

Residential

| Strengths & Opportunities | Weaknesses & Threats |
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| Much residential is served by transit (commuter rail, bus) | Affordable rental units only seem to be advertised via word-of-mouth. What other measures are there? |
| Historic buildings, affordable housing stock | Recent as-of-right construction has poor design; lack of porches |
| Bedroom community feel. Slower pace | Mini-mansions (7 acres, sub-division), lack of consideration for natural areas <small>(a community member commented that these types of homes provide an opportunity for raising surrounding property values)</small> |
| High homeownership rate. Stability | Need for density at rail stations |
| Housing stock caters to many income levels | Lower supply of rental housing. National housing market's negative impacts <small>(a community member commented that it should be an opportunity - not a threat - to have less rental units and more owner-occupied homes in Hyde Park)</small> |
| Opportunity for residential development in commercial districts (especially above commercial spaces: mixed use) and industrial areas that are not currently zoned for residential | There may be some aversion to density in community |
| Opportunity for creative parking requirements in the zoning code | Lack of open space and small units in new development. Need for space for children to play in workforce housing developments. Space for children is often taken by parking space |
| Review limitations on housing additions, in-law apts. (Baby Boomer generation moving in), finished basements, etc. ; get rid of obstacles for people who plan to blend their living- and work-space more in the future | Tandem driveways cause people to park on the street. Illegal rental unit tenants park on street. Parking requirements are more important in denser areas and areas not close to transit. Less important in areas near transit |
| Create incentives for more residential space within the central business district (Cleary/Logan Squares) | Historic Victorian homes (and other homes) in disrepair; make homeowners accountable for poor conditions |
| A common zip code and address for all Hyde Park residents. Some have Mattapan zip codes | More stringent aesthetic standards are needed for homes |
| Survey the residential areas to find architecturally significant houses and for obtaining official historic designations | Traffic speeds are too high for Metropolitan Ave. due to the schools and high number of residents |



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| | Unused and abandoned cars are parked in the back yard |
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Commercial

| <u>Strengths & Opportunities</u> | <u>Weaknesses & Threats</u> |
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| Central parking lots | Lack of orientation to adjacent transit assets in existing commercial developments |
| Opportunity to leverage Board of Trade's services | Commercial areas need to be cleaned |
| Dollar Stores (current number is good) | Dollar Stores (no more) |
| Opportunity to coordinate with Main Streets | Not attracting enough of the people who can walk to the art and entertainment |
| Arts and Entertainment within walking distance | Stairs on river side are a barrier |
| Everett Theater should become an anchor for Cleary/Logan Squares | Hyde Park Avenue: what is its future as a destination commercial street given its current status as a face of the neighborhood, auto artery and bus transit corridor? Current negative appearance of buildings & storefronts prevents further investments. Activation of street-facing windows. Condition of vacant/abandoned buildings |
| Need for an overlay for design review in commercial districts, major roads and the back of commercial buildings in visible locations | Sub-standard business renovations are unattractive and should not be permitted |
| Businesses willing to invest in building appearance | Number of fast food restaurants |
| Opportunity to limit permitting for take-out in zoning code in commercial areas (conditional use) | Rents are too high to maintain some businesses |
| Opportunity to attract small companies, e.g. computer & architecture firms, restaurants, etc. with increased density | There is not enough diversity (in terms of numbers) for landlords; some of their lots could be redeveloped |
| Lack of parking in Cleary Square inhibits residents from shopping there | Bank of America Lot needs to be cleaned up |
| Opportunity to have zoning address signage, windows, design techniques to get eyes on the street | Hyde Park Cooperative Bank closes their parking lot to the public after hours of operation (what are their community reinvestment responsibilities?) |
| Screening of unsightly portions of major roads in and out of commercial districts | Not enough clothing stores for varying income levels |

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| Public access to Mother Brook (and opportunity for more) | No room for sidewalk cafes (the types of restaurants/cafes to provide sidewalk seating are not present in Hyde Park) |
| Window display initiative | Need to install recycling containers |
| Arts District: Planning/Implementation/Branding | Wayfinding signage (recreational, waterways, parking, historic sites, etc) needed |
| Wi-Fi for the commercial district? | More retail on street, less non-retail (doctors offices etc., up to the second floor) |
| Opportunity for roof-top dining | Parking in Logan Square is an issue |
| Make the Squares artist-friendly and affordable by keeping rent/costs low (Artists tend to get priced out of an area once it gains popularity) | Signage is needed to direct people from Fairmount Ave. to Menino Arts Center |
| High-end office space in the Squares would bring money in | Hyde Park needs to be "Artist-Friendly"; Artists tend to get "priced out" (rents, operating costs) of commercial spaces (and sometimes neighborhoods as a whole due to gentrification) |
| Bring in outlet stores (high-end products at a low cost), and high-end second-hand clothing/consignment stores to the Squares | Need a better variety of stores (See Market Study) |
| A "Walgreens" type business would anchor the Squares | |
| Introduce "hotel" and "bed and breakfast" uses in the zoning as allowable uses | |

Industrial

| <u>Strengths & Opportunities</u> | <u>Weaknesses & Threats</u> |
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| Existing and former industrial sites that may be better suited to other uses | Long-term occupants of industrial areas for which industrial use may not be optimal use of land |
| Opportunity to free up land around waterways (DCR multi-use path along Truman Parkway is a good example) | |
| Opportunity for overlay districts to incentivize businesses that facilitate outdoor recreation | |
| Opportunity to use industrial buildings for recreation such as rock climbing (i.e., Rock Spot on Sprague St) and gyms | |
| Retail opportunities in industrial areas (Grandma's Coffeecake factory is a good example) | |
| Room for sidewalk cafes and outdoor seating even in the industrial areas that have turned retail/commercial | |
| Important to hang on to successful industrial companies | |
| Opportunity to spread the word of local industries such as the food importer that sells rain barrels | |
| Competitive on green jobs. Transit is an asset in this regard | |
| "Brightfield" In Brockton, there is a great example of an industrial site that has turned into a solar power facility | |
| Lewis Chemical site needs to be cleaned up and redeveloped | |
| Opportunity to use former and/or vacant industrial space for arts and cultural uses | |

Institutional

| Strengths & Opportunities | Weaknesses & Threats |
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| Existing Pacific Ridge Charter School @ Westinghouse and proposed Renaissance Charter School coming to Hyde Park Ave | Difficult for children to attend their neighborhood school of choice (lottery) |
| Senior institutions (need for more as population grows) | Menino Arts Center is under-utilized (the MAC is Hyde Park's second "art center"; how to keep it successfully operating?) |
| Municipal Building, library, churches | Traffic caused by churches |
| Opportunity to enhance economic impact of church attendees on commercial areas | The YMCA is too expensive for Seniors |
| Opportunity for social building to welcome institutional users, including church members. Main Streets can welcome in members | Closing of St. Anne School in Hyde Park |
| Storefront churches in formerly residential/commercial buildings/parcels. How can design review be used to address this issue? What other tools are available? (*emphasis here from the 6.16.09 community meeting) | Need more middle schools in comparison to other Boston Public School zones |
| Mid-Sized, mixed use spaces at the lower end of Hyde Park Avenue (for art studios, small office space, micro brewery, half open air concert space, etc) | |
| Menino Arts Center draws artists to the neighborhood | |

Open Space/ Connections to Neponset River & Mother Brook

| <u>Strengths & Opportunities</u> | <u>Weaknesses & Threats</u> |
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| Truman Parkway assets | Lack of community gardens(* a lot of emphasis here from the 6.16.09 community meeting) |
| Opportunity for connections. From behind Star Market to Reservation Road urban wild is an example | Lack of access to rivers for boating, fishing, recreational paths (*a lot of emphasis here from the 6.16.09 community meeting) |
| Yards | Paving over yards for parking |
| Opportunity for canoe launches | Signage for open spaces and rivers |
| Parks near new schools. Opportunity for recreation connections and open space corridors near new schools | Lack of parking at recreation areas inhibits access |
| Small play areas are important because the neighborhood attracts families with children | Litter and trash in open spaces. Neglect of open spaces and confusion over who is responsible. Education and positive signage are important to prevent litter and trash |
| Opportunity for farmers market (see Market Study) | Safety and security at Stonybrook is an issue |
| Tremendous amount of open space and parks in the neighborhood. Preservation is important. Parks and open space add value to homes and attract people to the neighborhood. Opportunity to expand boundaries on greenbelt protection district | Martini Shell – safety issues |
| Opportunity for “Natural Recreation Area” wayfinding signage directing from three rail stations to Stony Brook, Blue Hills, and Neponset River Reservations, supporting Hyde Park as a hiking/biking destination region-wide, (similar to Minute Man Trail) | Need to rehabilitate the Thompson Center in the Stonybrook Reservation |
| Safe fishing area and boating at the River | |
| Opportunity for a community farm in Hyde Park | |
| More bike trails are needed with corresponding signage | |
| Need more recreational programs that incorporate teens | |
| Martini Shell – could add more programming | |



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| Opportunity for a community boating program | |
| Opportunity for more community pools (YMCA renovation starting soon in Logan Square) | |
| Opportunity for a bike lane on Hyde Park Avenue | |

Transportation

| <u>Strengths & Opportunities</u> | <u>Weaknesses & Threats</u> |
|---|---|
| Increased parking opportunities (can plan for this if we are thinking about increased density) | Bus schedules at stops |
| Transit Oriented Development (more housing around T stops) | Long back-ups at lights and cars drive very fast on River St and Fairmount Ave. Ways to mitigate? |
| Lots of transit options within walking distances (3 commuter rails, buses, and semi-walkable downtown) | Bus traffic is horrible. Two Hyde Park locations city buses make u-turns in middle of the street |
| Opportunity to create more bike paths along all major arteries (some are already happening) Integrate/cross-promote with mayor's bike sharing program, and Councilor Connolly's green efforts | Buses also drive down residential streets (Fairmount Hill, to Highland, to Pond, to Summit). Possible to switch to major road (Truman Parkway)? |
| Plan for bike racks in Hyde Park central business district, all rail stations, maybe police station? | MBTA commuter rail stations are not maintained – Fairmount steps are crumbling |
| Hyde Park should have the same number of Commuter Rail Zones as the rest of Boston (Readville 2, others 1) | Parking by non residents in MBTA lots should be enforced |
| Better sign the municipal and rail parking lots | MBTA should allow neighborhood uses in parking lots during off hours |
| Create more parking in commercial district (especially at the larger, highly visited restaurants) | Fairmount line stops running early during the week and does not run at all during the weekend |
| Create a bicycle lane on Hyde Park Ave - could be separated from the road | Infill parking lots fronting on major streets on the sites of buildings (particularly for the banks on River St. & Fairmount Ave.) create dead zones in the streetwall, and contribute to a certain disconnected feeling in parts of the district |
| Opportunity to fast track Public Works Department Plans for Cleary Square (ensure the designs are vetted with the community throughout this planning process) | Traffic on corner at 60 Dana Ave |
| Opportunity to work with the MBTA on fares, parking issues, and policies | No residential neighborhood parking permits (one comment from 6.16.09 community meeting) |
| Opportunity to create better access for the | River/Fairmount intersection 3-way stop is |

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| Fire Department in the Square | confusing (the right-of-way), unsafe, and should be addressed |
| Design parking in front of Dunkin Donuts on HP Ave | Not enough crosswalks on River Street |
| Install fewer traffic calming devices to facilitate movement | Poor signaling for pedestrians, especially at Truman/Fairmount intersection (need "No Right On Red" for Fairmount to Truman, and Dana to Truman) and Cleary Square (need more pedestrian crossing time) |
| Consider increasing parking limits from 2 to 4 hours in the public lot(s) | No Right on Red needed at Fairmount and Dana to Truman |
| Should there be a residential parking permit program in some areas of Hyde Park? | Traffic in the Squares is congested, unsafe for pedestrians, and confusing |
| Lots for business employees (only) can open up for customers | Gordon Ave/River St lights are not coordinated |
| Mass Dept. of Conservation & Recreation (DCR) coordination for multi-use path along Truman Parkway (from Paul's Bridge to Mattapan Square) | Need an additional stop sign at River St. and Fairmount Ave. in Logan Square |
| Extend the SW Corridor path | Need more bus shelters along Hyde Park Ave (Route #32) |
| Evening parking (are Commuter Rail lots available and/or free on weekends and nights?) | Need more bus service between Logan/Wolcott Squares and Dedham Mall/Legacy Place |
| | Need a greater police presence, especially for traffic enforcement |
| | Municipal lot needs better signage and regulation (people are over-parking) |
| | More stop signs around the schools in Hyde Park are needed |
| | Cut-throughs and high traffic speeds on Metropolitan Ave (where schools and denser residential uses exist); narrow street w/ parking on street. River Street too (cut-throughs and high speed traffic) |
| | Stop sign at River and Fairmount in Logan Square |
| | No sign at crosswalks for vehicle stops (mostly outside of the Squares) |

Three Transportation "Themes":

1. MBTA Coordination
 - Fares
 - Policy
 - Parking
2. Traffic in the Squares
 - Confusing, congested, difficult for Pedestrians
3. Cut-throughs and speeding issues
 - Metropolitan Avenue
 - River Street

Additional Parking Issues:

1. Parking at stop signs (especially at D. Donuts on Hyde Park Ave – can that be redesigned?)
2. Gordon Ave./River St. Lights are not coordinated (BTD has met w/ community)
3. Fire Dept. access to and within the Squares

Urban Design* / Historic Preservation / Public Realm**

| <u>Strengths & Opportunities</u> | <u>Weaknesses & Threats</u> |
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| Opportunity for urban design guidelines | Unattractive fences in industrial and residential areas. Difficult to take down a fence |
| Opportunity for connectors to address the rivers and train tracks which split the neighborhood. Also on Truman Highway | The River St. block between Hyde Park Avenue and Logan Square (the Muni building) is very long, needs a crosswalk and something to break it up and make it safer |
| Opportunity for design review on main roads. Design review to ensure design/character/style consistency in residential sub-neighborhood and commercial districts | Make Harvard Street 2-way |
| Jamaica Plain and Roslindale Square provide good examples of backs of buildings at parking lots. Bigger sidewalks to encourage outdoor seating and pedestrian uses. Doors to face Hyde Park station. Farmers market at Post Office Expand sidewalks rather than put planters in middle of streets | There is little to encourage "in kind" aesthetic development |
| Opportunity for promenade from Hyde Park Avenue to library: parking lot during the week and close it off on the weekends for farmers markets, music and other programming | Lack of consistency amongst building facades |
| Large gateway sculpture/signage in Cleary Square, that "announces" you've arrived in the district (not like the Forest Hills clock which is unattractive); Gateway (to potentially include a park/open space) at Truman Parkway & Fairmount Ave (where existing U-Haul is) | The Hyde Park commuter rail lot is not attractive |
| Design a part of the Square for public gathering and expanding the pocket park next to the post office | |
| Allow vertical development in the commercial district for second and third stories above the stores in Cleary Square <small>(comment from the 6.16.09 community meeting stating opposition for anything more than 2 stories would be "out of context"; counter-argument that 3+ stories are OK depending on design)</small> | |

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| Opportunity for public art/murals and landmark art at public spaces (all three rail stations, Shops at Riverwood, Library promenade, etc) | |
| Advocate for the inclusion of design overlay districts (e.g., Cleary & Logan Squares, Fairmount Hill neighborhood) into the zoning code to encourage the sensitive rehabilitation and preservation of historic buildings | |
| Wayfinding signage, noting historic sites, district entries, etc | |
| Retaining French's Opera House for the performing arts (Riverside Theatre) | |
| Historic building inventory neighborhood-wide; Opportunity to survey and identify historical and architecturally-significant buildings in all of Hyde Park (whether they are eligible for the National Register or not); potential for official historic designation plaques | |
| Lighting of historic buildings would beautify the Squares, (churches, municipal building, etc) | |
| Plan for the former Burns Dept Store, which is vacant (on Hyde Park Avenue next to the entrance of the T parking lot) (comment: "now a church") | |
| Preserve historic cultural facilities, such as Everett Square Theatre, French's Opera House, and others built for such a use, but whose use has changed (such as the former Knights of Columbus now church on Fairmount, and Everett Hall, which used to be the third floor of the Essence of Thyme Building) | |
| Maintain historic civic buildings, such as the Muni, the Hyde Park Branch Library, the Menino Arts Center (the Menino Arts Center "Clinic"), the YMCA, etc. | |
| Preserve historical commercial buildings, such as 1) the Way Bldg., 2) 1-11 Fairmount, 3) 74- | |

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| 84 Fairmount, 4) Burnes Building, 5) Office/retail building at corner of River St & Hyde Park Ave (Talk & Wok) | |
| Keep religious structures in tact, including Christ Church, Most Precious Blood, former Congregational church on Webster St. (put or maintain on the National Register) | |
| Maintain the character of the historic, residential buildings at district gateways or those that are woven into the commercial areas, such as the Victorian row on Hyde Park Ave, the area around Webster and Central Streets, houses on River St. heading toward Mattapan | |
| Historically, Cleary Square had multi-story masonry buildings that were torn down in the 50s-70s; Consider 2 to 3-story structures in the commercial district (not 1-story, which dominate today) | |
| There could be a neighborhood-wide "Cleanliness Initiative" (a lot of emphasis from the 6.16.09 community meeting here) | |
| Police Station and Library at center of Hyde Park is wonderful; glad to have at heart of neighborhood (emphasis from the 6.16.09 community meeting here) | |
| Use Plants/Planters to cover empty store fronts | |
| Opportunity to "unite" the three areas of Hyde Park...Fairmount, Cleary Square and Readville | |
| Make Harvard Street a public way (a pedestrian way?) | |
| City should try to acquire and renovate Everett Theatre | |
| Create sidewalks on Truman Parkway (at corner of Fairmount Ave.) | |
| Blank walls are bad. Use artificial plants and rock forms to cover the walls | |

*Urban design is the process of giving form, shape, and character to buildings, or to whole neighborhoods and cities

**Public Realm includes publicly-owned streets, sidewalks, rights-of-ways, parks and other publicly-accessible open spaces, and public and civic buildings and facilities

Three Urban Design "Themes":

1. Historic Resources
 - Protect, integrate, expand the boundaries beyond Cleary & Logan Squares
2. Theaters are important and unique to Hyde Park
3. Poor quality of retail and associated public realm (poor signage, trash, unattractive parking lots, unattractive backs of buildings, unattractive commuter lot station)

Government

(Services, Existing Zoning, Processes, etc.)

| <u>Strengths & Opportunities</u> | <u>Weaknesses & Threats</u> |
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| Small business assistance (Hyde Park Main Streets) | Zoning boundaries and zip code boundaries are inconsistent (Hyde Park/Mattapon border) |
| Create a "Development Timeline" for proposed projects | Delays can lead to project infeasibility; can we look for ways to speed up the process? |
| Is there a way for cell tower citing regulations to benefit the community? | Muni building: Has a lot of programs, but they never participate in community meetings. They don't seem like a "public" resource, they isolate themselves |
| Betterment charge—look at models that place a temporary increase in taxes to better the infrastructure (i.e., sidewalks). Could we do this to create energy efficiency for homes? If an area agrees to a betterment charge, the money could be used to retrofit homes with: blown insulation, low flow toilets, energy efficient furnaces, thus the area could achieve bulk buying power | Inspectional Services has done little with the non-compliant taxi station (West Street). No regulation of vehicular storage and lack of adequate plumbing for the building (code enforcement) |
| Eminent domain should be used more for blighted properties | The Police Station/Police Station Auction Yard is an eye-sore. The Post Office Annex on Hyde Park is also an eye sore with no visitor or accessible parking. It closed with a chain link fence. Would like to see zoning code changes to address this |
| If industrial land is not being utilized to its full potential, how to convert to residential in a speedy manner (i.e., development-friendly zoning process for doing so)? | Licensing and permitting processes are too lengthy for small businesses who need to start up operations immediately to start turning profit |
| The City could take over the ownership of the Everett Theater and redevelop | Building permits for small home repairs is too long |
| | Downtown Hyde Park is in need of weeding and cleaning |
| | The process for the abatement of deteriorating properties is too lengthy |
| | Developments that sit idle (and properties in disrepair) make the neighborhood appear blighted |
| | Boston Public Schools Officials should have |



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| | been at the 6.16.09 community meeting providing input re: trash, noise, teacher parking, etc. Where were they? |
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