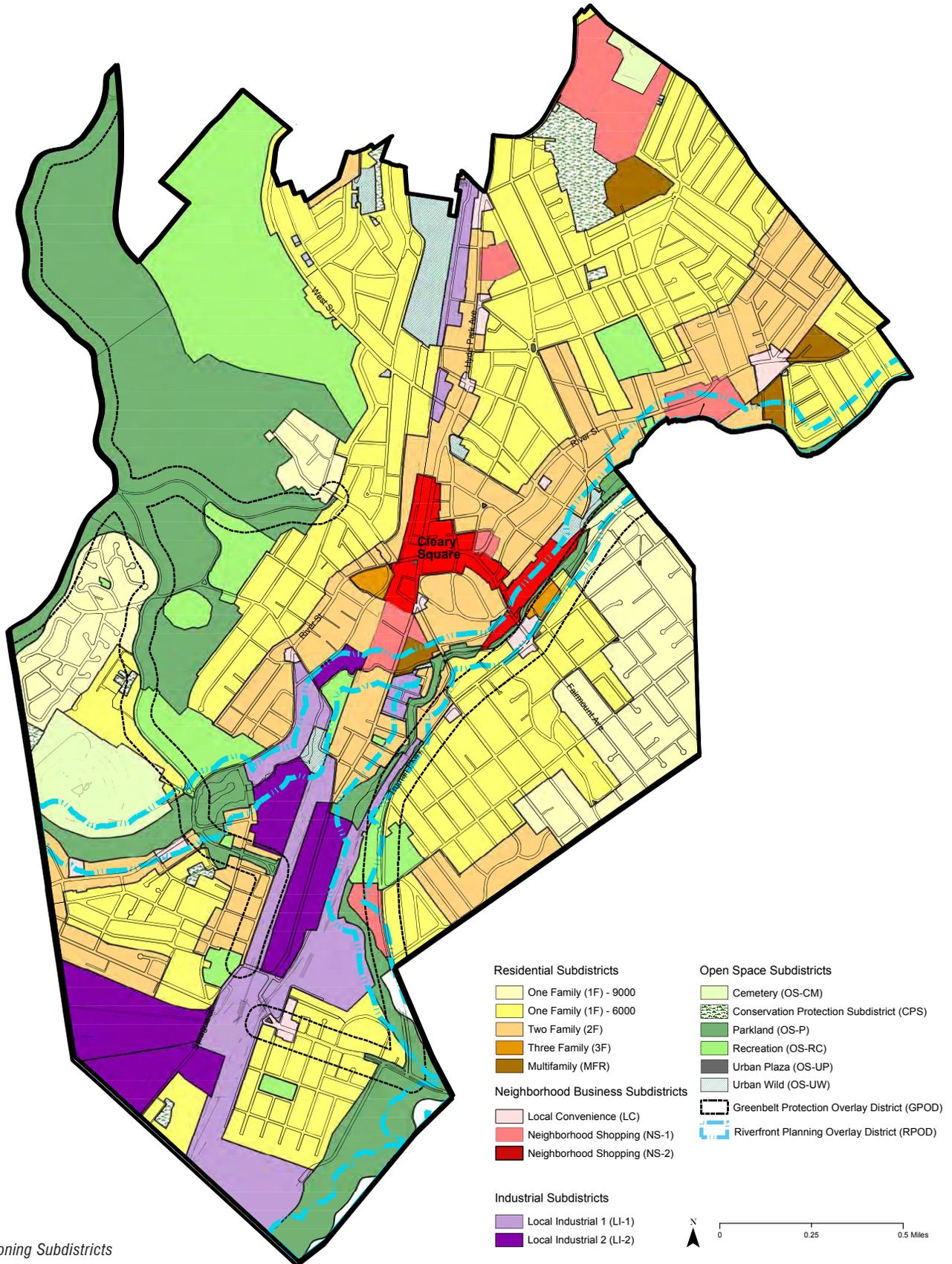
RESIDENTIAL DISTRICTS

Hyde Park's residential districts are attractive and well-maintained and residents take great pride in their neighborhoods. Housing includes primarily one and two-family units, with some larger developments scattered throughout.

The community expressed a desire for a diversity of housing choices; rental, ownership, starter and retirement housing, as well as a diversity of pricing. Discussions centered around:

- Compatibility of residential use with adjacent industrial use and the location of district boundaries
- Design of both new buildings and renovations to existing buildings
- Desire for mixed-use development with housing as one component





Recommended Zoning Subdistricts

Subdistrict	Minimum Lot Size	Maximum Building Height	Maximum Floor Area Ratio (FAR)*	Minimum Front Yard Setback**	Minimum Side Yard	Minimum Rear Yard Setback**	Minimum Open Space
One Family - 1F-9000	9,000 sf	35'/2.5 floors	.3	25' (or consistent w/ adjacent buildings)	10'	40' (or consistent w/ adjacent buildings)	1800 sf
One Family - 1F-6000	6,000 sf	35'/2.5 floors	.5	25' (or consistent w/ adjacent buildings)	10'	40' (or consistent w/ adjacent buildings)	1800 sf
Two Family - 2F-5000	5,000 sf for 1st unit & 3,000 sf for each add'l. unit	35'/2.5 floors	.5	20' (or consistent w/ adjacent buildings)	10'	40' (or consistent w/ adjacent buildings)	1750 sf
Three Family - 3F-4000	4,000 sf for 1st unit & 2,000 sf for each add'l. unit	35'/3 floors	.8	20' (or consistent w/ adjacent buildings)	10'	40' (or consistent w/ adjacent buildings)	800 sf/unit
Multi-family - MFR	5,000 sf for 1st two units & 2,500 sf for each add'l. unit	35'/3 floors	2	20' (or consistent w/ adjacent buildings)	10'	40' (or consistent w/ adjacent buildings)	400 sf/unit
Local Convenience - LC	none	35'/2.5 floors	.5	15' (or consistent w/ adjacent buildings)	none	20'	none
Neighborhood Shopping 1 - NS-1	none	35'/3 floors	1	10' (or consistent w/ adjacent buildings)	none	10'	none
Neighborhood Shopping 2 - NS-2	none	40'	2	0' (or consistent w/ adjacent buildings)	none	10'	none
Local Industrial 1 - LI-1	none	35'	1	0'	none	20'	none
Local Industrial 2 - LI-2	none	35'	2	0'	none	20'	none
Conservation Protection	1 acre for residential; none for other	35'	.3	50'	50'	50'	none
Open Space - OS	NA	NA	NA	NA	NA	NA	NA

* The ratio of gross floor area of a structure to the total area of the lot

** On already developed blocks, the setbacks of new infill buildings should match the existing setbacks of the other buildings on the block.

Proposed Zoning Subdistricts for Hyde Park (changes from existing zoning shown in bold italics).

- Potential for permit parking on selective/selected streets
- Property owners' confusion over zoning and the variance process
- Desire to encourage transit use, as well as to increase residential density around transit stations and subsequently reduce parking in those areas
- Preservation of the character of Hyde Park's existing residential neighborhoods

The recommended zoning changes are designed to preserve the existing density, scale and character of the neighborhood subdistricts and maintain or increase required open space on individual lots. Recommendations are described on the following pages.





Hyde Park's residential neighborhoods include a mix of styles and scales.

Zoning Districts

Consistent with updated zoning in other Boston neighborhoods, residential subdistricts should be classified as:

- One-Family Residential Subdistrict (1F-9000 – formerly S-.3)
- One-Family Residential Subdistrict (1F-6000 – formerly S-.5)
- Two-Family Residential Subdistrict (2F-5000 – formerly R-.5)
- Three-Family Residential Subdistrict (3F-3000 – formerly R-.8)
- Multi-Family Residential Subdistrict (MFR)

The boundaries of these districts and a summary of dimensional requirements are shown on the previous pages. The dimensional requirements are similar to existing residential zoning districts, but have been modified to address the concerns previously described. The zoning district boundaries have remained largely the same except in a few areas where the existing use varied greatly from the zoning district classification.

Density, Scale, Use and Open Space

The following recommendations were developed to address the issues of density, scale and loss of open space:

- **Introduce a minimum useable open space requirement.** This requirement already exists for some residential uses in the H-1, R-.5 and R-.8 districts. The minimum useable open space requirement should be based on the number of dwelling units, for consistency with existing requirements in other neighborhoods. Requiring usable open space would help to ensure that each lot has some open space (defined in Article 2A of the Boston Zoning Code as “space suitable for recreation, swimming pool, tennis court, gardens, or household service activities, such as clothes drying”), and would limit the ability of property owners to pave their front and rear yards for parking.
- **Introduce regulations limiting the location of off-street parking.** This would limit the visual impact of parking areas and the amount of impervious surface within a yard. It is recommended that parking be restricted to a single continuous driveway along the side of the house and not within the front yard.
- **Require 2 off-street parking spaces per new residential unit.** Requiring two parking spaces per new dwelling unit will minimize the impact of new development on the demand for on-street parking.
- **Evaluate the Permit Parking Program, if spillover parking from commercial districts becomes a problem.** Expanding the program to include other locations where commuters and/or other visitors regularly monopolize on-street parking on residential streets could help to relieve parking shortages in residential neighborhoods and the demand for more off-street parking. The effectiveness

and location of existing permit parking should be evaluated to provide a basis for expanding or reducing the program.

- **Limit occupancy of rear yard by accessory buildings to 25%** to ensure that the major portion of the yard remains open.
- **Consider 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.
- **Allow Bed and Breakfasts as a conditional use.** Given Hyde Park's proximity to downtown, it is recommended that smaller-scale lodging accommodations be conditionally allowed.



Neighborhood Design Overlay Districts will help to protect Hyde Park's historic residential neighborhoods.

Design

- **Create Design Guidelines to ensure that new buildings are compatible with existing residential development.** Design Guidelines should further address issues of density and character, as well as the siting of garages to minimize their visibility. Design guidelines are used by the BRA to review proposed developments.
- **Encourage the Boston Landmarks Commission (BLC) to complete a new and thorough survey of the important historic resources** in the residential areas with substantial concentrations of older housing, including Sunnyside, Mt. Neponset, Fairmount Hill and the Central Avenue area.
- **Work with the BLC to evaluate all areas in Hyde Park that might benefit from a Neighborhood Design Overlay District (NDOD)** so that all projects, even as-of-right, would have a required design review component at the BRA. Potential areas include the Central Avenue area just north of Cleary Square, the Hyde Park Avenue Victorian houses north of Arlington Street, Mt. Neponset, Fairmount Hill and Sunnyside.

Other Recommendations

Hyde Park is home to a diverse community, including economic and household size diversity in addition to ethnic diversity. The following recommendations are aimed at ensuring that the community continues to embrace this diversity.

Unit Size

- **Encourage diverse unit sizes, including units with 3 or more bedrooms.** One of the goals expressed by many residents is maintaining or improving Hyde Park's family-friendly character. In order to meet this goal, it is important that new residential development includes units that accommodate families with children. It is recommended that residential developers be encouraged to include units with three or more bedrooms. This priority should be reiterated during BRA review meetings with developers.





One of several recently opened restaurants adding vitality to Cleary and Logan Squares.

Affordability

- **Encourage development of housing affordable to “middle-income” residents.** Middle-income households are defined as those households earning 80% to 120% of the Boston Metropolitan Area Median Income. New residential development also will be required to comply with Mayor Thomas M. Menino’s Executive Order of February 2000 (as it is modified through new policies), requiring that 15% of the market rate units in any development of 10 or more units be affordable to low and/or moderate income households.

Homeowner Education

- **Encourage participation in homeownership and home improvement programs sponsored by the City of Boston Department of Neighborhood Development (DND).** The DND offers City residents a variety of programs that provide technical and financial assistance in helping homeowners buy, build, maintain, repair, and pay for their homes. A number of programs have had participation from Hyde Park residents and are very relevant to these homeowners’ needs. Information about these programs should be available at local realtors, the Hyde Park Main Streets office, and at public buildings such as the Hyde Park Library and the Municipal Building. The contact information to find out more about these DND programs is located in Appendix A.
- **Make brochures explaining the zoning/project review processes for homeowners wishing to make improvements to their property available at the Hyde Park Library and Municipal Building.** These brochures currently are available online (see Appendix A).

COMMERCIAL DISTRICTS

For many of us who live and work here in Roslindale, the Village (the Square - Rozzie - whatever you may call it), our neighborhood commercial district, is also the heart of our community, and one of the reasons we’re proud to call Roslindale home. We swing by on our way home from work to pick up groceries, meet some friends for dinner on a Friday night, or make a foray into the Village on a Saturday morning to pick up a gift, stop by the library, bring home some fresh baked treats. We run into friends, make new ones, and plug in.

A thriving local business district makes Roslindale a stronger, safer, more welcoming community. For every one of us, choosing to do business here - and it is a choice we make every day - helps keep it that way. Jody Burr, Former Executive Director, Roslindale Village Main Street

Although Jody Burr was talking about Roslindale, this quote conveys what residents would like to see in Hyde Park, and why that vision is important to the community.



Recommended design guidelines will help to ensure that storefronts create inviting commercial districts and attractive pedestrian environments.

The main objective of the commercial district recommendations is to encourage the long-term economic viability of these commercial districts by ensuring that the districts are attractive components of the community, serving the needs of Hyde Park residents and other area patrons.

As shown on the map on Page 18, the boundaries of the existing commercial subdistricts were adjusted to be more consistent with existing commercial development, and the subdistricts were reclassified, consistent with updated zoning in other neighborhoods. These subdistricts – Neighborhood Shopping and Local Convenience - are described in more detail on the following pages.

For each of the subdistricts, ranging from Cleary and Logan Squares to smaller subdistricts such as Wolcott Square, design guidelines should be developed to create a vibrant pedestrian environment that attracts customers. Elements should include:

- massing
- building entrances on main streets
- street wall continuity
- limited driveways
- parking in rear of buildings
- storefront window size
- window transparency





The Everett Square Theatre in 1920 (left), and Hyde Park Arts Scene outside the Riverside Theatre Works, 2009 (right). (Photo by Rob Villegas)

- location and type of security grates
- signage
- lighting
- screening and buffering of service areas
- interior landscaping of parking areas



The PMDI Building on Hyde Park Avenue is an example of artist live-work space.

Because of Hyde Park’s growing artist community, and the desire to increase the vitality of commercial and local industrial subdistricts by encouraging mixed-use, “Artists’ Mixed-Use” is introduced as a new use. Artists’ Mixed-Use is defined in Article 2A of the Boston Zoning Code as “the use of all or a portion of a Building for both habitation and either Art Use or Arts Studio use, or a combination thereof, provided that any portion of a Building devoted to such use shall be (a) occupied by persons certified as artists pursuant to the Boston Redevelopment Authority’s Artist Certification Process, (b) design in accordance with Boston Redevelopment Authority standards and guidelines for artists’ mixed-use space, and (c) subject to an agreement for artists’ housing with the Boston Redevelopment Authority.” It is recommended that it be an allowable or conditional use in commercial subdistricts.

There are a number of programs available that provide technical assistance to small businesses. Information on these programs should be made available to new and existing businesses in and around the Square. Contact information for these programs is included in Appendix A.

Cleary and Logan Squares

History

The commercial and institutional district centered on Cleary and Logan Squares functions a major center of community life and many buildings continue to serve the same important social, economic, religious, and cultural functions for which they were originally designed, some more than a century ago.

At the same time, new technologies and modes of transportation, such as the automobile, have reshaped the district. Hyde Park Avenue developed into a major automobile thoroughfare and, in several central locations, land previously occupied by buildings has been given over to parking lots. Many older buildings have been replaced with smaller or shorter structures, resulting in a significantly less densely developed feel than was the case in the first half of the 20th century.

Together, Cleary and Logan Squares can be considered one district, with approximately one hundred buildings located within their boundaries. Several of these buildings are today recognized as historic, including Christ Church, Episcopal, on River Street, and the former First Congregational Church on Webster Street (both listed on the National Register of Historic Places). Historic preservation surveys have identified several other properties that are considered potentially eligible for Boston Landmark designation or National Register listing. Comprised of buildings of multiple types and uses, the architectural styles found in the district also represent several eras of development.

In Cleary and Logan Squares, however, it is the presence of religious, commercial, and institutional buildings from the periods of township (1868-1912), and early twentieth century commercial development (1913-1945) that is most remarkable. Often constructed of masonry, these buildings in many cases replaced earlier wood structures, reflecting the formalization of the town's architecture and the investment of resources that accompanied turn of the century development. As well, local building laws enacted in 1897 prohibited new wood frame construction in the business district, furthering the trend toward more substantial, architecturally ambitious, brick and stone structures.

Visually, religious buildings are somewhat less prominent today than they were at the turn of the century, when two additional churches were located near Logan Square (the original Congregational Church and the Baptist Church), the Methodist Church was located on Central Avenue, and the tall steeple (now missing) of the Roman Catholic Church of the Most Precious Blood towered over the district. Nevertheless, religious activities remain prominent in the district, with a number of new and smaller congregations taking hold, many worshipping in former commercial spaces and institutional buildings.

The district's two historic theater buildings—the former French's Opera House (now home to the Riverside Theatre Works) and the Everett Square Theatre (which is vacant and awaiting rehabilitation)—are remarkable for their adjacency on Fairmount Avenue, which may be unique in Boston outside of the downtown Theater District. Perhaps more importantly, these theaters present an opportunity to use the performing arts as an engine to drive additional economic revitalization in the district while preserving two historically significant structures.

In 1995, Cleary and Logan Squares were designated a Boston Main Streets district, and the non-profit Hyde Park Main Streets was created to strengthen and increase



Most Precious Blood (from top) and Christ Church are two of the historic churches in and around Cleary and Logan Squares.





Events like Traffic Jam, 2009 (from top) and the Farmers Market, 2010 bring people to Cleary and Logan Squares and help to enliven the commercial district. (Traffic Jam photo by Rob Villegas)

the number and variety of businesses in the district and to plan for and fund physical improvements to buildings, storefronts, and public spaces.

Today

Cleary and Logan Squares are now primarily built out with one, two and three-story commercial and mixed-use buildings. One and two-story commercial buildings are common along Hyde Park Avenue and River Street. Most three-story buildings, which typically have ground floor retail and residential uses above, are near Logan Square and along Fairmount Avenue. Multi-story community buildings include the Hyde Park Municipal Building, YMCA, Parish of Christ Church and Most Precious Blood School, and are evenly distributed throughout the district. Buildings along Hyde Park Avenue, River Street and Fairmount Avenue contain floor plates ranging from 1,500 to 8,000 square feet; the Family Dollar building is closer to 10,000 square feet.

The district is characterized by disaggregated ownership patterns, fine-grained parcelization and eccentric parcel geometries, which add considerable development and redevelopment challenges. The small floor plates present in the Squares greatly limit the economic feasibility of adding floors to existing buildings, and ownership patterns decrease the likelihood of assembling sites for large scale and transformative redevelopment. The most promising development and redevelopment opportunities lie in multiple contiguous parcels in single ownership, although there are other opportunities for consolidation both along River Street and Hyde Park Avenue.

There currently are a number of vacant retail storefronts, as well as several struggling businesses. At the same time, the neighborhood is developing a robust line-up of cultural activities that has only emerged very recently: HP Jazz Festival, the farmers market, Friday Night Traffic Jam, the Menino Arts Center, ArtScene Festival, Blues Night at Townsend's and the Piano Bar at the Riverside Theater. All of these events make the neighborhood appealing to a wide variety of people including those who would like to live in or near a commercial district. The increased activity at night centers around the uses recommended in the 2009 Retail District Market Study (see below) - culture, entertainment and restaurants – providing options for people to live within walking distance of these amenities supports principles of good planning and urban design.

Key issues identified by the Advisory Group and the community included:

- Attracting and maintaining a better mix of stores and services to serve both residents and patrons from outside the neighborhood
- Ensuring sufficient parking to support commercial districts
- Ensuring that the scale and character of new development is compatible with existing development
- Expanding retail and residential opportunities near transit stations
- Encouraging mixed-use to create more lively districts

The recommendations support these objectives, and are designed to maintain the small, local store character, while encouraging development of larger parcels and allowing opportunities for some development of residential uses on upper floors.

Retail Market Study

As a means of identifying those businesses that are under-represented versus those that have sufficient saturation, a Retail Market Study was conducted in Cleary and Logan Squares during the winter of 2008 and spring of 2009 (Retail Market Study and Action Plan for Cleary and Logan Squares in Hyde Park, MA, ConsultEcon, Inc. in association with Karl F. Seidman Consulting Services, April 2009). The point of the study was not to eliminate existing businesses, but rather to help businesses that are currently struggling to adjust their line of merchandise. Also, resident needs and consumer surveys identified the types of businesses that the district needs to attract.

The main goals of the Retail Market Study were to:

- Assess existing business district in order to identify under- and over-represented businesses
- Talk with residents to find out their consumer needs and thus the market demand
- Get an overview of commercial real estate conditions
- Determine focus areas that can strengthen the business climate
- Establish a review committee that will remain committed through the Study and beyond in order to form the Economic Restructuring Committee of the Hyde Park Main Streets organization
- Create an Implementation Table to include strategies and recommendations for business improvement with estimated timeline, responsible agencies

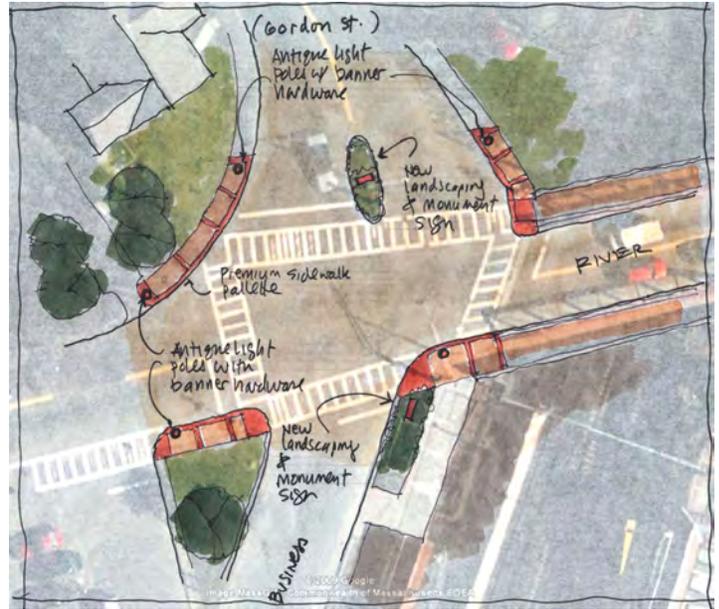
The Retail Market Study resulted in a community vision for Cleary and Logan Squares that suggests a vibrant and economically successful commercial, cultural and residential center, which:

- Preserves its history and physical character
- Celebrates its unique cultural and urban diversity
- Offers an experience that is pleasurable, attractive and accessible for all district users
- Contains a diverse mix of stores that appeal to all Hyde Park residents and attract spending from adjacent Boston neighborhoods and Massachusetts towns
- Functions as a center for nighttime activity with restaurants, entertainment and regular outdoor community-oriented events
- Enhances property values and fosters real estate investment and re-investment



Vendor booths at the 2009 Hyde Park Arts Scene (photo by Rob Villegas).





The existing conditions photo and renderings illustrate one idea for gateway improvements at River and Business Streets (see page 32).

- Enhances economic environment for existing businesses and attracts new businesses

The Retail Market Study provided a number of recommendations for improving the Squares, all of which are supported by this Strategic Plan. The following relate directly to this Strategic Plan:

- 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.

Specific Development Opportunities

There are several large vacant or underutilized buildings and parcels in Cleary and Logan Squares and adjacent to the Fairmount Commuter Rail Station. Conceptual redevelopment alternatives were developed for some of these sites. The intent of developing these concepts was to test varying heights and densities to ensure that the new zoning requirements accommodate and encourage the community's desired future development. Concepts examined include residential, retail and mixed residential/retail uses. This Strategic Neighborhood Plan does not envision or recommend public acquisition of any privately-owned parcels. The concept plans illustrate potential build-out of the sites, but any actual development of the sites will be determined by the property owners in accordance with zoning developed as part of the Hyde Park Strategic Neighborhood Plan and Rezoning Process. The following examples are hypothetical scenarios intended for illustrative purposes.

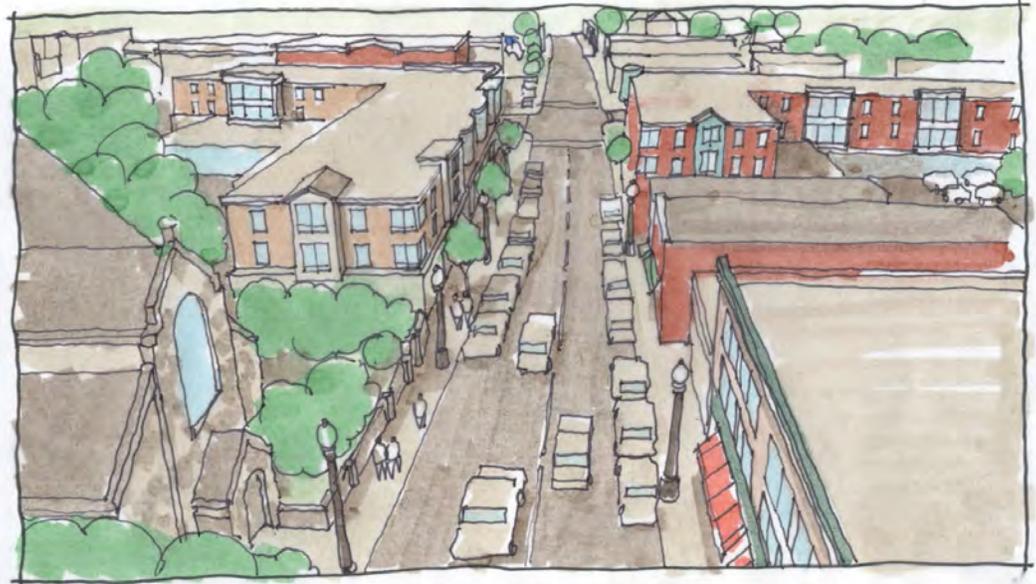
Cleary and Logan Squares Concepts

Parcels studied in and around Cleary and Logan Squares included vacant parcels as well as some larger parcels with existing one and two-story buildings. In some cases, adjacent parcels were aggregated to create a more attractive development parcel. Parking plans ranged from accommodating all parking on-site to accommodating no parking on-site (only on those parcels adjacent to existing parking lots). Initial concepts included buildings ranging from three to five floors. These designs focused primarily on mixed-uses, with ground floor retail space and office and/or residential use above. The renderings illustrate three-story infill buildings, consistent with the height limit specified in the zoning recommendations that follow.

Fairmount Station Area Concepts

The area north of Fairmount Avenue immediately adjacent to the Fairmount Commuter Rail Station is currently in industrial use. Because of the area's proximity to the station, Logan Square, the Neponset River and adjacent residential uses, it is a good site for transit oriented development (TOD). As defined by the American Public Transportation Association (APTA), TOD is defined as "compact, mixed-use





Renderings illustrating conceptual infill development in Cleary and Logan Squares. From top: River Street facing east with expanded Cleary Square Plaza; Hyde Park Avenue facing north and River Street facing west.

development near new or existing public transportation infrastructure that serves housing, transportation and neighborhood goals.”

A number of very conceptual alternatives were developed to test varying configurations and densities. The site studied includes up to eight parcels and portions of Nott Street and Second New Way rights of way, for a total of almost four acres (173,000 square feet), extending along the rail tracks from Fairmount Avenue to Walter Street). This area would be an attractive location for a mixed-use residential and commercial development. Ground-floor retail use along Fairmount Avenue would help to tie the development to Logan Square and provide amenities for new residential development. Because of the grade change between Fairmount Avenue and parcels adjacent to the tracks, one level of any new development would be below Fairmount Avenue. This provides a good opportunity for a level of structured parking, and also could allow for slightly denser development, while minimizing visual impact.

All of the alternatives studied included a building on Fairmount Avenue with street level retail space and residential above. In some alternatives, the long face of the building was sited along Fairmount Avenue to maximize retail exposure, and reduce the mass of the building when viewed from a distance on Fairmount Avenue. In other alternatives an L shaped building created a small plaza on Fairmount Avenue. In all of the alternatives, the remainder of the site was devoted to residential use. Alternatives included both town-houses and double-loaded corridor apartment or condominium buildings.

Zoning Recommendations

The proposed zoning includes consolidating the numerous small zoning subdistricts in and around Cleary and Logan Squares, and the Fairmount Commuter Rail Station, into a Neighborhood Shopping Subdistrict (NS-2) to create a diversified commercial environment that provides goods and services to the larger neighborhood, as well as attracting patrons from outside the neighborhood. The proposed subdistrict roughly extends along Hyde Park Avenue from Webster Street to just south of Dana Avenue and along River Street from the commuter rail tracks to Fairmount Avenue, then along Fairmount Avenue to the Neponset River, and includes the industrial parcels adjacent to the commuter rail station and the river. The allowable Floor Area Ratio (the ratio of gross floor area of a structure to the total area of the lot) of 2.0 will allow development of two and three story buildings, consistent with the existing scale of the area. The proposed subdistrict would retain the existing height limit of 40 feet. 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. In an effort to encourage the development of a more pedestrian-friendly environment around Cleary and Logan Squares, it is recommended that public service uses (such as pump stations and substations), as well as auto-oriented uses (including, but not limited to, gas stations, used car dealers, auto parts shops, vehicle rental agencies, and vehicle storage and repair



Conceptual site plans developed for the Fairmount Station area, illustrating a variety of building configurations for a mix of retail and residential uses.



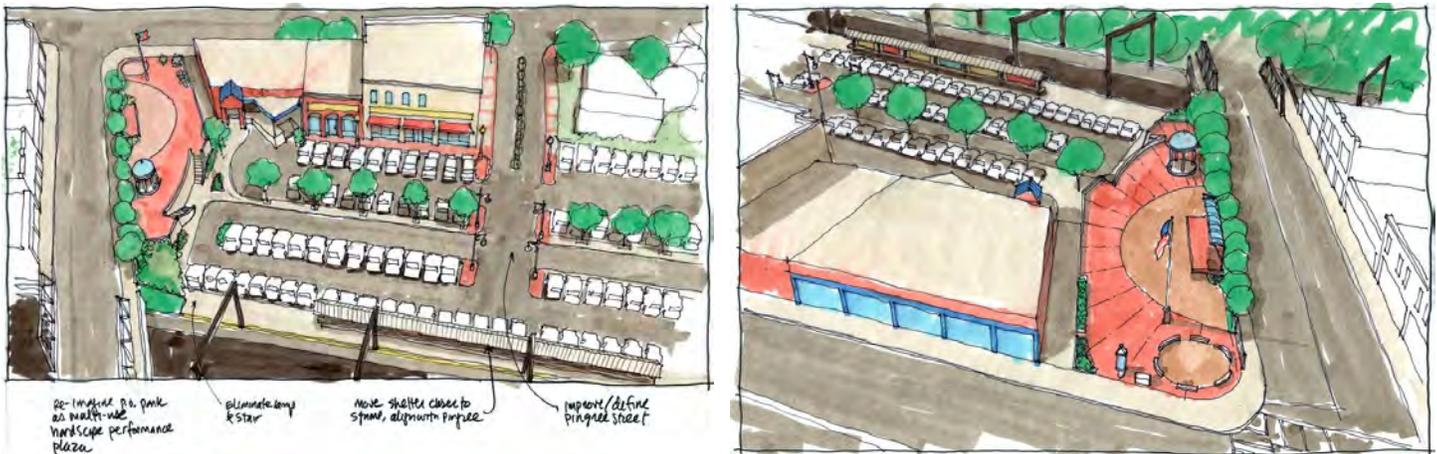


Illustration of conceptual improvements to the MBTA and private parking lots (left) and expansion of Cleary Square Plaza (right).

garages) be disallowed in the NS-2 Subdistrict. The existing auto-oriented businesses may remain until the property owner decides to redevelop the property.

One technique for increasing vitality in the Square is the introduction of more residential use. Residents would increase the number of people available to patronize local shops, add pedestrian activity in and around the Square and extend that pedestrian activity over a longer daily time period. Residents also would increase safety in the Square by providing “eyes on the street” over many hours of the day. At the same time, active ground floor uses are important to the pedestrian environment. It is recommended that the development of residential space be encouraged above ground floor retail uses. The NS-2 Subdistrict encourages mixed-use (retail/office/residential) in Cleary and Logan Squares by maintaining the existing parking requirement of 1.0 spaces per residential unit (the existing requirement is 0.9 spaces per unit in Cleary Square and 1.0 spaces per unit in Logan Square). For commercial uses, the recommended requirement is 2.0 spaces per 1,000 square feet. 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.

It is also recommended that a Neighborhood Design Overlay District (NDOD) be created for this subdistrict so that all projects, even as-of-right, would have a required design review component at the BRA. The Overlay District will encourage the preservation and sensitive rehabilitation of historic buildings and ensure that new buildings are compatible with the historic character.

Urban Design/Streetscape Recommendations

The following Urban Design and streetscape recommendations were developed to enhance the overall design and character of the Squares.

- **Develop attractive gateways at key locations.** Much of the traffic on Hyde Park Avenue is through traffic, that is, traffic passing through without stopping.



Hanging baskets on the River Street Bridge, sponsored by Hyde Park Main Streets, provide a welcoming gateway into Cleary Square.

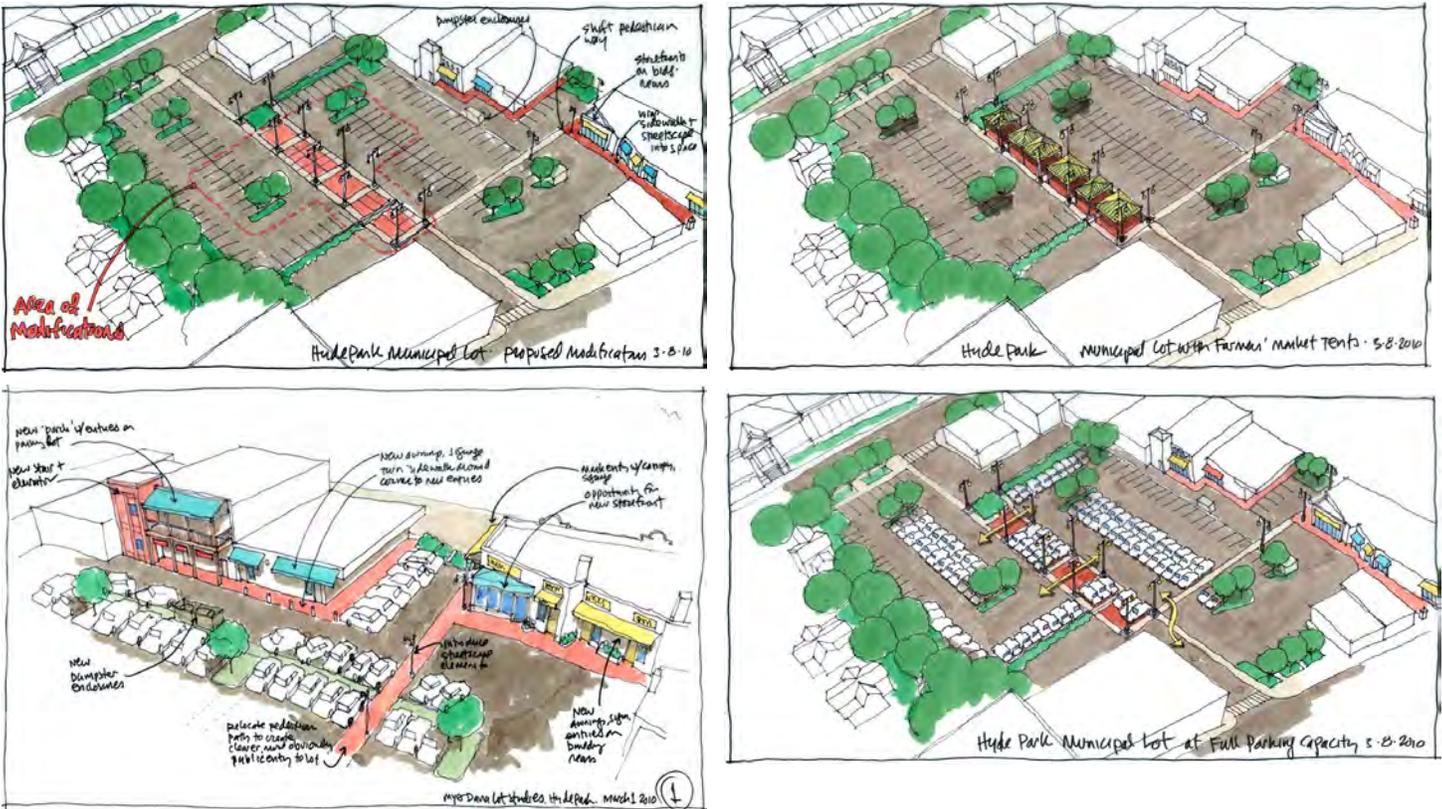


Public art can include temporary installations, strong sculptural pieces and interpretive elements incorporated into site amenities.

Creating attractive gateways that announce the district would help to improve the identity and character of the Squares and perhaps attract through traffic to stop and shop. Gateway elements could include signage as well as special streetscape and paving features (see illustration on Page 28).

- **Expand and improve the Cleary Square Plaza to provide a larger, more usable gathering space for events such as Traffic Jam.** Creating a larger plaza at the street level could create room for a small performance space, with stairs and a ramp down to the parking area. This plaza would also be an appropriate location for a large HydePark/Cleary Square landmark element. Property owners should be encouraged to improve the building facades facing the parking lots behind the plaza. These facades are an important part of the view from River Street and from the Cleary Square Plaza. Streetscape improvements along Pingree Street would provide a more attractive pedestrian route from the parking lots to Hyde Park Avenue, and could be implemented as part of future redevelopment or rehabilitation projects on the adjacent parcels.
- **Encourage installation of public art throughout the Squares to support the local arts scene and enliven the Squares.** Public art elements can range from more traditional permanent free-standing pieces to temporary installations, and can

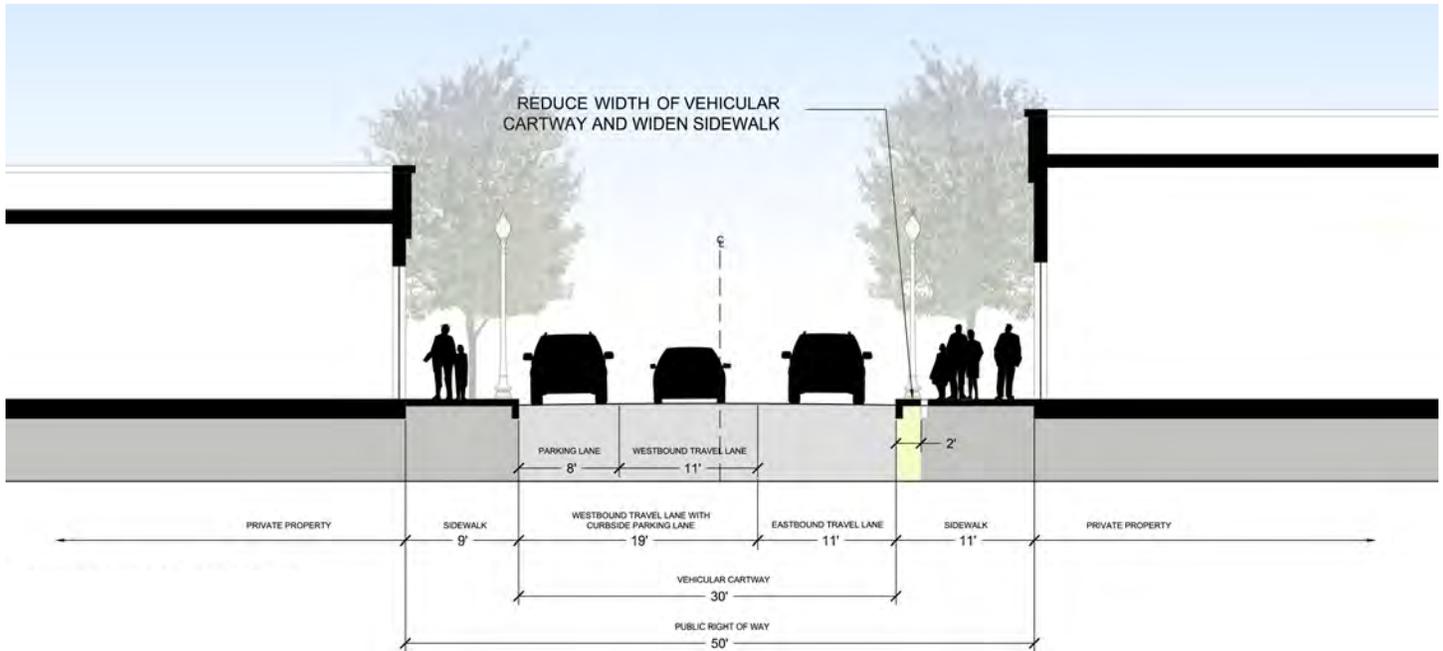




Renderings of conceptual improvements to the municipal lot in Cleary Square illustrating, clockwise from top left: modifications to incorporate space for other temporary uses, a temporary event in the central area, modified lot at full capacity, and improvements to the rear of buildings facing the parking lot.

incorporate interpretive themes of local history and culture. Public art can also be incorporated into the design of streetscape elements (i.e., benches, signs, bicycle racks, crosswalk and sidewalk pavements, and other furnishings).

- **Provide streetscape improvements including wider sidewalks along River Street.** It is recommended that the sidewalks on the north side be widened to 11 feet by reducing the eastbound travel lane to 11 feet. The existing sidewalks are 9 feet. The extra width would provide additional space for pedestrians and street trees and/or benches.
- **Reconfigure the pocket park on River Street (mid-block between Hyde Park Ave. and Harvard/Maple Streets).** The park should be redesigned 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. Creating a broad, patterned crosswalk from the park across River Street would define a safe pedestrian zone for shoppers circulating to other areas of the district.
- **Upgrade the municipal parking lot to provide opportunities for other temporary uses such as a Farmer’s Market.** Recognizing that the lot serves as a “district gateway” to many who use the shopping district, property owners should be



Proposed section for improvements to River Street (section is shown facing east).

encouraged to improve building facades and rear elevations facing the lot. As shown in the diagrams, the central portion of the lot could be redesigned to accommodate temporary events.

- Encourage pedestrian improvements on the River Street Bridge (owned by MassDOT) over the commuter rail tracks. Improvements should include new lighting and repairs to the existing wooden walkway.
- Encourage the Boston Landmarks Commission to complete a new and thorough survey of the important historic resources in the Squares. The survey should pay particular attention to architecturally and historically significant commercial, institutional, arts-related, and religious structures, and will provide valuable background information for the Neighborhood Design Overlay District.
- Implement a signage program, including gateway and wayfinding signs. Wayfinding signs should identify shops and services, parking and open spaces. The signage program also would help to provide an identity to the Squares, and could be enhanced with the addition of banners.

Other Commercial Subdistricts

A key component of the recommendations for commercial land use is the creation of new neighborhood business subdistricts based on desired future development patterns, including both scale (building and store size, height, dimensional requirements) and allowable uses. Consistent with updated zoning in other Boston neighborhoods, the commercial districts should be reclassified as either Neighborhood Shopping - 1 (NS-1) or Local Convenience (LC) Subdistricts.



The new kiosk in Roslindale Square both supports the identity of the Square and provides wayfinding information.





In an effort to encourage the development of a more pedestrian-friendly environment throughout Hyde Park, it is recommended that auto-oriented uses (including, but not limited to, gas stations, used car dealers, auto parts shops, vehicle rental agencies, and vehicle storage and repair garages) be conditional uses in all Neighborhood Shopping and Local Convenience Subdistricts. The existing auto-oriented businesses may remain until the property owner decides to redevelop the property.

Neighborhood Shopping Districts



Neighborhood Shopping Subdistricts (NS-1) are designed to provide goods and services to the larger neighborhood (for example, a large grocery store, restaurant, and hair salon) and, in some cases, to patrons from outside the neighborhood. Recommended NS Subdistricts include:

- American Legion Highway at Cummins Highway (Stop and Shop plaza)
- Hyde Park Avenue at Willow Street (America’s Food Basket)
- Former Oak Lawn Driving Range
- Hyde Park Avenue at Factory Street (Shaw’s Market)
- River Street at Winthrop Street (north side of NS-2 subdistrict, scaling down to a residential subdistrict)
- Shops at Riverwood Plaza (new PriceRite)
- Truman Parkway at Washington Street (Stop and Shop plaza)



Commercial subdistricts from top: Hyde Park Avenue at Willow Street (NS-1), River Street at West Street (LC) and Hyde Park Avenue at Arlington Street (LC).

These subdistricts differ from the Cleary and Logan Squares NS-2 in that they have a lower floor area ratio (FAR) and offer a smaller variety of goods and services as a result of their smaller size. These subdistricts tend to have off-street parking areas, with buildings set far back from the street. Recommended design guidelines would limit the size, location and number of driveways, prescribe the placement of buildings to create a continuous streetwall and detail requirements for landscaping of parking lots for all commercial uses.

Local Convenience Subdistricts

Local Convenience Subdistricts (LC) are designed to provide convenience retail and services (for example, a laundromat, small market, and shoe repair shop) for the immediate neighborhood and pedestrians. They are generally located along River Street, Truman Parkway and Hyde Park Avenue. The individual parcels are small and tend to have limited or no on-site parking. Recommended LC Subdistricts include:

- Hyde Park Avenue and Dana Avenue and Pine Street
- Hyde Park Avenue at Collins Street and Metropolitan Avenue
- Hyde Park Avenue at Thatcher and Greenwood Streets
- Hyde Park Avenue at Arlington Street

- River Street and West Street
- River Street at Oakcrest Road and Tileston Street
- River Street and Reservation Road
- River Street and Norton Street
- Fairmount Avenue and Truman Parkway
- Dana Avenue and Truman Parkway
- Wolcott Square
- River Street at Solaris Road

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.

INDUSTRIAL DISTRICTS

There is a strong commitment on the part of the community to preserve Hyde Park’s industrial legacy through maintaining key industrial districts for continued industrial use, continuing to look for emerging industries that can be attracted to Hyde Park, and ensuring that zoning and other regulations continue to support those industrial uses which bring jobs and economic vitality to the community. This continued support of industrial districts is consistent with the BRA’s Back Streets Program which works to “support Boston’s many small and medium-sized industrial and commercial companies by creating the conditions in which they can grow and prosper, and attract new manufacturing and commercial businesses to the city.”

Hyde Park’s existing industrial space supports a wide variety of businesses ranging from more traditional automotive, building/contractor and warehouse/distribution uses to newer uses including commercial bakeries such as Sweet Cupcakes and Grandma’s Coffee Cakes; commercial recreation/athletic facilities such as the Personalized Fitness Health Club - Sky Zone, a new trampoline gym and Rock Spot Climbing - an indoor climbing gym; and medical/life sciences manufacturing such as Solos Endoscopy. Several of the buildings, such as the Boston/Dedham Commerce Park on Sprague Street and Westinghouse Plaza, include artist space. These artist spaces support Hyde Park’s growing arts community by providing space for artists such as metal sculptors who need larger spaces that can accommodate electrical and fire safety requirements, and help to provide a viable reuse for some of the existing industrial buildings.

Residents have expressed a strong interest in encouraging job creation in emerging industries such as medical/life sciences manufacturing, creative economy and green/clean technology. The BRA’s Economic Development Department runs programs to attract these industries and has been actively directing potential tenants to suitable



Views (from top) of industrial areas along Business Street, Sprague Street, Providence Street, at Fairmount Station and on A Street.



space in Hyde Park. The following recommendations help to enhance Hyde Park as an attractive location for these emerging uses in addition to the more traditional industrial uses.

Zoning Recommendations

The existing Manufacturing Subdistricts (M-1 and M-2) should be reclassified as Local Industrial Subdistricts (LI-1 and LI-2), consistent with other Boston neighborhoods that have been rezoned. The difference between LI-1 and LI-2 is the intensity of development permitted in the subdistrict, with LI-2 allowing denser development. 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. The proposed Local Industrial Subdistricts include:

- Hyde Park Avenue between Margin and Grantley Streets (LI-1)
- Providence Street between Collins Street and Westminster Street (LI-1)
- Providence Street between Arlington Street and West Street (LI-1)
- 100 Meadow Road (Stop and Shop parcel) and adjacent railroad land (LI-1)
- River Street between Knight Street and Roxana Street (LI-1)
- Business Street between Reservation Road and Business Terrace (LI-2)
- Westinghouse Plaza area (LI-2)
- Hyde Park Avenue between Reservation Road and Milton Street (LI-2)
- Boston/Dedham Industrial Park (LI-2)
- Industrial Drive, including the MBTA Readville Yard 5 (LI-2)

It is also recognized that not all industrial uses are desirable in all parts of Hyde Park, and care was taken to define districts that are compatible with adjacent land uses. It is recommended that smaller industrial districts that currently contain no industrial use, or that conflict with adjacent residential use, be rezoned into a different zoning classification. These areas include:

- River Street at Wood Avenue: It is recommended that this subdistrict be rezoned as Neighborhood Shopping - this former Bay State Paper Company site was recently redeveloped as The Shops at Riverwood.
- River Street at Thorn and Poydras Streets: It is recommended that this area be rezoned as Multi-family. The new subdistrict includes Hassan Apartments, a 100-unit Boston Housing Authority development, and the Neponset Fields residential development currently under construction.
- Fairmount Station Area: As discussed above under Commercial Subdistricts, it is recommended that this area, including the former Lewis Chemical site, be rezoned as part of the Cleary and Logan Squares Neighborhood Shopping Subdistrict (NS-2) to encourage mixed-use Transit Oriented Development.

- **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.

A number of Hyde Park's industrial subdistricts are located along major roadways and/or the Neponset River and Mother Brook, while some are adjacent to either residential or commercial subdistricts. These subdistricts are very visible to Hyde Park residents and visitors. In addition, prospective businesses in the emerging industries described above have expressed a desire for locations that provide an attractive environment for their employees. It is recommended that Industrial Subdistrict Design Guidelines and zoning requirements limit driveway size and quantity, and require sidewalks, attractive screening and landscaping. Design guidelines should be aimed at improving the pedestrian environment, even in industrial areas. Use regulations should require all activities, except loading, to be indoors, and zoning requirements may limit hours of operation.

Area-Specific Recommendations

Lower Hyde Park Avenue

Hyde Park Avenue, south of Reservation Road, is lined with narrow parcels defined by railroad tracks. Existing industrial uses vary widely, ranging from food importing/packaging to construction equipment storage to automotive repair to asphalt paving. A large building at the northern end is used for storage by the Boston Police Department. Building and property conditions vary, but this section of Hyde Park Avenue is, in general, unattractive and uninviting to pedestrians. The narrow parcels bounded by railroad tracks somewhat limit the desirability of these parcels for other uses. However, because of the area's location within a quarter to a half mile of the Readville Commuter Rail Station, its relatively close proximity to Cleary Square and the growing arts community, and the availability of industrial space, Artists' Mixed Use is a desirable use for the area.

While the design guidelines recommended above will help to improve the appearance and pedestrian environment of this area, additional streetscape improvements are recommended to create a more attractive pedestrian environment for the employees, residents and patrons of the emerging industries. These improvements also will help to attract related uses such as small service and retail establishments serving residents, employees and patrons.



Views along lower Hyde Park Avenue.





Illustration of conceptual phased improvements along lower Hyde Park Avenue showing (clockwise from top left) existing conditions; new fencing, lighting and street trees; landscape buffer inside fence line; and a widened sidewalk to accommodate outdoor uses.

As illustrated in the renderings, streetscape improvements should include new sidewalks, street trees and decorative lighting. These improvements should occur as an early phase to attract desirable uses. Other improvements, such as attractive screening of parking areas and widened sidewalks in appropriate locations to accommodate outdoor seating, can be phased over time as new uses are developed.

MBTA Readville Yard 5 (Industrial Drive)



Aerial photo of Readville Yard 5.

The MBTA Readville Yard 5 is an approximately 42-acre site. It has served as a railroad yard since 1834. The eastern portion of the yard, which covers approximately 21 acres, is located in the City of Boston. The western portion of the yard, which also covers approximately 21 acres, is located in the Town of Dedham. The MBTA currently uses the yard as storage for railroad-related materials, but it is the MBTA's intention to issue an RFP for development of the parcel following environmental cleanup. The MBTA is currently undertaking the necessary assessment and remediation work at the site in accordance with Chapter 21E of the Massachusetts General Laws and

the Massachusetts Contingency Plan. Because of the adjacent industrial uses, the circuitous access and the MBTA's need to retain approximately five acres for ongoing use, it seems likely that this parcel will remain in industrial use. The proposed LI-2 zoning would allow commercial uses, including both retail and office uses; and is considered flexible enough to accommodate potential desired redevelopment of the site.

100 Meadow Road (Former Stop and Shop Warehouse Site)

Much attention has been paid to this site since the warehouse closed several years ago. The site, which includes 34.6 acres in Hyde Park, straddles the Dedham border. In the past, the owner presented plans for a mixed-use (commercial and residential) development on the site. There was strong opposition from the abutting community based on the density of the plan, and the reluctance on the part of the Town of Dedham to allow any residential development in this location. The opposition to residential development and increased density on the site greatly limit options for redevelopment, resulting in the continued use of the site for warehouse and light-industrial type uses. The site has been discussed as a potential location for a Regional Public Safety Training Center, but there are no specific plans for such a facility. The proposed LI-1 zoning is considered flexible enough to accommodate potential desired development of the site. Because of the large scale of the site, and its adjacency to environmentally sensitive areas, any redevelopment of the site will require an extensive BRA and community review process.



Aerial photo of 100 Meadow Road.

OPEN SPACE

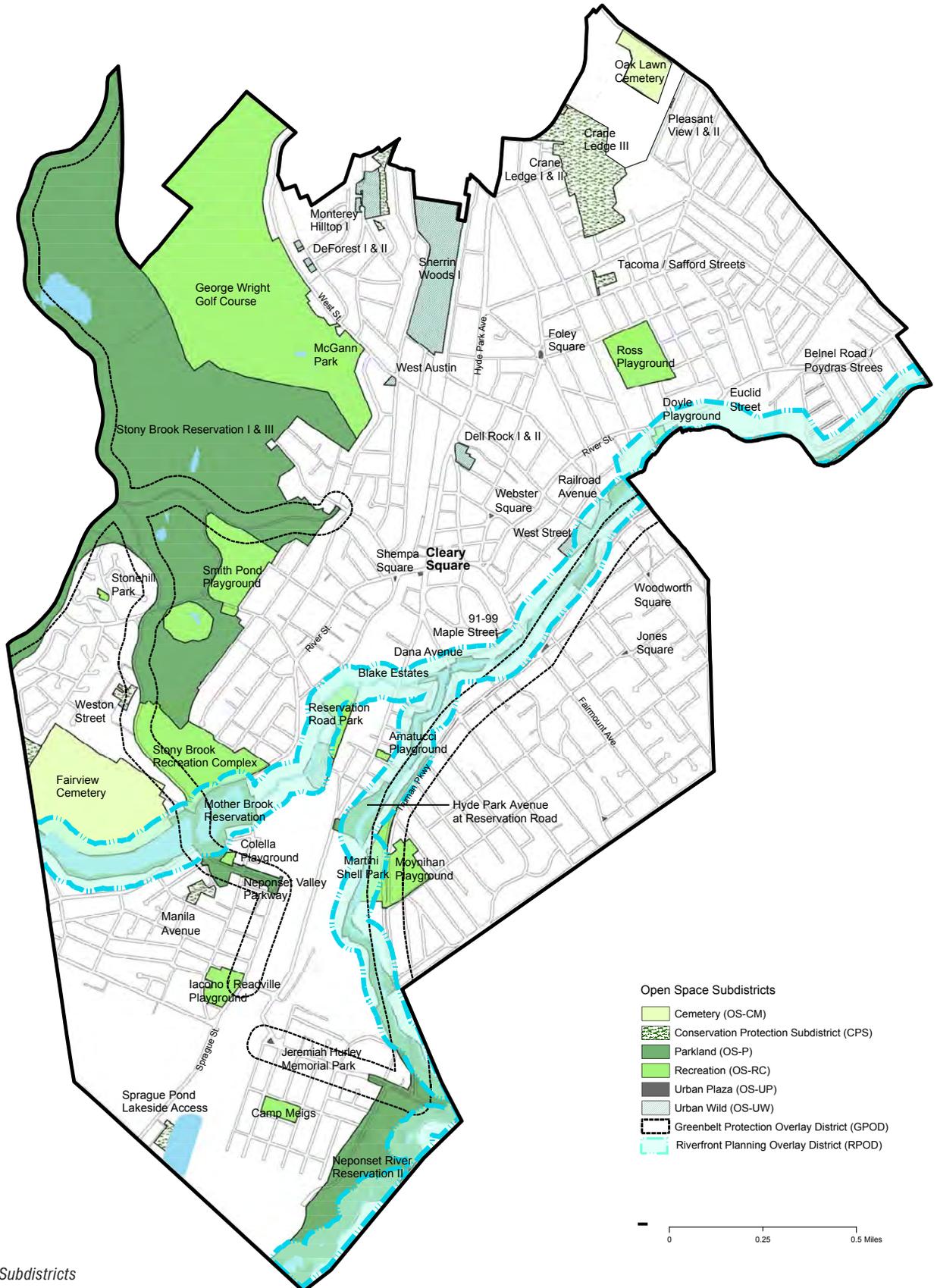
Open/ green space in a neighborhood includes public parkland, undeveloped land and privately-owned yards and gardens that are visible from surrounding properties and streets. All of this open space provides “breathing room” in an urban environment, as well as a place for residents to enjoy nature, get exercise, breathe fresh air and meet their neighbors.

As described in Chapter 2, Hyde Park has a wealth of open space, including the Stony Brook Reservation on the west side of the neighborhood and the Neponset River Reservation on the east side. These regional resources, along with a number of City owned parks, provide a variety of opportunities for passive and active recreation, and for enjoying the natural environment. At the same time, many of the homes in the community's extensive one and two-family neighborhoods have grassy backyards and/or front yards, increasing the amount of open space in the community.

Protecting and expanding access to open space was a key goal identified by the community. Open space recommendations fall into the following categories:

- Changes in zoning
- Creation of New Open Space/Changes in Ownership





Proposed Open Space Subdistricts



View of the Mill Pond from the Knight Street Bridge.

- Access and Other Improvements to Existing Resources
- Programming
- Wayfinding

Recommended Changes in Zoning

A key recommendation includes creating a series of Open Space Subdistricts to prohibit inappropriate future development of any publicly-owned open space, and to provide greater protection of privately-owned open space. The proposed subdistricts, and the areas proposed for each subdistrict, are listed below. With the exception of the Conservation Protection Subdistrict (CPS), the Greenbelt Protection Overlay District (GPOD), and the Riverfront Protection Overlay District (RPOD), these subdistricts can only be applied to land in public ownership (or land on which the property owner has agreed to the designation) because the subdistricts prohibit use of the property for anything other than open space.

Urban Wild Open Space Subdistricts (OS-UW) consist of open land where such features as undeveloped hills, rock outcroppings, quarries, woodlands, meadows, scenic views, inland waters, freshwater wetlands, floodplains, wildlife habitat, or any estuary, creek, river, stream, pond or lake, or any land under these waters predominate. Proposed subdistricts include:

- Blake Estates Urban Wild
- Dana Ave. Urban Wild I





View of the West Austin Urban Wild.

- DeForest Urban Wild
- Dell Rock I Urban Wild
- Monterey Hilltop Urban Wild
- Mother Brook III Urban Wild
- Railroad Avenue Urban Wild
- Sherrin Woods I Urban Wild
- West Austin Urban Wild
- West Street Urban Wild

Parkland Open Space Subdistricts (OS-P) consist of land appropriate for passive recreational uses including walkways, picnic areas and sitting areas, and may include vacant public land. Proposed subdistricts include:

- DeSantis Park
- Mother Brook Reservation
- Neponset River Reservation
- Neponset River site at Hyde Park Avenue and Reservation Road (see parcel description on Page 48).
- Neponset Valley Parkway
- Stony Brook Reservation
- Truman Highway at Milton Avenue (see parcel description on Page 49)
- Walnut Street (see parcel description on Page 49)



Recreation Open Space Subdistricts (OS-RC) consist of land appropriate for active or passive recreational uses, including walkways, physical education areas, children’s play areas, swimming pools, skating rinks, and sporting areas. Proposed subdistricts include:

- Amatucci Playground
- Camp Meigs
- Paul J. Colella Playground & Field
- Dooley Playground
- Doyle Playground
- Iacono / Readville Playground
- Martini Shell Park
- McGann Park
- Moynihan Playground



Views (from top) of Camp Meigs, Iacono Playground and Reservation Road Park.

- Reservation Road Park
- Ross Playground
- Stonehill Park
- Stony Brook Recreation Complex (including a series of ballfields the Harry A. Lawler Playground and the Alexander S. Bajko Rink)
- John F. Thompson Memorial Park
- George Wright Golf Course



View of the new multi-use path along the Neponset River Reservation (from top) and Cleary Square.

Urban Plaza Open Space Subdistricts (OS-UP) are designated for passive recreational uses, are directly accessible to the public from the adjoining street, may be furnished with benches, chairs or other seating facilities, and may contain works of art, plantings, and other features. Proposed subdistricts include:

- Cleary Square
- Foley Square
- Jeremiah Hurley Memorial Park
- Jones Square
- Shempa Square
- Webster Square
- Williams Square
- Woodworth Square

Community Garden Open Space Subdistricts (OS-CG) consist of land appropriate for the cultivation of herbs, fruits, flowers or vegetables, including the cultivation and tillage of soil and the production, cultivation, growing and harvesting of any agricultural, floricultural or horticultural commodity. There are no community gardens in Hyde Park at this time, but the following parcel may be suitable, contingent on transfer of ownership from DND to a natural resource non-profit entity. Until that happens, it is recommended that this DND parcel be included in the surrounding lower-density residential subdistrict (1F-6000). In the future, the parcel can be rezoned to OS-CG if a local non-profit entity would like to pursue a community garden.

- Belnel Rd. at Poydras Street: (see parcel description on Page 49).

Another potential measure for establishing Community Gardens would be to petition the state to allow community gardens in the state reservations.

Cemetery Open Space Subdistricts (OS-CM) are designated for interment uses. Proposed subdistricts include:

- Fairview Cemetery
- Oak Lawn Cemetery



Greenbelt Protection Overlay Districts (GPOD) are established to preserve and enhance air quality by protecting the supply of vegetation and open space along the City’s Greenbelt Roadways; to enhance and protect the natural scenic resources of the City; to protect the City’s Greenbelt Roadways from traffic congestion; and to abate serious and present safety concerns. The GPODs encompass land within 200’ of the centerline of the roadway. New buildings or building additions larger than 5,000 square feet are subject to the GPOD regulations (see Article 29 of the Boston Zoning Code - Greenbelt Protection Overlay District). GPOD requirements include review by the Boston Parks Department and the BRA as provided in Article 80 for the Site Plan components of Large Project Review and Small Project Review. Proposed GPODs include:

- Dedham Parkway
- Enneking Parkway
- Neponset Valley Parkway
- Truman Parkway
- Turtle Pond Parkway



The proposed Riverfront Protection Overlay District would help to create a more attractive and visible riverfront on waterfront sites such as this parcel on the Neponset River at Fairmount Avenue.

Riverfront Protection Overlay Districts (RPOD) is a proposed new subdistrict recommended to preserve and enhance river resources and the natural environment by protecting the supply of vegetation and open space along the City’s waterways. This district encompasses land within 200 feet of the centerline of the waterway. New non-residential buildings or building additions larger than 2,000 square feet would be subject to the RPOD regulations. The RPOD should require compliance with design guidelines (similar to those being proposed in the commercial and industrial districts) which respect the natural features of the area, require waterfront setbacks and encourage public access and views to the water. Design guidelines should also require screening of all delivery and dumpster areas and, for commercial buildings, encourage porches or decks facing the water. Use of impervious surfaces should be minimized to improve natural hydrology and river water quality. RPOD requirements should include benches, adequate trash receptacles (perhaps the Big Belly solar receptacles in use in parks in the city) and Mutt Mitt stations to minimize the amount of pet waste on land and in the water.

The RPOD will require project review and permitting by the Conservation Commission, as all land within 100 feet of a waterway is subject to protection under the Massachusetts Wetlands Protection Act. Similar to the GPOD, the RPOD will also require design review by the BRA as provided in Article 80 for the Site Plan components of Large Project Review and Small Project Review. Proposed RPODs include:

- Neponset River
- Mother Brook

Conservation Protection Subdistricts (CPS) are established to promote the most desirable use of land and siting of development in areas with special natural or scenic features in accordance with a well considered plan. In order to assure that any significant development within the CPS occurs in a manner that is protective of the special natural and scenic features, requirements for BRA review of site plans for proposed projects in Conservation Protection Subdistricts apply as provided in Article 80 for the Site Plan components of Large Project Review and Small Project Review. If there is community interest in preservation and stewardship of any of these parcels, transfer of ownership to the Conservation Commission and designation as an Urban Wild should be considered. CPS subdistricts include:

- **91-99 Maple Street:** This 0.2 acre triangular parcel at the Intersection of Maple and Walnut Streets is owned by DND. It slopes steeply up from Walnut to Maple Street and has a number of trees and rock outcroppings.
- **Beechmont Terrace:** DND owns two parcels, totaling approximately 0.2 acres, south of the Monterey Hilltop Urban Wild. The parcels contain woodlands and rock outcroppings.
- **Crane Ledge:** This series of parcels includes both three DND parcels totaling approximately 1.2 acres, as well as 24.3 acres of privately-owned land identified by the Boston Parks Department as open space, but with no specific designation. The parcels contain undeveloped hills, rock outcroppings, and woodlands.
- **Dedham Line:** This approximately 1.5 acre DND-owned parcel is located behind private residences on Leighton Rd. adjacent to Fairview Cemetery and accessible only from High Rock Ave. in Dedham. The parcel contains undeveloped hills, rock outcroppings, and woodlands.
- **Manila Ave.:** The 13 DND-owned parcels, totaling approximately 1.5 acres, are located along a paper street (an unpaved section of Manila Ave.), between Norton St. and Bunker Street. The parcels contain undeveloped hills and woodlands.
- **Monterey Hilltop:** DND owns one large 2.53 acre parcel immediately east of the existing Monterey Hilltop Urban Wild. There are also three privately owned parcels surrounded by the Urban Wild, totalling 0.11 acres. The parcels contain undeveloped hills, rock outcroppings, and woodlands.
- **Pleasant View:** These three parcels, two privately owned and one owned by DND, adjacent to Crane Ledge, total 0.24 acres. The parcels contain undeveloped hills and rock outcroppings.
- **Sprague Pond Waterfront Parcels:** There are two privately-owned undeveloped Lakeside Avenue parcels, totaling 1.15 acres. The parcels currently have grass, trees and a bench, and provide beautiful views to the adjacent Sprague Pond.
- **Tacoma St. / Stafford St:** The two DND-owned parcels, totaling approximately one acre, are in the center of the block bounded by Tacoma Street to the north,



Views (from top) of the proposed Conservation Protection Subdistricts at Manila Avenue, Sprague Pond and Tacoma Street.



Melba Way to the east, Safford Street to the south, and Bradlee Street to the west, are adjacent to the rear and side yards of private residences on the block and are accessible from Tacoma and Safford Streets. The parcels contain undeveloped rock outcroppings and woodlands.

- Weston Street: The 17 DND-owned parcels, totaling approximately 1.5 acres, are located along the paper streets known as Weston and Acton Streets, between Vernon and Upton Streets. The parcels contain undeveloped hills and woodlands.

Creation of New Open Space / Changes in Ownership

DND Property

The Boston Department of Neighborhood Development (DND) currently owns close to 100 parcels or approximately 21 acres in Hyde Park, acquired through the foreclosure process. DND’s goal is to determine the appropriate use and disposition process for each of the parcels. An initial field survey was done to assess site conditions including access and topography, and site features such as wetlands, rock outcroppings and vegetation. Several parcels were identified as potential open space parcels, and are included in the discussion of the Fairmount Greenway below.

An additional parcel, not adjacent to the proposed Fairmount Greenway, is a 3.58 acre (including river portion) site adjacent to Hyde Park Avenue at the intersection with Reservation Road. The parcel straddles the Neponset River, providing wide river frontage on the east and west banks. The west bank is accessible from Hyde Park Avenue and has the greatest potential for future public use. The east bank is located between the Neponset River and the MBTA railroad tracks, and is not easily accessible from a public right of way. In addition, the parcel shares its eastern boundary with a wide public right of way that runs parallel to the Neponset River. Combined with this adjacent public right of way, the frontage is large enough to develop considerable passive recreational parkland and pedestrian and vehicular access to the Neponset River. It is recommended that this parcel be acquired by DCR as part of the Neponset River Reservation. Potential acquisition of this parcel will be evaluated in DCR’s upcoming Resource Master Plan for the Neponset River Reservation.

A number of other DND parcels appeared to have significant natural features and may be suitable for designation as Conservation Preservation Subdistricts. They are described on Pages 47 and 48.

The Fairmount Greenway

The Fairmount Greenway Task Force, a consortium of non-governmental organizations, started its own planning effort in 2008 to develop a new nine-mile Fairmount Greenway running from Readville Station in Hyde Park to South Station in downtown Boston. The proposed Greenway would link existing and new open space, creating a new ribbon of green space that weaves back and forth and along the Fairmount line. The multi-use pedestrian and bicycle path would span the length



Views of the Belnel Road and West Street Parcels (from top down).

of the Fairmount line and provide connections between parks, community gardens, schools, historic sites, community centers and shopping districts.

As part of the Greenway planning effort, the Fairmount Greenway Task Force worked with each of the communities to identify existing and potential open spaces that residents would like to see incorporated into The Greenway. Incorporating these parcels into The Greenway as open space would require transfer of ownership of privately-owned parcels or parcels owned by non-park agencies, such as DND, either to the future Greenway entity or to another public entity.

All but the Sprague Pond parcels are owned by DND or the Commonwealth of Massachusetts. It is recommended that all of these parcels be rezoned as Open Space, independent of implementation of the Fairmount Greenway, because of either their existing natural features or open space potential, as well as their identification by the community.

The parcels identified in Hyde Park include:

- 91-99 Maple St.: The parcel would provide an attractive edge to The Greenway. Conservation Protection Subdistrict zoning is recommended (see description on P. 47).
- Belnel Road at Poydras Street: This approximately 0.1 acre parcel is currently vacant, fenced, and within a predominately residential section of Hyde Park. Although small, it could potentially be used as a community garden or passive park. The parcel is owned by the Boston Department of Neighborhood Development. If not acquired by the Fairmount Greenway, discussions should be held with the Boston Natural Areas Network (BNAN) regarding acquisition of this parcel for a community garden. Hyde Park currently has no community gardens. In the interim, this parcel should be placed in the adjacent lower density residential subdistrict 1F-6000 until potential acquisition by a local garden organization such as BNAN.
- Sprague Pond Waterfront Parcels: see description on Page 47. Conservation Protection Subdistrict zoning is recommended.
- Truman Highway at Milton Avenue: This location includes a long, narrow 0.56 acre parcel owned by DND and a 0.24 acre triangular parcel owned by the Commonwealth of Massachusetts. The two adjacent parcels provide access to the Neponset River. Open Space – Parkland zoning is recommended.
- Walnut Street: This 0.68 acre parcel is owned by DCR. The long, narrow parcel is covered in trees and abuts the Neponset River. Open Space - Parkland zoning is recommended.
- West Street: These three parcels, the eastern parcel totaling 2.16 acres and the two western parcels totaling 0.40 acres, currently are designated as the West Street Urban Wild. They provide views to the Neponset River. Potential



Conceptual Fairmount Greenway alignment in Hyde Park (shown in orange).





Residents expressed a strong desire for more active programming such as the 2010 Summer Arts Fest (left) and canoeing on the Mill Pond (right). (Photos by Rob Villegas)

uses include both a small waterfront park. All three parcels are under Boston Conservation Commission ownership. Open Space - Urban Wild zoning is recommended.

The proposed alignment for the Greenway would follow Mother Brook from its convergence with the Neponset River west through Reservation Road Park and then south to Readville Street, providing physical and visual access to the Brook. Currently, Mother Brook is almost completely inaccessible, and access to the Brook is an important community goal. This alignment would also provide a new east-west connection across the MBTA Commuter Rail tracks. Access to Mother Brook would require easements on three privately-owned parcels:

- Westinghouse Plaza
- Renaissance Academy
- 1791 Hyde Park



The alignment along Edgewater Street would require breaching this historic stone wall.

Further north, the proposed alignment follows the Neponset River on the river side of the stone wall along Edgewater Street in the Belnel neighborhood. The historic stone wall would have to be breached in one or more locations to provide access from the street to the Greenway.

The City of Boston should support efforts to implement the Fairmount Greenway multi-use path and related open spaces through the neighborhood, including acquisition of priority parcels and easements described above. Zoning changes given in the parcel descriptions are recommended for the short-term, realizing that the Fairmount Greenway Initiative may take many years to implement.

Access and Improvements to Existing Resources

The Neponset River Reservation

The Neponset River Reservation is an important community and regional resource. In 2006, DCR published the Neponset River Reservation Master Plan which provides a long-term plan for improvements to the Reservation, including creating a continuous multi-use trail; improving access to the River and providing new canoe/kayak access points; and upgrades to park and recreation areas including both the Martini Shell Park and Doyle Playground. A significant portion of the multi-use trail in Hyde Park has been constructed, and much of the remaining section is currently in design. Improvements to the Martini Shell Park were completed in 2010. DCR should be encouraged to continue implementation of the Master Plan, including improvements to Doyle Playground and access improvements. DCR is working to achieve these improvements; implementation of access improvements is a complex effort that requires the coordinated efforts of two municipalities, the Commonwealth, non-governmental partners and private landowners.

To provide improved access to the Neponset River, the City should encourage or require public easements along the water's edge as properties are developed or redeveloped (also see Riverfront Protection Overlay District on Page 45).

Stony Brook Reservation

While Stony Brook Reservation provides extensive open space resources to the community, residents voiced a number of concerns related to safety and maintenance at the reservation. The DCR should improve maintenance and security at the Reservation and develop a reuse plan for the Thompson Center, which has been abandoned for a number of years. The Stony Brook Reservation Resource Master Plan (RMP) includes a recommendation to conduct a reuse study for the Thompson Center. However, funding for this study has not yet been programmed. The RMP also identifies a variety of infrastructure maintenance and repair needs; the DCR is addressing these needs with available resources.

The RMP contains the following additional recommendations:

- Develop and implement educational programs that highlight the cultural resources and history, and natural resources of the Stony Brook and Mother Brook Reservation, and Camp Meigs.
- Improve signs in order to better direct visitors to the reservation and to provide internal guidance once they have arrived.
- Create a safe, continuous bike path from Washington Street to the north, to River Street to the south.

Although it is understood that implementation of these recommendations is subject to funding, implementation should be encouraged.



One of several new overlooks along the Neponset River.



Mother Brook

To provide improved access to the Mother Brook, the City should encourage or require public easements along the water’s edge as properties are developed or redeveloped (also see Riverfront Protection Overlay District on Page 45).

Public acquisition of the existing car wash parcel on River Street at Norton Street would provide additional access to Mother Brook, by providing a connection from River Street to the publicly owned land along the banks of the Brook. This section should be considered for acquisition by DCR, ***should the property become available.***

Programming

Programming is important to the success of public open space. Active programming helps to attract new users and keep existing users engaged and wanting to come back. The community expressed a strong desire for increased recreational programming, with particular emphasis on activities to engage a wide age range including children, teenagers and adults.

The City should coordinate with DCR to expand boating opportunities. Facilities are available at Martini Shell Park and the Boston Natural Areas Network has occasionally provided canoe lessons at the Mother Brook Mill Pond near Knight Street.

The renovated Martini Shell provides a great venue for performances, and programming of both live performances and outdoor movies should be increased. The Cleary Square Plaza also is used as a performance venue for events such as Friday Night Traffic Jam. Boston Parks and Recreation Department organizes live performances in city parks throughout the summer. Hyde Park’s many open spaces provide a variety of potential venues and the community should encourage the Parks and Recreation Department to schedule local events.

Wayfinding

Another issue raised with regard to access to open space involves the raising the community’s awareness of these open spaces and how they connect to each other as well as to other parts of the neighborhood.

Neighborhood maps should be added to MBTA bus shelters and commuter rail stations, where possible. These maps should include all open spaces and pedestrian connections, as well as bike routes. Open spaces also should be included on the wayfinding signs recommended for Cleary and Logan Squares. If implemented, the wayfinding and signage program proposed for The Fairmount Greenway will enhance this program.



Maps at MBTA bus shelters can help to direct residents to open space and other destinations.

TRANSPORTATION

Neighborhood-wide Transportation Recommendations

Neighborhood-wide transportation recommendations focus on improving and encouraging use of non-automotive modes.

Pedestrians and Bicycles

- **Expand sidewalks and enhance pedestrian crossings** to facilitate access to neighborhood services & transit
- **Improve bicycle accommodations** to encourage bicycling, such as requiring bicycle parking at new developments as part of the Boston Zoning Code Article 37 – Green Buildings. Bicycle parking facilities should be sited in protected, secure locations. Similarly, where space allows, bicycle lanes should be designed as cycle tracks or off-road paths to separate cyclists from other vehicles.

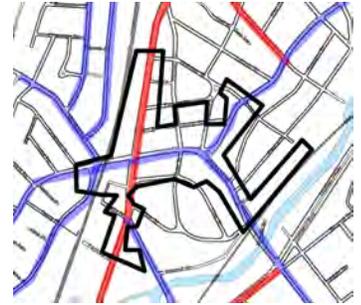
Public Transportation

This Neighborhood Strategic Plan is one step by which the Hyde Park neighborhood can ensure that consumer demand for transit improvements is made known to the MBTA and elected officials. The following public transportation improvements should be pursued in Hyde Park:

- **Advocate for more frequent commuter rail service**
- **Advocate for lower fares (subway comparable) on commuter rail services**
- **Develop targeted improvements to MBTA bus service and facilities** such as shelters and seating, along with street-side improvements such as pavement markings

Bus Route 32, which runs from Wolcott Square to Forest Hills is included in the MBTA's Key Bus Route Improvement Program. For each of the 15 routes included in the program the MBTA will implement a combination of improvements to enhance bus stop accessibility, improve bus service reliability, provide faster service and expand passenger amenities such as shelters, benches, signage and trash barrels. The program includes an intensive public process with participation from neighborhoods and municipalities served by each route and the public will have numerous opportunities to participate in the planning and design of improvements. The public process for Route 32 is scheduled to begin in the fall of 2011.

The additional commuter rail service provided by the Fairmount Line improvements will enhance transit access in the Hyde Park neighborhood. The community should continue to advocate for more frequent service and reduced fare structure to encourage use of this mode of transportation. The addition of new stations will result in an increase in travel time between Hyde Park and Back Bay and South Stations. For this reason, a fare reduction should be considered for this zone. A reduction in fares



From top: Bicycle routes (red for advanced riders, blue for intermediate); key intersections without crosswalks shown with red circles.





Existing transit facilities serving Cleary and Logan Squares (left) and parking facilities in the squares (right). On-street spaces are shown in yellow.

will also encourage more transit users, providing a benefit to both commuter rail operations and the neighborhood.

Every two years the MBTA Service Planning Department reviews service performance and usage of transit services and recommends service changes based on consumer demand. The biennial Service Plan includes public participation to evaluate bus and rapid transit service and propose changes consistent with the MBTA's Service Delivery Policy. This is the document that determines changes in frequency and scheduling of bus and subway services.

The MBTA's Capital Investment Program (CIP) is a rolling five-year plan, which outlines current infrastructure needs and details planned investments. It also includes a public participation component, and is updated annually. The CIP focuses mainly on improvements and upgrades to vehicles, stations, tracks, signals, power systems, bridges, tunnels, and maintenance facilities which increase system reliability and safety. Also included are initiatives to enhance customer service and accessibility improvements.

Parking

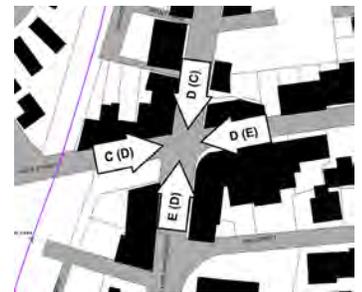
The following opportunities for creative parking strategies also should be explored:

- Waive the parking requirement for all commercial uses under 5000 square feet.
- Implement shared parking requirements for mixed use buildings, to minimize overall need to develop parking.
- Allow new developments to accommodate parking demand using off-site facilities, either existing or newly developed.
- Adopt BTM guidelines for maximum parking, as opposed to typical zoning minimums.



Turning movement counts at Hyde Park Ave. and River St. for AM and (PM) peak hour show most traffic continuing on Hyde Park Ave. or turning west onto River St.

- Offer parking credits to developers or existing uses for implementation of Travel Demand Management (TDM) programs, including parking cash-out (in which employers who provide free parking to employees pay the value of that free parking to employees who choose not to drive), transit pass subsidy, provision of bicycle parking or other measures.
- Develop a management system for on-street parking to encourage use by visitors, and discourage long-term use. Consider meters, or other time limited parking requirements. Establish parking areas for employees through private arrangements or sticker program.
- Protect abutting residential neighborhoods by expanding Resident Permit Parking Program.



Level of Service at Hyde Park Ave./ River St. intersection.

Car Sharing and Bicycle Facilities

Car sharing services such as Zipcar may be appropriate for several neighborhood locations, including Cleary and Logan Squares as well as other locations, to reduce the need for individual auto ownership. Similarly, bicycle sales, rental and service/ maintenance facilities could also help to improve non-auto transportation choices. Establishment of these facilities should be encouraged.

Recommendations for Cleary & Logan Squares

Existing Transportation Characteristics

In order to gain an understanding of existing conditions in the Hyde Park neighborhood, recent transportation plans and data for Hyde Park and surrounding





AM (from top) and PM traffic volumes on Hyde Park Avenue north and south of River Street illustrate that most traffic continues through Cleary Square.

areas were gathered and reviewed. These plans and information provided a multi-modal picture of existing transportation conditions for local and regional traffic, bus access, commuter rail use, pedestrian activity, bicycle access, and parking. A focus area in the Cleary and Logan Squares area was established, and was generally defined by the Hyde Park Main Streets boundary, expanded to include parcels near Fairmount Station.

The analysis of existing conditions for the Focus Area was completed using presently available information, and did not include additional data gathering. The Existing Conditions analysis provides a “transportation reality check” for how the transportation system currently functions, and provides a baseline to which recommendations for the future can be compared. The analysis considered the following elements:

- Traffic levels and analysis
- Public transportation
- Pedestrian and bicycle access
- Parking
- Land uses
- Zoning (square footage, occupancy, and use categories)

A general summary of the Existing Conditions is included below:

- Major through corridors (i.e. Hyde Park Avenue, River Street) are busy, but evidence shows most traffic is pass-through and not destined for the Study area.
- The Cleary Square (Hyde Park Ave. & River St.) intersection operates at Level of Service (LOS) D during AM and PM peaks, which is seen as acceptable per City standards. LOS is a qualitative measure that describes operational conditions and quality of service with letter designations ranging from “A” - the best operating condition to “F” - the worst. The Levels of Service describe operational characteristics in terms of speed and travel time, freedom to maneuver, traffic interruptions, and other factors.
- MBTA bus routes 23, 32, and 33 serve several stops within the Focus Area, and nearly 1,000 daily riders board commuter rail at Hyde Park Station and Fairmount Stations. Actual public transportation use (based on boarding counts) is 48% higher than projected using current land use/mode share formulas. However, infrequent commuter rail service outside of peak periods limits public transportation options.
- Pedestrian and bicycle facilities are lacking or low-quality for a neighborhood center/commercial business district. Inadequate sidewalks, crosswalks and street furniture, along with surface parking lots along the street, contribute to an uninviting pedestrian environment. There are no signed or marked bicycle

facilities present within the Focus Area, though several routes designated by Boston Bikes pass through the area.

- The current parking system (on-street and off-street) is inefficient and does not correlate with adjacent land uses. Most existing buildings do not meet current zoning requirements and many do not provide any parking.
- Overall, the analysis overstates trips generated by land uses within the Focus Area, especially for vehicles. Many trips are, in fact, “shared” between uses, i.e. people heading to multiple destinations, such as the library and then to lunch. Transit and pedestrian trips are higher than trip generation projections indicate, and non-automobile mode shares in the Focus Area are higher than in the Hyde Park neighborhood as a whole. Commercial uses constitute 35% of square feet but 68% of projected daily trips (analysis is likely high, due to the complementary and mutually attractive nature of uses in the Focus Area).

Build Out Analysis

A planning level assessment of the transportation implications of buildout scenarios for the Cleary/Logan Square Focus Area was completed as part of this Hyde Park Neighborhood Strategic Plan. The analysis and recommendations were performed on an area-wide, rather than parcel-specific, scale and are intended to represent long-range goals and changes of the buildout of these areas consistent with the zoning recommendations. It is expected that any build-out would occur over many years.

An analysis of future traffic conditions, based on the potential build-out of a number of underutilized parcels in the Squares, was developed. The build-out assumed a maximum of three floors, and included a mix of retail, residential and office uses. The analysis indicates that the vehicle trip increase from new development is not expected to significantly affect roadway Level of Service, as the broader mix in land uses makes traffic less concentrated on the surrounding transportation network because it spreads traffic more evenly over the day. Development near transit stations typically has a higher non-auto mode share than similar projects in other locations, further reducing the growth in vehicle trips. These projects tend to attract both residents and businesses for which these transportation choices are important.

Parking demand and supply would increase, depending upon prevailing requirements. Current BTM guidelines would require a maximum 500 to 750 spaces.

As described on Page 53, pedestrian, bicycle and public transportation facilities should be improved to encourage greater use.

Parking Recommendations

A number of residents expressed concern about the availability of adequate off-street parking to accommodate new development. Many of the parcels are too small to accommodate parking on site. In a large shopping district like Cleary and Logan Squares, consolidated parking, rather than a series of smaller site-specific



Potential redevelopment parcels included in buildout scenarios are shown in yellow.



lots, encourages patrons to walk by and stop in multiple stores. It also creates a more attractive, pedestrian friendly environment. Rather than requiring each new development or use to provide on-site parking, it is recommended that the City encourage developers to create consolidated parking facilities serving several parcels. Consolidated parking would simplify development on small and irregularly shaped parcels, and reduce the number of driveways. Although the City of Boston does not currently have a capital program for the construction of public structured parking, the neighborhood should pursue structured parking as one of several possible long-term parking solutions. Two levels of structured parking on the municipal lot could accommodate up to 240 cars; the lot currently has 137 spaces.

It is also recommended that the City and Hyde Park Main Streets work with the MBTA to provide free parking in the Cleary Square lot at night and on weekends.

The siting of on-street accessible spaces should consider adjacency to uses (such as medical offices) frequented by seniors and other mobility impaired patrons.

In addition to the neighborhood-wide parking recommendations on Page 54, the following opportunities for creative parking strategies also should be explored in Cleary and Logan Squares:

- [Proactively identify locations desirable for off-site parking](#), and allow parking to be created to accommodate proposed development.
- [Develop a management system for on-street and municipal public parking](#) to encourage use by visitors, and discourage long-term use. Consider meters, or other time limited parking requirements. Establish parking areas for employees through private arrangements or sticker program.

Roadway Improvement Recommendations

The following recommendations are designed to improve traffic flow:

- [Implement the Public Works plan for Cleary Square](#) (at the time of this report, these improvements are 90% complete):
 - Synchronize traffic light at River Street/Hyde Park Avenue with light at River Street/Business Street in order to decrease traffic congestion.
 - Bump out curb at south corner of Hyde Park Avenue/Oak Street to create 90 degree corner, improving safety and facilitating access to the bus stop.
 - Move bus stop from the north side of Oak Street to the south side at the new curb area and install two new bus shelters.
 - Reconstruct River Street from Logan Square to Mattapan Square (at the time of this report, these improvements are underway)
- [Build upon the Public Works plan for Cleary Square](#), such as narrowing travel lanes to 11 feet when feasible (as described on Page 34 and illustrated on Page

35); using curb extensions to improve safety at intersections; installing new street trees and other amenities; and improving sidewalk ramps at intersections.

- **Restrict driveway access on major streets** such as River Street, Fairmount Avenue and Hyde Park Avenue to improve safety and minimize traffic disruptions.
- **Prohibit drive-thrus (fast food restaurants, banks, dry cleaners), and auto-oriented uses (gas stations, auto-body services) in Cleary and Logan Squares** as these encourage auto trips.
- **Develop additional capacity through signal modernization, and minimal roadway improvements.**
- **Improve street lights and decorative stamped crosswalk at Harvard Avenue/ River Street intersection.**
- **Study the potential feasibility of a loop system** that would more efficiently funnel 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.

Transit Oriented Development

Transit oriented development (TOD) is a walkable, mixed-use area designed to maximize access to public transportation. TOD can provide a number of benefits to a community by reducing automobile trips and therefore easing traffic congestion and reducing parking demand. TOD concentrates trip generation and attraction around transit stops and stations. A 2008 Report (Arrington & Cervero, 2008 TCRP Report 128: Effects of TOD on Housing, Parking & Travel. Washington, D.C.: Transportation Research Board) shows a 15-90% reduction in TOD vehicle trip rates relative to standardized trip generation models..

TOD households typically own fewer cars due to smaller household sizes, and proximity to transit; they are almost twice as likely to not own any car, and own almost half the cars of other households. 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)

Well-designed TOD & other Transportation Demand Management (TDM) measures are key to realizing mode shift. TOD can be accomplished in the Hyde Park neighborhood by implementing the recommended zoning changes, improved infrastructure and amenities for pedestrians and bicyclists, and increased use of public transportation. The TOD principles supported by the Hyde Park Neighborhood Strategic Plan include:



- Compact, walkable community centered around transit
- Walkable design to facilitate connections, where pedestrians are given priority, as well as providing 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
- Creation of a sense of place

If residential use becomes a higher percentage of overall land use, as recommended in this Strategic Plan, a TOD model, should be developed for Cleary and Logan Squares. The model would concentrate trip generation and attraction around transit stops and stations. Because of the future TOD development in the Squares, there could be a proposed target mode share of 69% auto, 14% transit, and 17% pedestrian and bicycle use. This mode split, which would be supported by transit, pedestrian and bicycle improvements, as well as the proposed reduction in residential parking requirements, could cut future vehicle trip growth in half. Future residents choosing to live in the Squares with limited dedicated parking most likely would be people who only own one car and use other modes. Therefore, future traffic projections for new development in the Squares should be based on this new mode split. The target mode share represents an average of Jamaica Plain, Roslindale and South Dorchester neighborhoods and would only need to be achieved within the transit focused study area.

NEIGHBORHOOD-WIDE PROCESS RECOMMENDATIONS

- BRA design review should be required in all subdistricts on all new construction, expansion or renovation projects over 750 square feet that are visible from a public street or public open space.
- The community should work with ISD to strengthen enforcement requirements, including both maintenance of buildings and adequate parking for changes in building use.

SUSTAINABILITY

“Neighborhoods that make it easy to walk or bike to work, school, stores, parks, and other destinations help people stay healthy by incorporating regular exercise into their daily routines. Sustainable communities also reduce air and water pollution and protect treasured landscapes and prime agricultural land. People want to live in these types of places - in fact, right now, the demand for these neighborhoods far outstrips the supply. The two largest demographic segments - millennials, who are entering the workforce, and baby boomers, who are leaving it - are most interested in walkable neighborhoods that offer a variety of housing choices, convenient transportation options, shopping, restaurants, parks, and cultural amenities.” Partnership for Sustainable Communities - A Year of Progress for American Communities

The terms “sustainability” and “smart growth” encompass many topics, including the density, scale and location of development; building and landscaping design and materials; design of the pedestrian environment and other infrastructure; the availability of multiple transportation options and the preservation of open space. Many sustainable and smart growth ideas are aimed at creating the kind of walkable, compact, mixed-use communities that were developed before the prevalence of the automobile and sprawl development. Sustainably designed communities are healthier for both the residents and the environment.

Hyde Park already is, in many ways, the kind of community that sustainable and smart growth principles describe. And, as outlined in the goals and objectives for this report, it is exactly those characteristics that community residents want to maintain or enhance.

Sustainability Concepts Incorporated Into the Plan

Key sustainability concepts, and a description of how they have been incorporated into this plan, are summarized below:

1. **Mixed use:** Commercial clusters are scattered throughout this predominately residential neighborhood. All of the recommended commercial zones allow mixed commercial and residential use, and in Cleary and Logan Squares, parking requirements are reduced for mixed-use projects. Artists’ Mixed-Use is introduced as a new allowable or conditional use in Commercial and Local Industrial subdistricts.
2. **Diversity of housing types, sizes, income levels:** Residential zoning districts are designed to accommodate a variety of building types and sizes, with 1, 2, 3 and multi-family districts. The plan encourages development of housing affordable to “middle-income” residents and housing with a variety of unit sizes and types.
3. **A focus on the center, creating a sense of place:** Cleary and Logan Squares encompass both commercial and community services. Zoning and urban design recommendations are developed to encourage mixed commercial and residential



use, and enhance the existing “sense of place” through signage, streetscape improvements, public art and design guidelines. Recommendations for supporting arts-related uses and creating better venues for outdoor performances will help to strengthen the identity of the Squares.

4. **A variety of open space types:** Open space zoning recommendations are developed to protect the existing open spaces, which vary from large, natural environments on the periphery of the neighborhood to ballfields, playgrounds and plazas within the heart of the community. Open space recommendations also promote access improvements to the Neponset River and Mother Brook.
5. **Neighborhood activity over many hours of the day and night:** The introduction of new residential development in and around the Squares, as well as the expansion of arts-related activities, will help to generate evening activity.
6. **A variety of transportation choices with fully connected pedestrian and bicycle routes:** The plan includes recommendations for sidewalk and streetscape improvements to encourage pedestrian activity and improved bicycle routes and installation of bicycle parking. Recommendations to improve transit service are designed to make public transit easier to use and more attractive to Hyde Park residents. Recommendations to support the development of the Fairmount Greenway and the Neponset River Reservation improvements support the expansion of the neighborhood’s pedestrian and bicycle network. Other recommendations include introduction of car sharing programs such as ZipCar.
7. **Preservation of natural terrain and vegetation:** Hyde Park is well-served by an existing system of large open spaces. Recommended open space and conservation protection subdistricts, as well as an expansion of the Greenbelt Protection Overlay District, are designed to protect natural resources. The plan also recommends introducing a Riverfront Protection Overlay District to protect the banks of the Neponset River and Mother Brook.
8. **Preservation of historic building fabric:** Preservation of historic buildings will help to convey and reinforce the “sense of place.” Recommendations for a survey of historic resources and Neighborhood Design Overlay Districts will help to encourage historic preservation.
9. **Clean up and reuse of former industrial properties:** The zoning recommendations promote the reuse of vacant industrial properties for emerging industries such as medical/life sciences manufacturing, creative economy and green/clean technology to create new jobs within walking distance of existing residential neighborhoods and transit facilities.
10. **Predictable, fair, cost-effective development decisions:** The intent of the recommended zoning and design guidelines is to clarify the land uses, character, density and scale of development desired by the community so that potential developers know what is expected of them.

11. **Citizen and stakeholder participation:** Through the Advisory Group, project website, and a series of public meetings, residents and other stakeholders actively participated in the development of this plan.

Other Recommendations for a Sustainable Community

This Neighborhood Strategic Plan also promotes sustainability through the following recommendations:

- **Encourage inclusion of green building elements** in projects that, because of their size (under 50,000 square feet), are not subject to Article 37 “Green Buildings.”
- **Expand homeowner education** to include information about City initiatives around energy conservation and generation and references to utility-sponsored audits and incentives. Information and suggestions regarding energy conservation, water conservation, waste reduction and healthy homes may also be subjects that can be covered as part of an ongoing education plan.
- **Expand information available to small and mid-sized locally owned and independent businesses** to include the Sustainable Business Leader Program (<http://www.sustainablebusinessleader.org>). Business owners can take advantage of the expertise of this organization to improve environmental performance, identify appropriate sustainable goals and measures and save money while improving the environment of Hyde Park.
- **Continue to advocate for and support the clean-up and reuse of contaminated industrial parcels** such as the Lewis Chemical site. DND is managing the clean-up and ongoing community process related to that parcel.
- **Encourage Low Impact Development (LID) concepts and measures** such as limited disturbance to natural areas and resources, the promotion of pervious surfaces and maintenance of the natural stormwater drainage and hydrology of an area.
- **Support and encourage the permanent installation of plaques that bear the warning “Don’t Dump - Drains to Neponset River.”** The plaques are best installed adjacent to all existing, modified and new catch basins. Information on the casting can be obtained from the Operations Division of the BWSC (617-989-7000).
- **Support the Grow Boston Greener (GBG) initiative.** Under this initiative, the City of Boston and the members of the Boston Urban Forest Coalition (BUFC) are collaborating to increase the urban tree canopy by planting 100,000 trees by 2020. The trees will increase Boston’s tree canopy from 29 percent to 35 percent. Goals of the GBG program are to mitigate the urban heat island effect, reduce energy consumption through the appropriate placement of trees on residential and commercial properties, improve air quality and improve stormwater management.



- [Encourage the installation of LED lighting](#), now being installed in streetlight fixtures in several Boston neighborhoods. LEDs are long-lasting and create less light spillage than other forms.
- [Ensure that the potential for riverine flooding be taken into account by developers of properties close to the Mother Brook and Neponset River](#). Vulnerability should be considered from both construction and operational standpoints. For example, stormwater management systems may need to be sized for higher precipitation levels than customary and the potential for use of permeable paving and stormwater reuse be examined. The uses in below-grade space should be assessed in terms of vulnerability and impacts if flooded.
- [Use *Sparkling the Climate Revolution \(Report\)*, developed by Mayor Thomas M. Menino’s Climate Action Leadership Committee and accepted by the Mayor, and the upcoming Climate Action Plan](#) for the City based upon the Report, to provide guidance around the issue of climate change. For example, flood avoidance measures such as permeable paving and green roofs should be encouraged in appropriate locations.

5: Implementation



Implementation of the recommendations from this Strategic Plan will be an ongoing process that could extend over the next 15 to 20 years. The BRA will coordinate implementing this plan.

An initial and key implementation component to address the physical appearance and vitality of the neighborhood will be the adoption of new, permanent zoning. After the new zoning is in place, the positive effects of that zoning will occur as property owners and developers undertake new development projects.

Implementation of many of the other recommendations in the plan will be dependent upon availability of funding as well as coordination and cooperation with other entities including City of Boston departments, state agencies such as the MBTA and the Department of Conservation and Recreation, and private property owners. The Hyde Park Neighborhood Strategic Plan will help to provide justification for placing Hyde Park projects on the priority list for programs with these various agencies.

For each plan recommendation, the following chart indicates the parties that will be involved in implementation, and the time frame in which implementation can



be expected to occur. For the purpose of this chart, short-term is defined as up to four years, mid-term is defined as five to eight years, and long-term is defined as more than eight years.

This chart provides the City, the community and the BRA a framework for implementation and a guide for coordination with other agencies.

Throughout the planning process, community members have expressed serious concerns regarding enforcement of existing zoning and the City's building code. Enforcement should be improved through better coordination and communication between City departments and agencies, property owners, community groups and individual community members.

Resident involvement is critical to the implementation of the recommendations of this plan, whether it be through attending public meetings on specific projects, submitting comments during a project's development review process, attending Zoning Board of Appeal hearings, or contacting the Mayor's Office of Neighborhood Services and the City Councilor's office regarding questions or concerns (see Appendix A for contact information).

Neighborhood groups have become more organized across Hyde Park. Consideration should be given to long-term coordination between groups for information sharing, including the potential for the creation of an umbrella neighborhood organization to work on neighborhood-wide issues.

As described previously, the implementation of this plan will occur incrementally over a number of years. However, many positive changes can happen more quickly. In the short-term, new zoning and ongoing design review will help to ensure that future development is consistent with the community's vision for the character, density and scale of the neighborhood. Other recommended measures that can be implemented in the short-term will help to support the realization of the vision described throughout this Plan.

RECOMMENDATION	DEPARTMENTS / ORGANIZATIONS / PARTIES INVOLVED	TIME - FRAME
Residential Areas		
Rezone residential subdistricts consistent with new residential zoning subdistricts in other Boston neighborhoods that have been rezoned	Boston Redevelopment Authority (BRA), Boston Zoning Commission	Short-term
Introduce a minimum useable open space requirement	BRA, Boston Zoning Commission	Short-term
Introduce regulations limiting the location of off-street parking areas	BRA, Boston Zoning Commission	Short-term
Require 2 off-street parking spaces per newly constructed residential unit	BRA, Boston Zoning Commission	Short-term
Evaluate the Permit Parking program if spillover parking from commercial areas becomes a problem	Boston Transportation Department (BTD), City of Boston	Mid-term
Consider spacing of daycare centers and group homes to reduce traffic and parking impacts	BRA, Boston Zoning Commission	Short-term
Create residential design guidelines	BRA, Boston Zoning Commission	Short-term
Encourage diverse unit sizes	BRA	Ongoing
Encourage development of housing to accommodate “middle-income” residents	BRA, DND	Ongoing
Encourage participation in homeownership and home improvement programs	DND	Ongoing
Disseminate an educational brochure explaining the zoning / project review process	BRA, ISD, HPMS	Short-term
Complete a new and thorough survey of important historic resources	Boston Landmarks Commission, MA Historic Commission	Mid-term
Work with Boston Landmarks Commission (BLC) to develop Neighborhood Design Overlay Districts in all appropriate neighborhoods	Boston Landmarks Commission, BRA, Boston Zoning Commission	Short-term
Commercial Areas		
Develop design guidelines that support attractive, pedestrian friendly districts for all commercial subdistricts	BRA, Boston Zoning Commission	Short-term
Adjust the boundaries of commercial subdistricts to be more consistent with existing commercial development	BRA, Boston Zoning Commission	Short-term
Introduce Artists’ Mixed Use as a specific use as an allowable or conditional use in all commercial districts	BRA, Boston Zoning Commission	Short-term
Require 2 parking spaces per 1,000 square feet of commercial use	BRA, Boston Zoning Commission	Short-term
Cleary & Logan Squares:		
Create Neighborhood Shopping Subdistrict (NS-2) to provide a diversified commercial environment serving larger region	BRA, Boston Zoning Commission	Short-term
Encourage mixed-use development (retail/office/residential) by maintaining the existing parking ratio (1.0 space /unit) for residential uses in the Squares.	BRA, Boston Zoning Commission	Short-term
Develop attractive gateways at key locations	Hyde Park Main Streets	Mid / Long-term
Work with MBTA to provide free parking in Cleary Square Commuter Rail lot at night and on weekends	Massachusetts Bay Transportation Authority (MBTA), BTD, property owners	Mid / Long-term
Work with property owners to improve rear facades facing the MBTA and private parking lots	BRA, property owners, HPMS	Short / Mid-term
Upgrade the municipal parking lot to provide opportunities for other temporary uses such as a Farmer’s Market	BTD, property owners	Short / Mid-term
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 disruptive loitering	City of Boston, BTD	Mid / Long-term



RECOMMENDATION	DEPARTMENTS / ORGANIZATIONS / PARTIES INVOLVED	TIME - FRAME
Expand and improve the Cleary Square Plaza and encourage property owners to improve building facades facing the MBTA lot and plaza	City of Boston, Hyde Park Main Streets, property owners, DND-Main Streets Program	Long-term
Encourage pedestrian improvements on River Street bridge over Commuter Rail tracks	MassDOT, BRA, BTD	Mid-term
Provide information to new and existing businesses on programs that provide technical assistance to small businesses	BRA, Hyde Park Main Streets, Neighborhood Groups, DND-Main Streets Program	Short-term
Implement the recommendations from the Retail Market Study (2009)	Hyde Park Main Streets, BRA, property owners, Neighborhood Groups	Mid / Long-term
Implement the Public Works Department's Roadway Improvement Plan for River St./Hyde Park Ave.	BTD, BPWD	Short-term/ some items complete
Provide streetscape improvements including wider sidewalks along River Street	BTD, BPWD	Mid / Long-term
Encourage installation of public art throughout the Squares to support the local arts scene and enliven the Squares	Artists' Groups such as the Hyde Park Arts Initiative (HPAI), Hyde Park Main Streets, property owners	Mid / Long-term
Create a Neighborhood Design Overlay District that encourages the preservation and sensitive rehabilitation of historic buildings	BRA, BLC, Boston Zoning Commission	Short-term
Encourage the Boston Landmarks Commission to complete a new survey of historic resources in the Squares	Boston Landmarks Commission, Massachusetts Historic Commission	Mid-term
Other Commercial Areas:		
Create Local Convenience Subdistricts (LC) to provide convenience retail and services for the immediate neighborhood and pedestrians	BRA, Boston Zoning Commission	Short-term
Create Neighborhood Shopping Subdistricts (NS-1) to provide goods and services to the larger neighborhood and patrons from outside the neighborhood	BRA, Boston Zoning Commission	Short-term
Develop design guidelines that support attractive, pedestrian friendly districts for all commercial subdistricts	BRA, Boston Zoning Commission	Short-term
Adjust the boundaries of commercial subdistricts to be more consistent with existing commercial development	BRA, Boston Zoning Commission	Short-term
Industrial Areas		
Encourage job creation in medical / life sciences manufacturing, creative economy, green / clean technology, and other emerging industries	BRA	Ongoing
Replace M1 and M2 subdistricts with LI-1 and LI-2 subdistricts which allow commercial use and conditionally allow Artists' Mixed Use space in specifically designated areas	BRA, Boston Zoning Commission	Short-term
Develop design guidelines and requirements for all industrial subdistricts	BRA, Boston Zoning Commission	Short-term
Rezone the Readville Yards as an LI-2 subdistrict	BRA, Boston Zoning Commission	Short-term
Eliminate smaller industrial districts that currently contain no industrial use or that conflict with adjacent residential uses	BRA, Boston Zoning Commission	Short-term
Provide streetscape improvements and design guidelines along lower Hyde Park Avenue	BRA, BTD, Boston Public Works Department (BPWD), property owners	Mid / Long-term
Open Space		
Create Open Space Zoning to protect open spaces	BRA, Boston Zoning Commission	Short-term

RECOMMENDATION	DEPARTMENTS / ORGANIZATIONS / PARTIES INVOLVED	TIME - FRAME
Support efforts to develop multi-use paths and related open spaces through the neighborhood through the collaboration of public agencies with non-profit and private organizations, when consistent with neighborhood stakeholder and City of Boston planning goals	Boston Parks and Recreation Department (BPRD), BTD, BRA, MBTA, non-governmental organizations engaged in planning efforts	Ongoing
Encourage DCR to improve maintenance at Stonybrook Reservation and to develop a reuse for the Thompson Center	Department of Conservation and Recreation (DCR)	Mid / Long-term
Provide access to the Mother Brook through acquisition of easements along private property and/or public acquisition of key parcels	DCR, City of Boston	Mid / Long-term
Have Boston Parks and Recreation Department (BPRD) review the suggested DND parcels for eligibility for Conservation Protection Subdistrict (CPS)	Department of Neighborhood Development (DND), BPRD	Short-term
Continue implementation of the Neponset River Master Plan, including the development of a multi-use trail along Truman Parkway	DCR, BPRD, BRA	Ongoing
Create Riverfront Planning Overlay District (RPOD) along properties fronting the Neponset River and Mother Brook	BRA, Boston Zoning Commission	Short-term
Encourage acquisition of Neponset River frontage at Hyde Park Avenue/River Road	DND, BPRD, DCR	Mid / Long-term
Develop signage program to direct people to open space	BPRD, DCR, Hyde Park Main Streets	Short / Mid-term
Transportation		
Prohibit drive-thrus neighborhood-wide, except conditionally in retail plaza locations	Boston Zoning Commission, BTD	
Encourage introduction of car sharing programs such as ZipCar	BTD, BRA, private entities	Short-term
<i>Pedestrians and Bicycles:</i>		
Expand sidewalks and enhance pedestrian crossings to facilitate access to neighborhood services & transit	BTD, BPWD, MBTA	Short / Mid-term
Improve bicycle accommodations to encourage bicycling (require bicycle parking at new developments)	BTD, BPWD	Short / Mid-term
Encourage introduction of bicycle repair and rental facilities	BRA	Short-term
<i>Public Transportation:</i>		
Advocate for more frequent commuter rail service	City of Boston, BRA, MBTA	Ongoing
Advocate for lower Commuter Rail fares (subway comparable) - Zone 1A	City of Boston, BRA, MBTA	Ongoing
Develop targeted improvements to MBTA bus service and facilities	City of Boston, BTD, MBTA	Short / Mid-term
<i>Cleary and Logan Squares:</i>		
Explore creative parking strategies such as shared parking for mixed-use and allowing off-site parking.	BTD, BRA, Boston Zoning Commission	Short / Mid-term
Consider location of uses frequented by seniors and other mobility impaired patrons when siting on-street accessible spaces	BTD, BRA	Short-term
Implement the Public Works Department Roadway Improvement Plan for River Street/Hyde Park Ave.	BTD, BPWD	Short-term/ some items complete
Restrict driveway access on major streets	BTD, BRA, Boston Zoning Commission	Short-term
Prohibit drive-thrus and auto-oriented uses such as auto repair and gas stations	BRA, Boston Zoning Commission	Short-term
Improve Harvard Ave./River Street intersection	BTD, BRA, Boston Zoning Commission	Short / Mid-term



RECOMMENDATION	DEPARTMENTS / ORGANIZATIONS / PARTIES INVOLVED	TIME - FRAME
Identify physical improvements to minimize potential congestion	BTD, BPWD	Short / Mid-term
Study feasibility of a loop system to more efficiently move traffic into, through and out of Squares to support spontaneous shopping	BTD, BRA	Short / Mid-term
Promote Transit Oriented Development around commuter rail stations	BTD, BRA, Boston Zoning Commission	Short-term
Neighborhood-Wide Process Recommendations		
Require BRA design review on all new construction, expansion or renovation projects over 750 square feet that are visible from a public street or public open space	BRA, Boston Zoning Commission	Short-term
Strengthen enforcement of maintenance requirements	Inspectional Services Department (ISD)	Ongoing
Strengthen enforcement of parking requirements for new uses	ISD	Ongoing
Sustainability		
Continue to advocate for and support the clean-up and reuse of contaminated industrial parcels such as the Lewis Chemical site.	DND, BRA, ISD, BED	Ongoing
Encourage inclusion of green building elements in projects	BRA, ISD, BED	Ongoing
Expand homeowner education to include information about City initiatives around energy conservation and generation and references to utility-sponsored audits and incentives.	BRA, ISD, BED	Ongoing
Expand information available to small and mid-sized locally owned and independent businesses to include the Sustainable Business Leader Program	BRA, ISD, BED	Ongoing
Encourage Low Impact Development (LID) concepts and measures	BRA, ISD, BED	Ongoing
Support and encourage the permanent installation of plaques that bear the warning "Don't Dump - Drains to Neponset River.	BRA, ISD, BED	Ongoing
Support the Grow Boston Greener (GBG) initiative to increase the urban tree canopy.	BRA, BPRD, BED	Ongoing
Encourage the installation of LED lighting	BRA, ISD, BPWD	Ongoing
Ensure that the potential for riverine flooding be taken into account by developers of properties close to the Mother Brook and Neponset River.	BRA, ISD	Ongoing
Encourage the use of the upcoming Climate Action Plan for the City to provide guidance around the issue of climate change.	BRA, ISD, BED	Ongoing

Appendix A: Sources for Additional Information

Department of Neighborhood Development

The Boston Home Center

Department of Neighborhood Development

Phone: 617.635.HOME (4663)

Website: www.cityofboston.gov/dnd/bhc/

Email: HomeCenter.DND@cityofboston.gov

Main Streets Program

Office of Business Development

Department of Neighborhood Development

Phone: 617.635.0076

Website: www.cityofboston.gov/dnd/obd/mainstreets.asp

Mayor's Office of Neighborhood Services

1 City Hall Square, Room 708

Boston, MA 02201

(617) 635-3485

Website: www.cityofboston.gov/neighborhoods

Office of Councilor Consalvo & Staff

1 City Hall Square, 5th Floor

Boston, MA 02201

(617) 635-4211

Guide to the City of Boston Zoning Board of Appeal Process

Website: www.cityofboston.gov/isd/building/boa/pdfs/Zoning_Booklet.pdf

Board of Appeal FAQs

Website: www.cityofboston.gov/isd/building/boa/boafaq.asp



Zoning Clinic

Location: Inspectional Services Department (ISD)

Plans and Zoning

1010, Massachusetts Avenue, 5th Floor (Counter 2) Boston, MA

Tuesdays from 9AM – 12PM

Boston Redevelopment Authority

Zoning Information

Website: www.bostonredevelopmentauthority.org/zoning/zoning.asp

A Citizen's Guide to Development Review Under Article 80 of the Boston Zoning Code

Website: www.bostonredevelopmentauthority.org/PDF/Documents/A%20Citizens%20Guide%20to%20Article%2080.pdf

Massachusetts Department of Conservation and Recreation

West District

(617) 333-7404

