

THE SOUTHWEST CORRIDOR IN JAMAICA PLAIN-
A STUDY IN NEIGHBORHOOD REVITALIZATION

by
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To M. David whose guidance, friendship and threats I will remember forever;


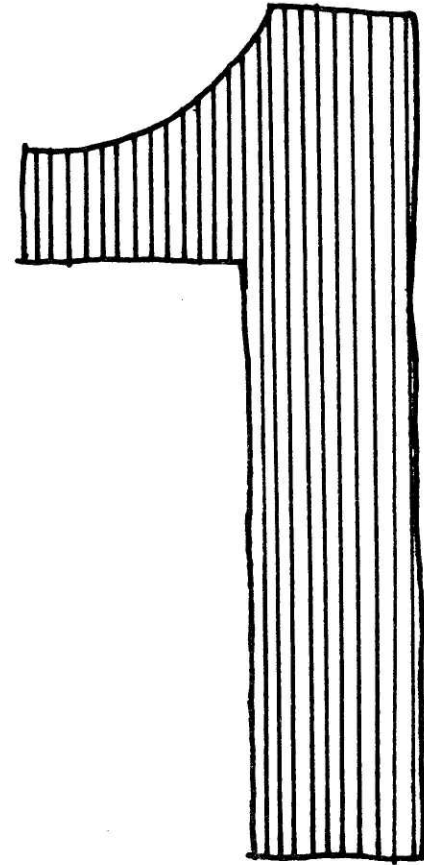
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E.M.

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OVERVIEW

Jamaica Plain is a community within Boston, Massachusetts and, like many other inner city communities around the country, it is presently being faced with the question of how to increase and maintain its economic stability. The purpose of this thesis is to follow the steps used in solving environmental design problems to identify alternative strategies for the redevelopment of this community.

Jamaica Plain is a community of approximately 46,000 residents in Boston, Massachusetts. By offering diversity among residents and living environments, it creates an air of vitality that is unique to most inner city communities. Many of Jamaica Plain's problems, however, are similar in nature to those of other areas. Among these, disinvestment, shifts in population mix and the inability of residents to stimulate or maintain control over future economic growth, are of major concern. The uncertainties surrounding future development plans for Boston's Southwest Corridor have, on the other hand, created problems that are specific to Jamaica Plain and served as both potential assets and liabilities. Representatives from several community agencies are presently looking at the potential for a Community Development Corporation (CDC) as a mechanism to address these problems.

The objective of this thesis was to address the issues in Jamaica Plain as an environmental design problem and by following each step in the design process, gain a better understanding of how various design and planning skills could be integrated. The potential CDC constituents were assumed to be the client group and the end result includes the identification of a target area, several physical design



strategies and conceptual alternatives for potential development projects.

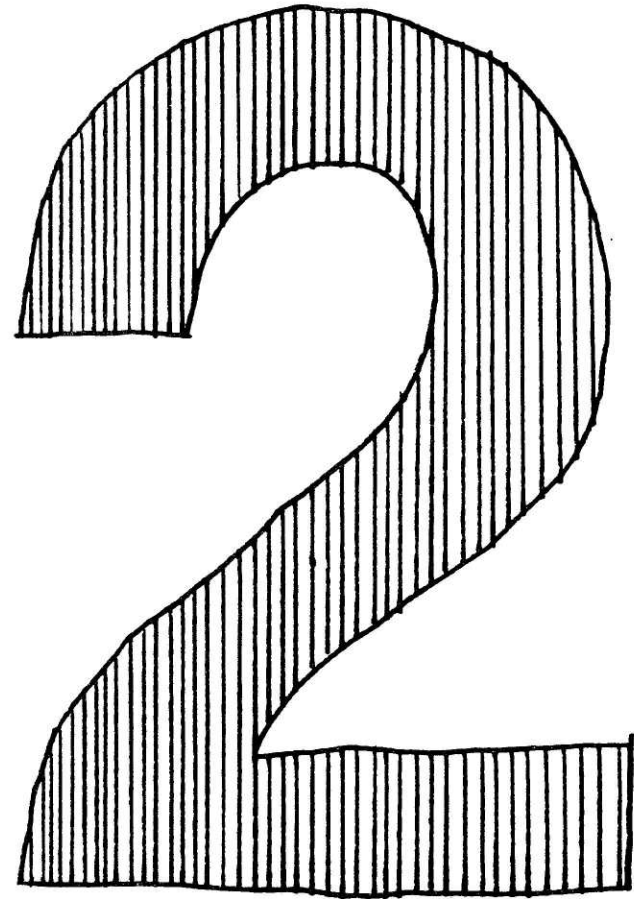
By reviewing my approach and conclusions with residents of Jamaica Plain and others familiar with the problems of inner city development, I have been able to understand the role of the design process as one component of a set of skills, including most notably legal and fiscal analysis, which must be orchestrated in a responsible planning and development effort.

The first step in this study was to look at the entire Jamaica Plain community in both social and physical terms via windshield surveys, analysis of existing population and traffic surveys, and conversations with residents and local officials. Strengths and weaknesses of individual neighborhoods were identified and a specific target area was selected. A more in depth analysis of the target area led to the identification of potential development sites. By focusing on issues that were particularly important to the CDC, a set of planning criteria was established and a series of alternative development emphases studied. This information was summarized in a conceptual plan diagram. Questions of staging and implementation were addressed in addition to an evaluation of the design based on issues raised in proceeding steps. Finally, next steps have been identified to help

guide the CDC in a continuation of this planning process. The major conclusions of this study are:

- 1) If a CDC is established within Jamaica Plain, a target area, goals, management structure, initial development projects and funding sources should be identified.
- 2) The corridor is the most important development opportunity within Jamaica Plain by virtue of the fact that the land is cleared, it is in public ownership, there is substantial capital investment planned for this area and considerable public attention focused on its future development potential.
- 3) A target area between Green and Centre Sts. and encompassing the corridor land between these two presents major opportunities for focusing CDC activities. Within this target area, the development of a community focal point around the Boylston St. (T) including social services, an ethnic marketplace, a pedestrian circulation system and new housing units, presents an opportunity for first phase development by the CDC.
- 4) Finally, the CDC might use the results and implications of this design process as a starting point in formulating plans regarding future CDC activities. However, this preliminary design work

should be supplemented by: a) an analysis of what important political and social trade-offs the corporation is willing to make; b) an identification of potential economic resources and studies of project economic feasibility; c) a set of organizational goals and the determination of an optimum organizational structure for the CDC; d) legal analysis particularly with regard to public and private land acquisition and disposition in the corridor.



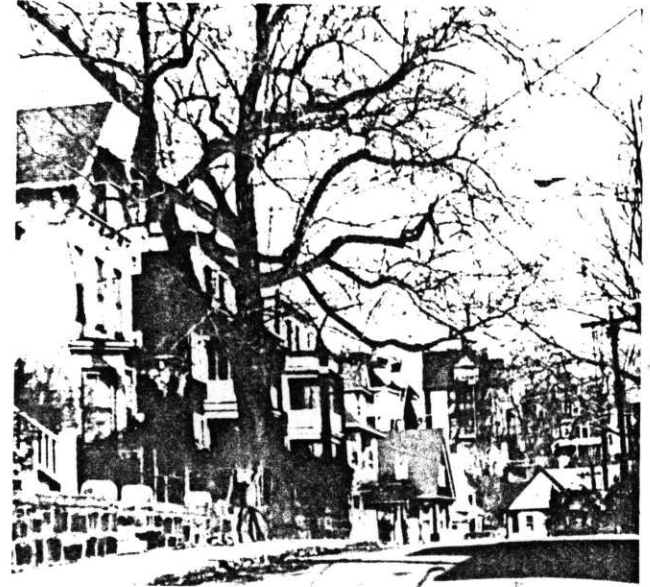
CONTEXT

The purpose of this unit is to provide insights into the nature of the Jamaica Plain community, and in so doing identify problems of deterioration and instability. Individual sections focus on its population mix, relationship to the rest of the Boston area, history and the character of individual neighborhoods.

HISTORY

Settled in 1630 as part of the Town of Roxbury, Jamaica Plain has developed as an integral part of the Boston metropolitan area. The physical characteristics of the community have made it a choice residential area throughout the years. Wealthy Bostonians, seeking refuge from the central business district, found Jamaica Plain to be a good summer resort because of the abundance of hills, parks and fresh water ponds. Farmers settled and made the community a farming center and a major source of fruit and produce for Boston residents. Today, Jamaica Plain boasts of having the only working farm left in the city.

In the early 19th century, industries began to develop as a result of improved transportation and water supply systems. Breweries and tanneries grew up in the band from Roxbury Crossing to Forest Hills. When the tracks were completed for the Boston and Providence railroad through what is now the Penn Central right of way, commuters began to move to Jamaica Plain. No longer a community of only farmers and wealthy residents, Jamaica Plain became a thriving middle class suburb of Boston. The newcomers constructed Greek Revival, Italinete and mansard houses, many of which still remain.



During the 1870's, street car tracks were extended down Centre Street and Washington Street. This led to increased suburbanization on the part of middle class Bostonians. Many of the large estates were subdivided and stylish one and two family homes were built in what is now Jamaica Central. Three deckers were constructed near the borders of Roxbury and the manufacturing district. Commercial strips developed along the Washington and Centre Street transit lines.

During the early 1900's, many of the upper middle income residents moved out to communities which were developing along routes 128 and 495. Jamaica Plain became the home of more working class Bostonians. Multi-family units were constructed, including the Bromely Health Public Housing Project.

In 1948, a decision was made to extend I-95 into the Boston core through several inner city neighborhoods. Jamaica Plain was one of those neighborhoods. In 1966, land along the Penn Central tracks was cleared for the highway and the remains became known as the Southwest Corridor.

However, a coalition of residents from all of the communities affected was successful in urging the cancellation of I-95. These



actions set a precedent for transferring land and funds designated for federal highway construction to public transportation and community development.

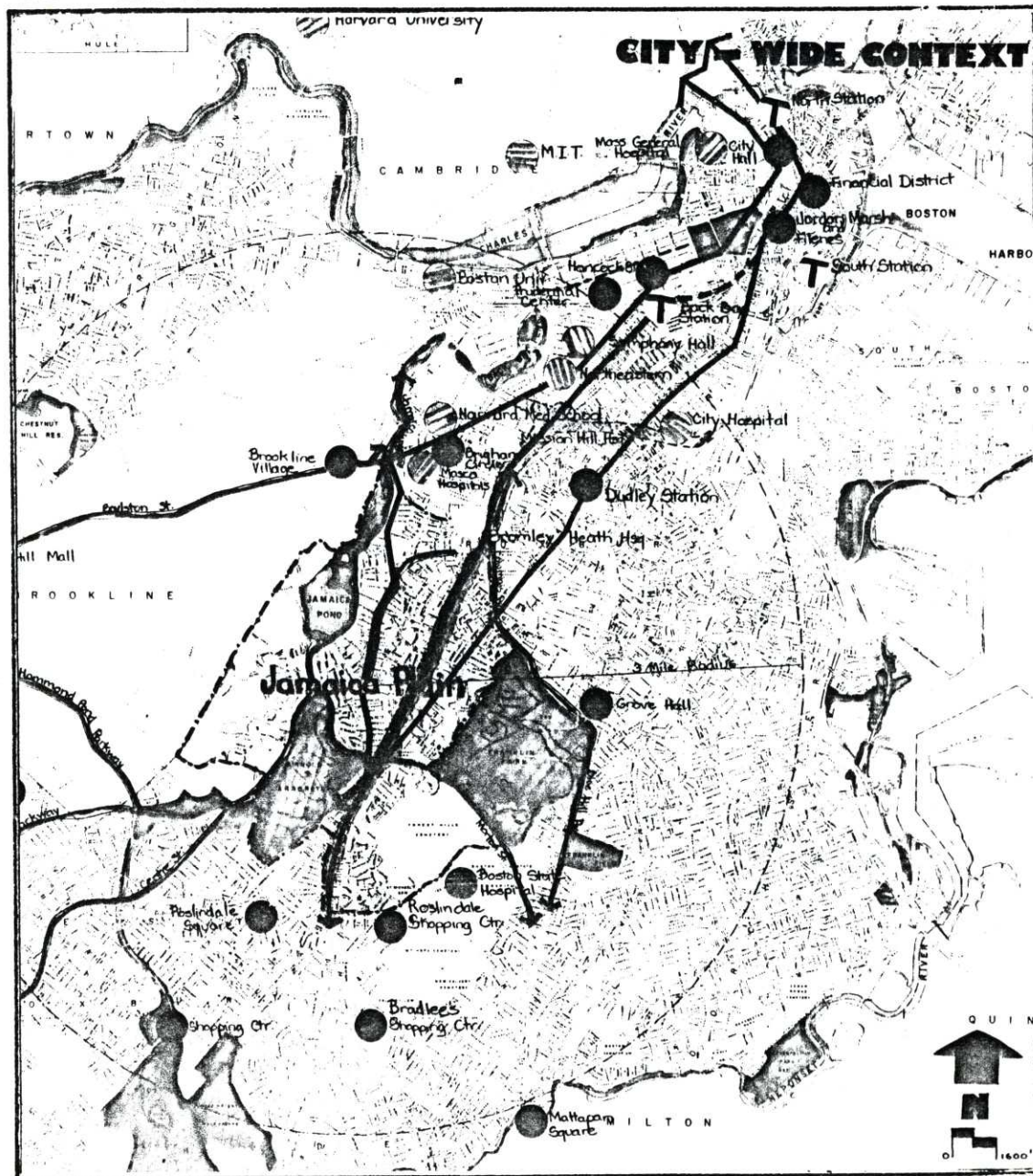
While Jamaica Plain still has some of the finest housing in the city in the Pond and Moss Hill Sections, the areas closest to the Southwest Corridor have serious housing problems. Egleston Square and Hyde Square have been particularly hard hit with both residential and commercial deterioration. Though abandonment in Jamacia Central is not as serious as in other areas, many residential streets closest to the corridor are now in substandard condition and lending institutions are reluctant to grant mortgage loans.



CITY-WIDE CONTEXT

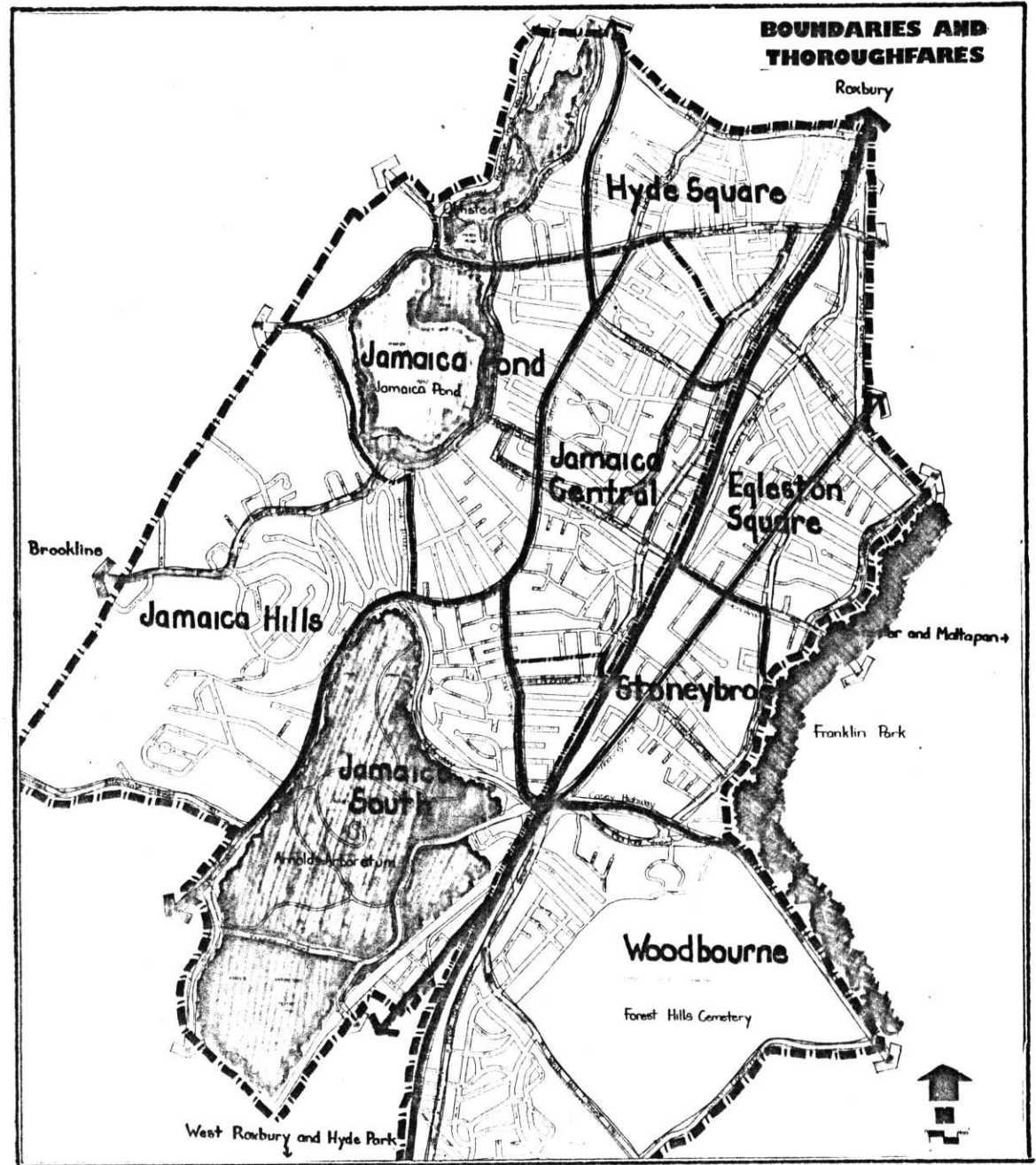
Jamaica Plain is located approximately 4 1/2 miles from Boston's downtown core. The boundaries, as specified by the Boston Redevelopment Authority, are the Brookline town line on the West; Allandale, Centre and Canterbury Streets and Neponset Avenue on the South; Franklin Park and Columbus Avenue on the east; and Heath and New Heath Streets on the north.

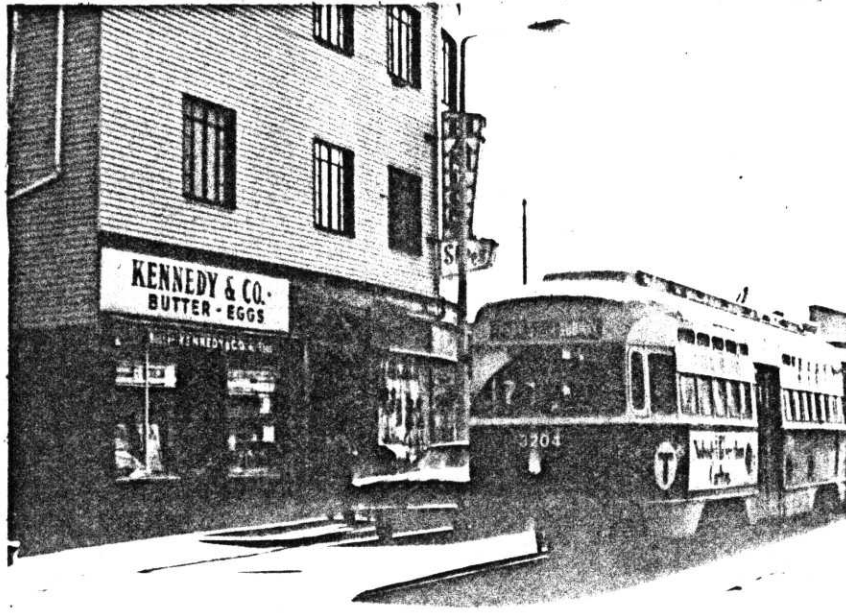
Though the major land use is residential, large portions of the land are designated for open space commercial and industrial uses. Olmsted Park, the Arnold Arboretum Jamaica Pond and Franklin Park are located within Jamaica Plain and constitute a large part of the



park space in the Boston metropolitan area. These parks were designed by Frederick Law Olmsted as part of Boston's "emerald necklace".

There are several major transit lines that provide access to the community. Among them the Jamaicaaway-Centre St-VFW Parkway; Arborway-Casey Highway-Morton St; and Columbus Ave.-Blue Hill Ave. autoroutes are the most traveled. The MBTA Green line runs down South Huntington and Centre Streets to the Forest Hills station and the Orange line follows Washington Street to Forest Hills. Both of these lines originate in Somerville and pass through downtown Boston and Roxbury before reaching Jamaica Plain. Community bus service is also





provided along these routes and branches off onto side streets. The Penn Central rail lines and the proposed new orange line are located along the Southwest Corridor which runs between Lamartine and Amory Streets.

Though Jamaica Plain tends to be relatively self contained, several convenience shopping centers in West Roxbury and Roslindale and medical institutions in Parker Hill provide needed supplements to existing community facilities.

POPULATION

Like many other inner city communities throughout Boston and the rest of the country, the population mix in Jamaica Plain has been in a state of transition over the past two decades. The most recent census data indicate that in 1970 there were approximately 48,000 residents. Though this population count represents an overall decrease from 1960, the percentages of non-white, student and lower and moderate income residents has increased.

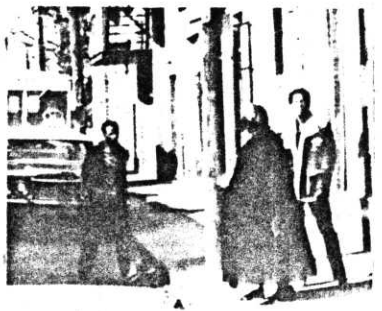
In 1950 approximately .94% of the population was non-white. In 1960 that figure was 5% and in 1970 16%. Many of the increases in minority residents have occurred in the vicinities of Egleston Sq. and Hyde Sq., while students from nearby institutions have moved into the Jamaica Pond neighborhood. Thirty-three percent of the yearly family incomes in 1970 were under \$5,000 representing a sizeable population of students, welfare residents and laborers. However a further look at the income breakdown illustrates the vast diversity among residents of Jamaica Plain. Over 33% of the incomes in 1970 were above \$9,000 representing a substantial middle income and professional population.

Since 1970 these trends in the racial and economic composition of the community have become even more evident. The influx of more



Spanish and Black Americans, the flight of middle class residents to the suburbs, the decline of some of the residential sections and the busing situation in Boston, are among the major reasons cited for these changes.

Additional population characteristics are outlined by neighborhood in the BRA census table which appears on the next page, as well as, in the Neighborhood Context Section. Population characteristics by census tract are found in the appendix.



COMPARATIVE STATISTICS - JAMAICA PLAIN

1960/1970 U.S. CENSUS DATA

	Hyde Square	Jamaica Pond	Jamaica Hills	Jamaica South	Jamaica Central	Egleston Square	Stoneybrook	Woodbourne	District	City
<u>Population</u>										
Total 1970	9760	2960	3245	4187	9303	7763	3003	5999	46,220	64
change from '60	-	-	-	-	-	-	-	-	-12.4%	
Total Black 1970	2019	0	22	107	173	1785	155	0	5,261	10
change from '60	-	-	-	-	-	-	-	-	+216%	
5 years and over 1970	1043	795	463	647	1706	1172	350	819	6,995	8
change from '60	-	-	-	-	-	-	-	-	+3%	
<u>Income</u>										
Median Family Income (1970)	4099-12653	9760-12653		7185-12653		7549	7186-12653	9130-12653	-	9000
Families under \$5000 (1970)	35%	11%		20%		26%	20%	18%	20%	
<u>Housing</u>										
Total Dwelling unit (1970)	3511	1030	843	1522	3145	2568	1032	1972	15,623	2
Owner Occupied (1970)	14%	38%	85%	25%	28%	23%	17%	40%	28%	
change from '60	-	-	-	-	-	-	-	-	-	
Units needing fix-up in excess of \$1000	1960	11	12	117	222	1133	314	149	2918	
Mobility of residents: people in same house for 5 years	-	-	-	-	-	-	-	-	53%	

Mass. Boston Redevelopment Authority, 1976

NEIGHBORHOOD CONTEXT

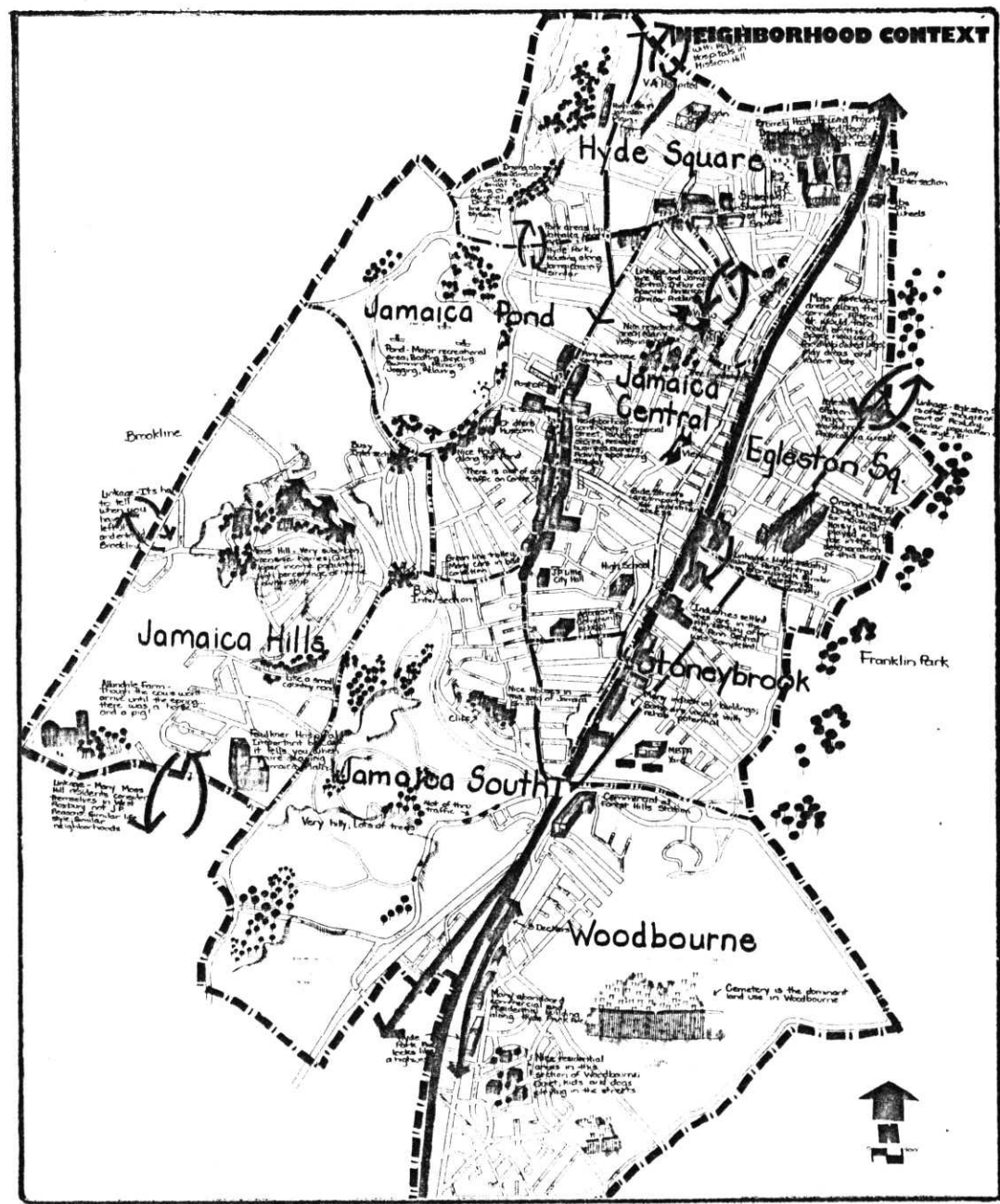
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This section contains a summary of existing characteristics within each neighborhood in Jamaica Plain. These neighborhood boundaries were adopted from reports compiled by the BRA district planner for Jamaica Plain. Additional information for each neighborhood was obtained via windshield surveys, and analysis of BRA and census data. I then presented by perceptions of the area to community residents and made additions and corrections based on this review.

Jamaica Plain is comprised of a mixture of people, places and activities which make it an especially interesting and unique inner city community. While the diverse population, multi-family housing districts and a bustling commercial strip epitomize the urban qualities of the place, farms, ponds and vast open space areas bring to mind images of a rural setting. Each smaller neighborhood within the community has personality of its own. Together they form an urban environment that is diverse and filled with vitality. The drawing identifies each of the eight neighborhoods and highlights the major aspects of each.

1. Jamaica Pond

The Jamaicaway is a major thoroughfare in this section of Jamaica Plain. It serves an an important linkage between downtown Boston and outlying residential communities. Many of the houses along the Jamaicaway are large single family dwellings that fall into the upper middle income price bracket. Houses on side streets are nice though not as grand. Towards Centre St. there are large numbers of brick row houses where many elderly residents and students reside. Some of the very large estates from the 19th century still remain in this area and one of them, the Cabot Estate, is presently being subdivided for condominium development. The Jamaica Pond Park is a



major asset to the community and to the region.

2. Hyde Square

Hyde Square is located next to the Jamaica Pond neighborhood and homes along the park are similar in style and stature to those in the previous section. One of the most prominent housing developments in Hyde Sq. is the Brook House which is a hi-rise apartment building along the Jamaicaway. Many of the houses on side streets are three deckers. In 1970 there was a ratio of 14% owner occupancy here and 3511 dwelling units.



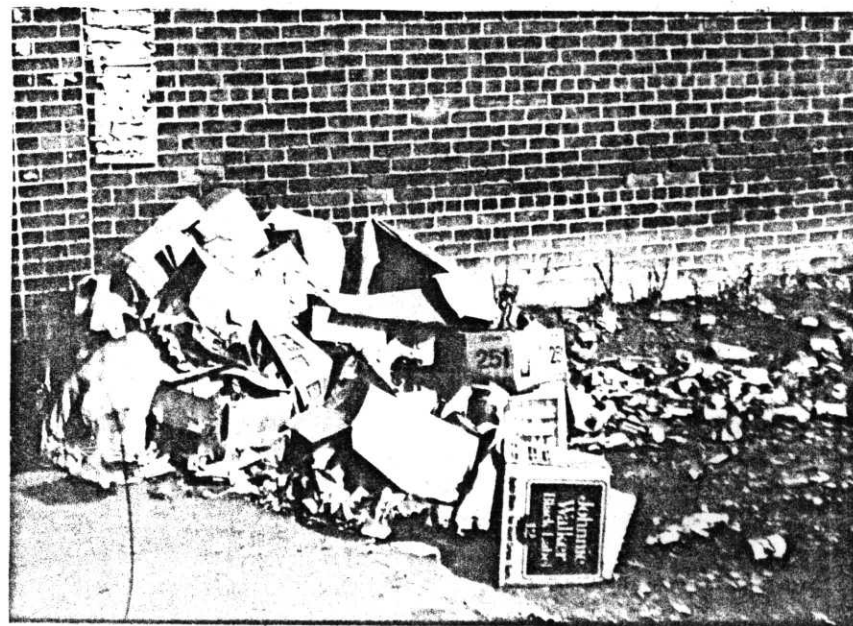
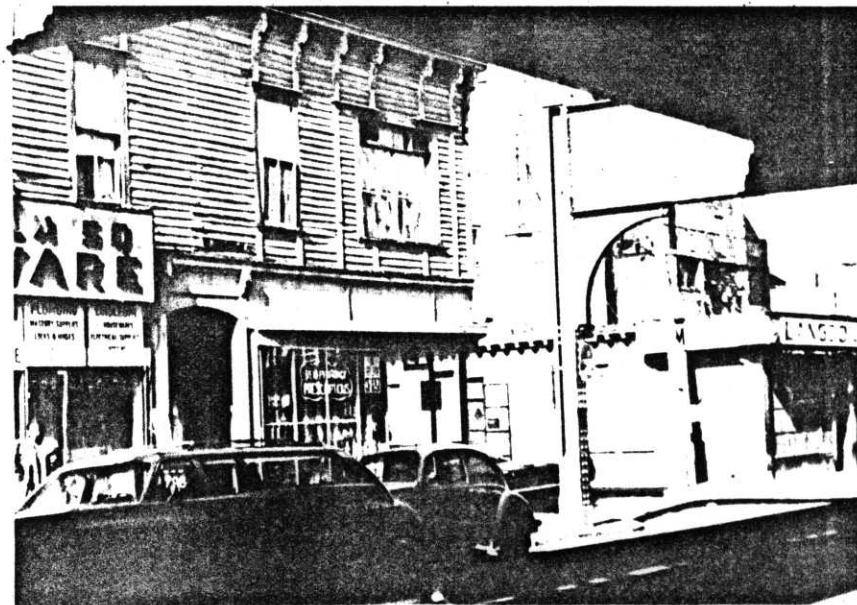
Recently, there has been an increase in the physical deterioration of many of the units in Hyde Square that are across Centre St. The Bromely Heath housing complex is located in this portion of Hyde Square and is one of the largest public housing complexes in the city. There were approximately 9800 people in Hyde Square in 1970 and approximately 3670 of these resided in Bromely Heath. Thirty-eight percent of the units in Hyde Square are overcrowded and the majority of these are in Bromely Heath. Medical institutions along South Huntington Ave. are closely related to those in Mission Hill and institutional expansion policies into this neighborhood is a controversial issue. There has been a large increase in the Spanish-



American population in Hyde Square are the commercial strip along Centre St. reflects this shift by virtue of the increasing number of Hispanic commercial facilities.

3. Egleston Square

This neighborhood is similar in many respects to Hyde Square. There has been a large increase in the number of Spanish and Black Americans here and there has been a similar increase in the number of ethnic commercial facilities. This neighborhood is predominately residential with a population of 10,800 in 1970. There is also a substantial amount of land which is given to industrial uses. Egleston Station, which is a major transit node for the existing Orange line "El", is located here.

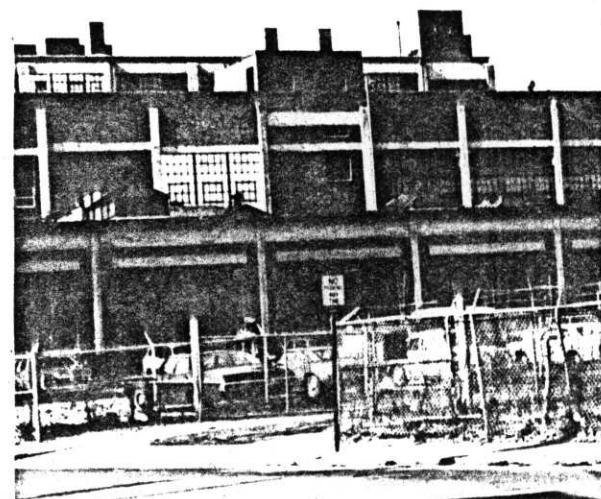


Municipal services tend to be poor and there are serious problems of commercial and residential decline. According to the BRA, in 1970 there were 2568 dwelling units in this neighborhood and 50% of those needed repairs over \$1,000. Twenty six percent of the family incomes were under \$5,000 per year and that percentage has risen due to increased unemployment. The median income however was \$7549 representing the significant number of moderate to middle income families interspersed throughout. The neighborhood is closely associated with Roxbury because of the "E1" and the similarities in population mix.

The MHFA edlerly housing complex and the Jamaica Plain food coop are important in this area but much of the property along the corridor is in poor condition.

4. Stoneybrook

This neighborhood is similar to Egleston Square in its mixture of land uses. There are several industrial sites along the railroad and residences on side streets. Many of the industrial and commercial warehouse structures have potential for re-use. Residential properties along the corridor tend to be in poor condition as well as many commercial and housing units around the "E1". Two and three



family wood frame houses are the predominate housing type though there are single family units scattered throughout.

The population is less heterogeneous than in other parts of Jamaica Plain. Of the 3003 residents in 1970, 95% were white. The median income was \$7186 per year with only 20% of the population making under \$5000 per year.

5. Woodbourne

The Forest Hills cemetery is the major land use in Woodbourne. It, along with Franklin Park on the eastern edge of the neighborhood, give this section of Jamaica Plain a rather spacious suburban image. Residences in southern Woodbourne look like houses you might expect to find in Cape Cod. They are relatively small, well kept single family units with yard space, window shutters and little white picket fences. The residents are predominately white and middle income. Church parishes form important social linkages throughout the neighborhood.

Along Hyde Park Avenue however, the conditions are quite different. Wood frame three deckers and abandoned apartment and commercial buildings line this major boulevard.



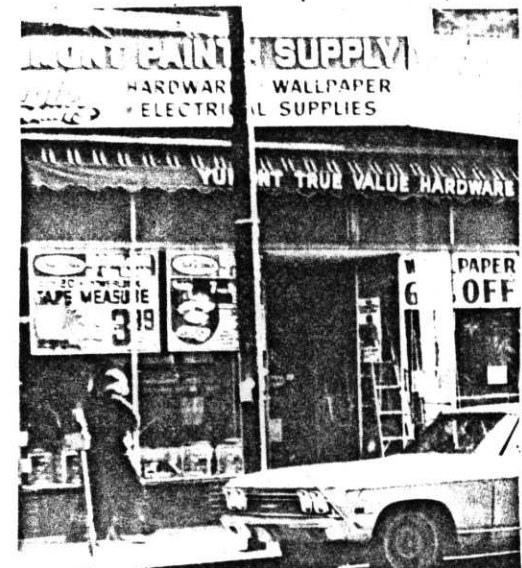
6. Jamaica South

The future of Jamaica Plain's mass transit system is probably more of a critical issue in this neighborhood than it is in any other. The Forest Hills Station, which is presently the origin of both the Orange and the Green lines, will become a major commuter transfer point once the rapid transit system is improved. Houses located along many of the side streets that are now confronted with the noise and dangers associated with the high speed Amrtak trains, will be even more threatened when the frequency of these trains is increased. Arnold Arboretum, the major open space in Jamaica South, is also confronted with transit problems as rush hour traffic from Roslindale, West Roxbury and Hyde Park pass through the area.

The Jamaica Plain Little City Hall and the high school are major community institutions located in Jamaica South.

7. Jamaica Central

Though the age of the large suburban shopping center is upon us, Centre St. in Jamaica Central is an important commercial strip for this community and has been for several decades. In addition to being a busy thoroughfare and the route of the MBTA bus and subway service, Centre St. is where residents can find the widest variety of commercial services. Barbers, food stores, banks, hardware stores etc.,



are all within four blocks walking distance of one another.

Not only the location of Jamaica Plain's commercial center, Jamaica Central is where one could go to find the widest variety of housing types in the community. Large victorian houses in this neighborhood are some of the nicest in the city and many of the views of downtown off of side streets are spectacular. However, abandoned and dilapidated structures along the corridor indicate that the problems of disinvestment that are facing other Jamaica Plain neighborhoods, are felt here also. The rail embankment through the corridor divides Jamaica Central and Egleston Square. It is almost 20ft. ^{high} along Lamartine St. and residents have painted murals along the wall in an attempt to improve its aesthetic qualities.

There were 9303 people in Jamaica Central in 1970 but the large increase in the number of Spanish-American and working class residents has changed this total significantly since then. The median income was \$7,186 with 20% of the population making under \$5,000. As in other neighborhoods, particularly Hyde Square and Egleston Square, this percentage is rising due to unemployment.

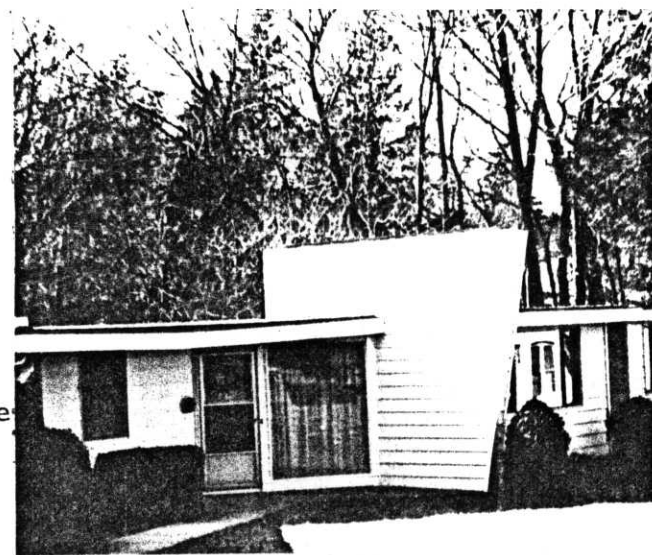
8. Jamaica Hills

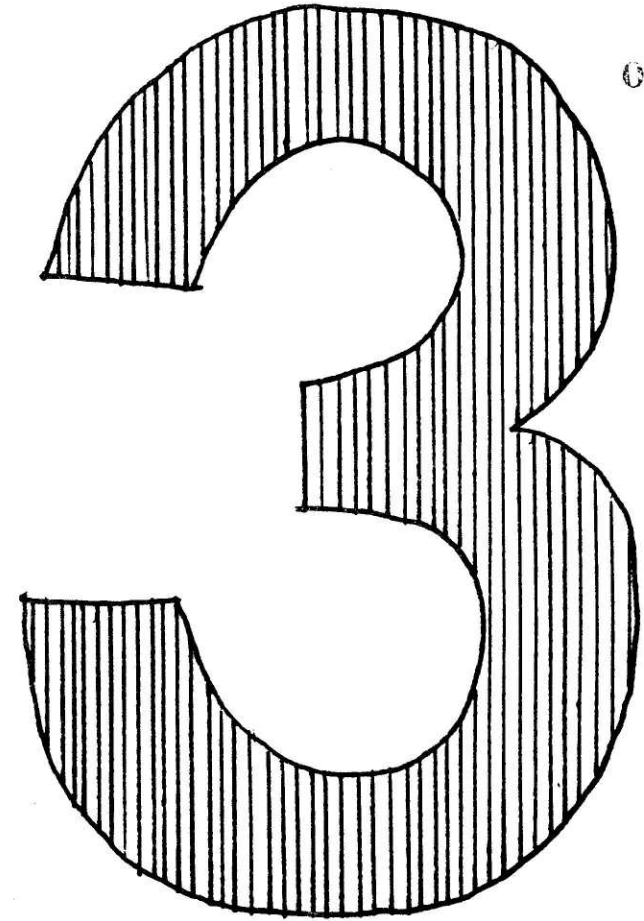
Jamaica Hills is truly a study of contrasts when it is compared, with the rest of Jamaica Plain. It is a residential area of approxi-



mately 6200 people. The median income in 1970 was \$9760 but this figure is very different from the average income due to the large concentrations of students living in the pond area. The majority of residents are upper-middle income professionals whose lifestyles are more similar to residents of West Roxbury and Brookline than other areas of Jamaica Plain.

Most of the houses are single family units on large and moderate size lots. Moss Hill is the most predominate housing area in this neighborhood. Eighty-five percent of the units are owner occupied representing the highest percentage of owner occupancy in Jamaica Plain. The density, on the other hand, is the lowest in the community. The area looks very suburban and many of the streets remind one of country lanes. The most astounding discovery in Jamaica Hills is the Allandale Farm on Allandale Rd. In addition to acres of vegetables, the farm is the home of a few pigs, houses cows and chickens. This find alone made the study of Jamaica Plain's neighborhoods interesting, to say the least!





TARGET AREA

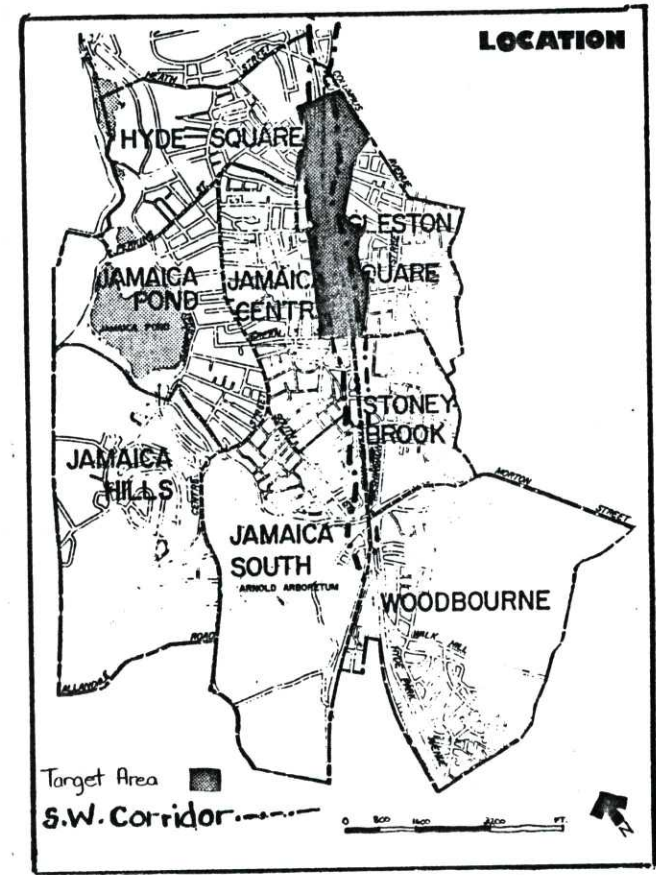
After gaining an overview of the entire Jamaica Plain community, a target area within the Southwest Corridor was selected for further study. This unit contains an analysis of the social, physical and economic characteristics of this target area and identifies development opportunities based on this information.

METHOD OF SELECTION

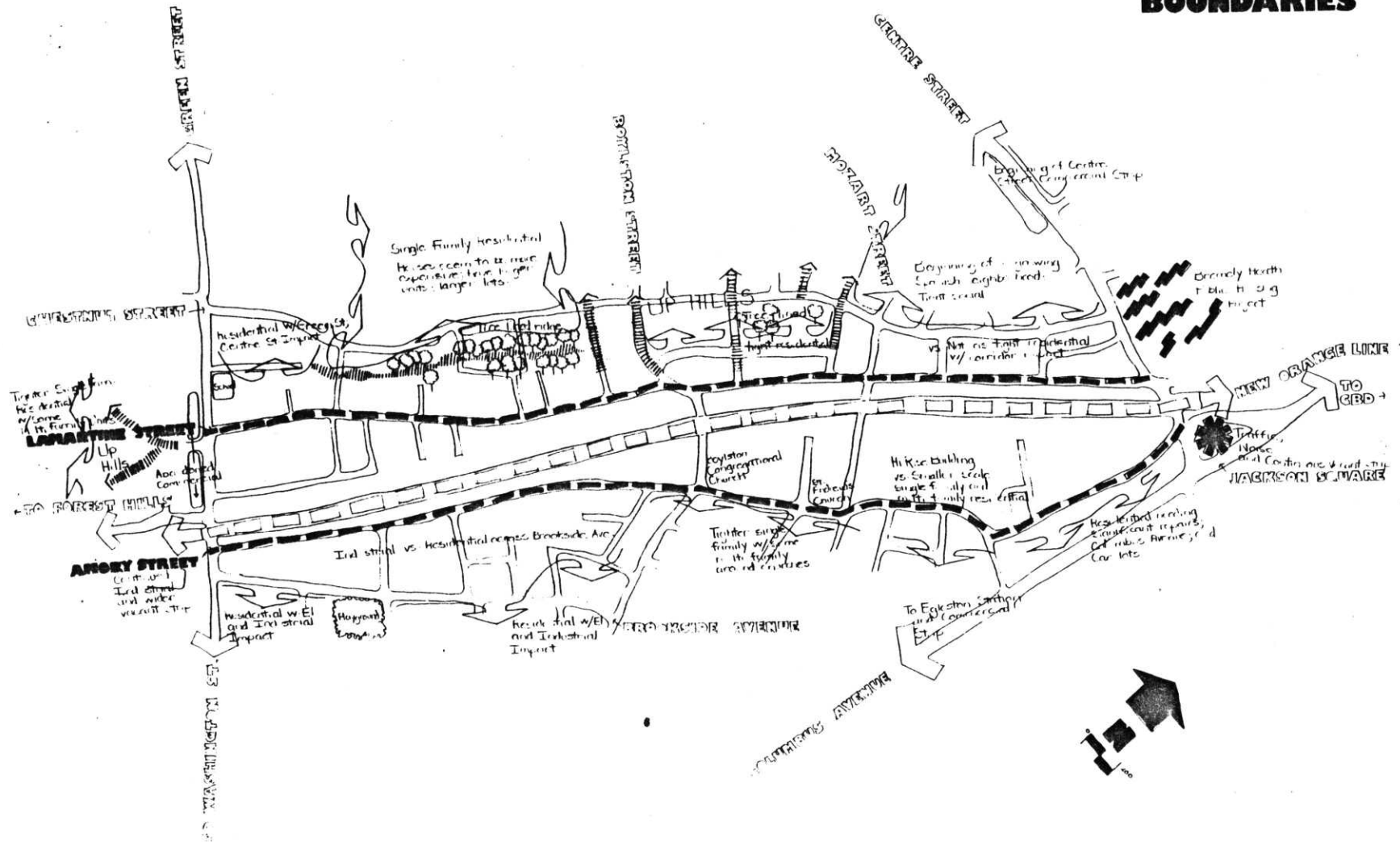
The existence of the Southwest Corridor as a major public land resource, coupled with substantial Federal and State capital commitment to relocate the Orange Line transit system, represents a prime opportunity for sweeping neighborhood redevelopment along its length. Studies of successful community development corporations such as the Bedford-Stuyvesant Corporation and the Roxbury Action Program underscore the importance of selecting a piece of land -- establishing a "turf" on which to focus CDC activities. The importance of continuing community participation in Southwest Corridor decision making led to the choice of a target area around three transit stops proposed within the Jamaica Plain neighborhood.

Edges, nodes and social boundaries were analyzed to identify the target area within the framework of the entire corridor. Green Street on the south, the housing strip along Lamartine Street on the west, Centre Street on the north and the mixed housing and industrial strip on the east represent the target area boundaries. However, the impact of development on adjacent sites was a major consideration throughout the planning process.

The drawing on the next page illustrates the indicators that were used to arrive at these boundaries.



BOUNDARIES



ENVIRONMENTAL ANALYSIS

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Windshield surveys of the target area, a summary of census data and an analysis of traffic flow projects were compiled to arrive at the information in this section. The data for six major topics was then summarized in map and text form. Reviews with residents later led to the addition and correction of some of the information. The following is a summary of the six topics and an explanation of each.

1. Land use - Identifies major areas of housing, commercial, industrial, institutional, social services and open space uses; highlights potential conflicts; compares land use in the target area with overall land use in Jamaica Plain and the city.
2. Building condition - Rates buildings based on exterior analysis on a scale of A,B, and C where A is most sound; relates structural deficiencies to existing land uses.
3. Circulation - Summarizes existing pedestrian and autoroutes; highlights potential and existing conflicts between the two; points out development opportunities and constraints resulting from the street system.
4. Site Analysis - Analyzes physical implications of the site with and without the embankment; summarizes existing vegetation, views, climate and slopes.

5. Socio-Economic Profile - Includes general characteristics of the population within a 1/2 and a 1/4 mile radius of each of the three Tstops; gives information on the number of residents, income range, density and the number of children.

6. External Impacts - Summarizes the pros and cons of building the arterial street; summarizes the impact that the I-95 struggle and the corridor has had on the area and what potentials exist for re-development.

Following this section there is a summary of this information by sub-areas and an identification of overall development potential in the area.

LAND USE

Land use conflicts may be thought of as producers of environmental blight. Their negative effects are manifested in the way individuals perceive their environment as opposed to the structural conditions of the buildings in that environment. The map on the opposite page summarizes the existing land uses within the target area. By examining the major characteristics of particular uses, it is possible to identify both potential and actual conflicts. These potential conflicts become very real in the corridor when you consider the area without the rail embankment to serve as a barrier between various uses. The predominately residential areas along Lamartine St. would practically become next door neighbors to the scrap metal yards along Amory St. if the embankment were removed.

In order to get a better feel for the distribution of existing uses within the target area, the acreage and percentages of each different land use were computed.

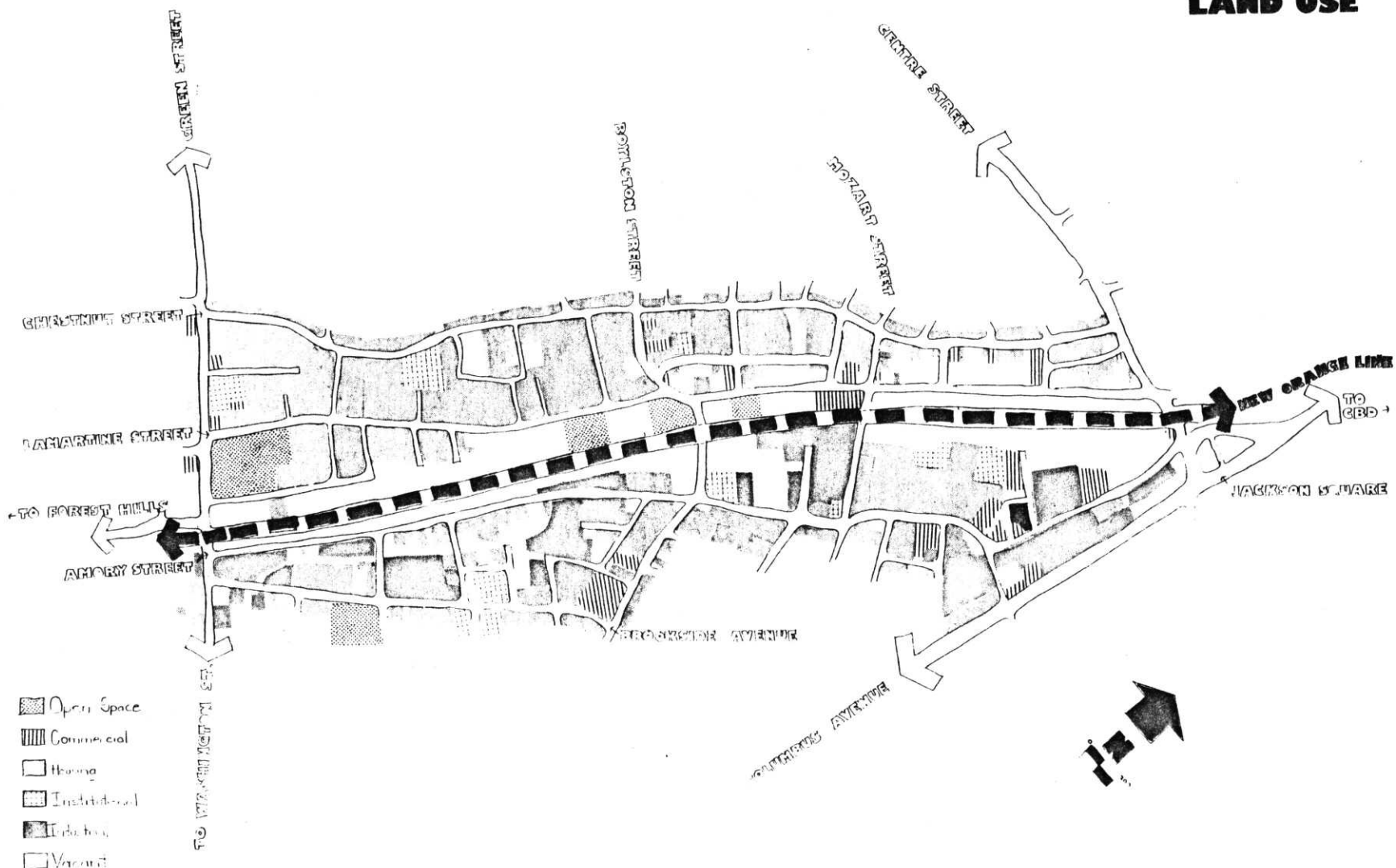
<u>Land Use</u>	<u>Acres</u>	<u>% of total area</u>
Housing	29	34
Open space	5	6
Institutional	2 1/2	3

Commercial	3	3
Industry	11	13
Circulation	8 1/2	10
Vacant	<u>26</u>	<u>31</u>
Total	85	100

These figures were compared with percentages for Jamaica Plain as a whole. The amount of vacant space is higher in the target area and the nearby vicinity and the amount of planned open space, social services and local commercial is higher in the rest of Jamaica Plain. When compared with Boston Redevelopment Authority figures for the entire city, it is apparent that more land in and around the target area is dedicated to industrial uses than in most Boston communities.

The implications of this analysis suggest that where there are opportunities available for new developments in the target area, emphasis should be placed on creating a more natural balance between uses. Instead of concentrating on new industrial developments, preference should be given to neighborhood parks, community services and local shopping facilities.

LAND USE

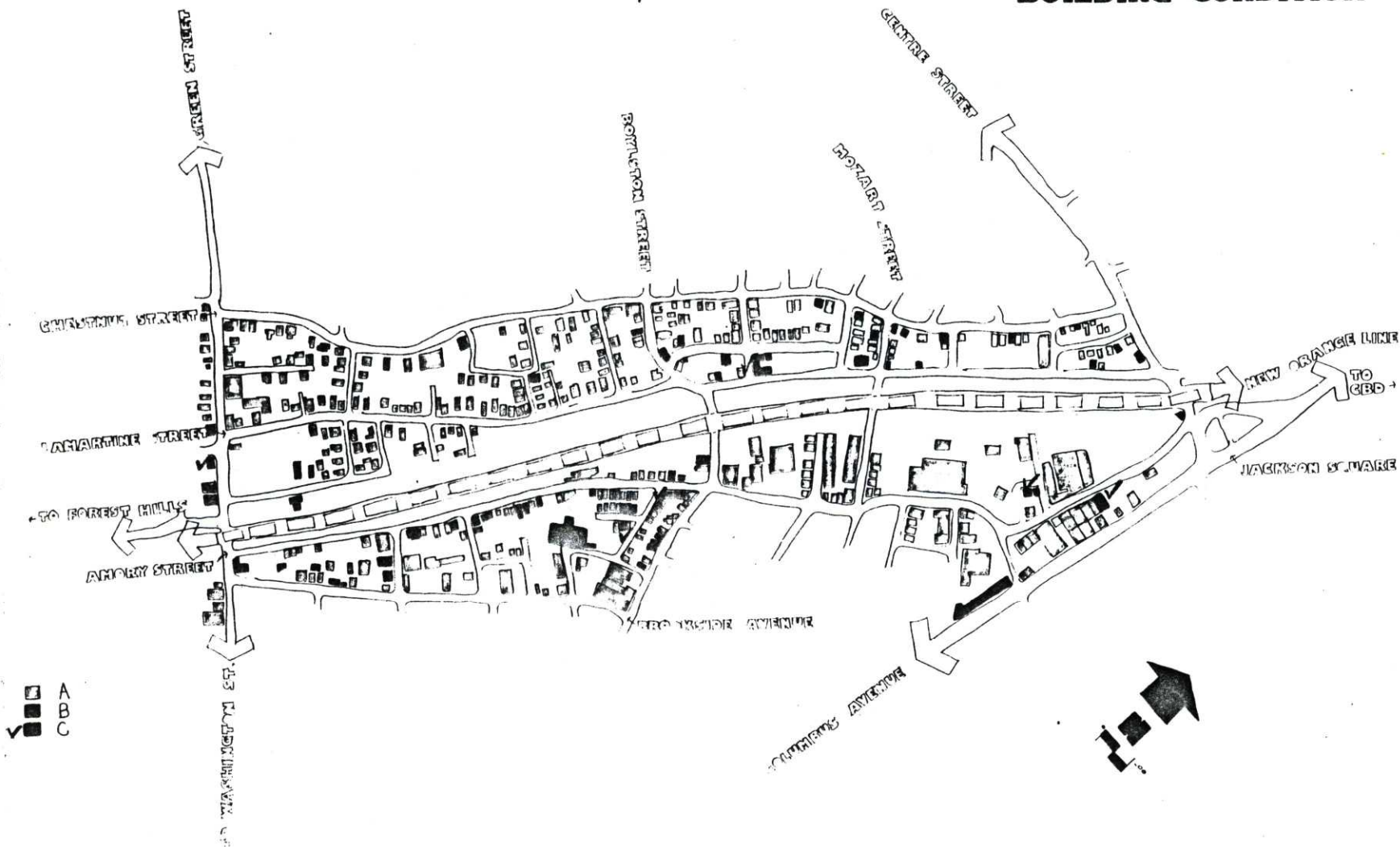


BUILDING CONDITION

The levels of structural deterioration which are illustrated on the Building Condition map were derived from a number of windshield surveys of the area. Conditions were noted on a property by property basis according to the physical appearance of buildings and not land. The levels of deterioration, though somewhat subjective, do represent a specified ratio of sound to unsound or deficient structures. The "A" value is for buildings which appeared to have the highest level of structural soundness and the B and C values follow respectively. It must be recognized that this information is based on exterior analysis and consequently there is the chance of buildings having poor exterior conditions but good interior conditions and vice versa.

In general, the areas that seemed to have the most buildings needing repair were the mixed industrial and residential sector between Boylston and Green Sts. along Amory and the residential sector between Boylston and Centre Sts. along Lamartine. A further discussion of these areas will be included in the Sub-Area Analysis section.

BUILDING CONDITION



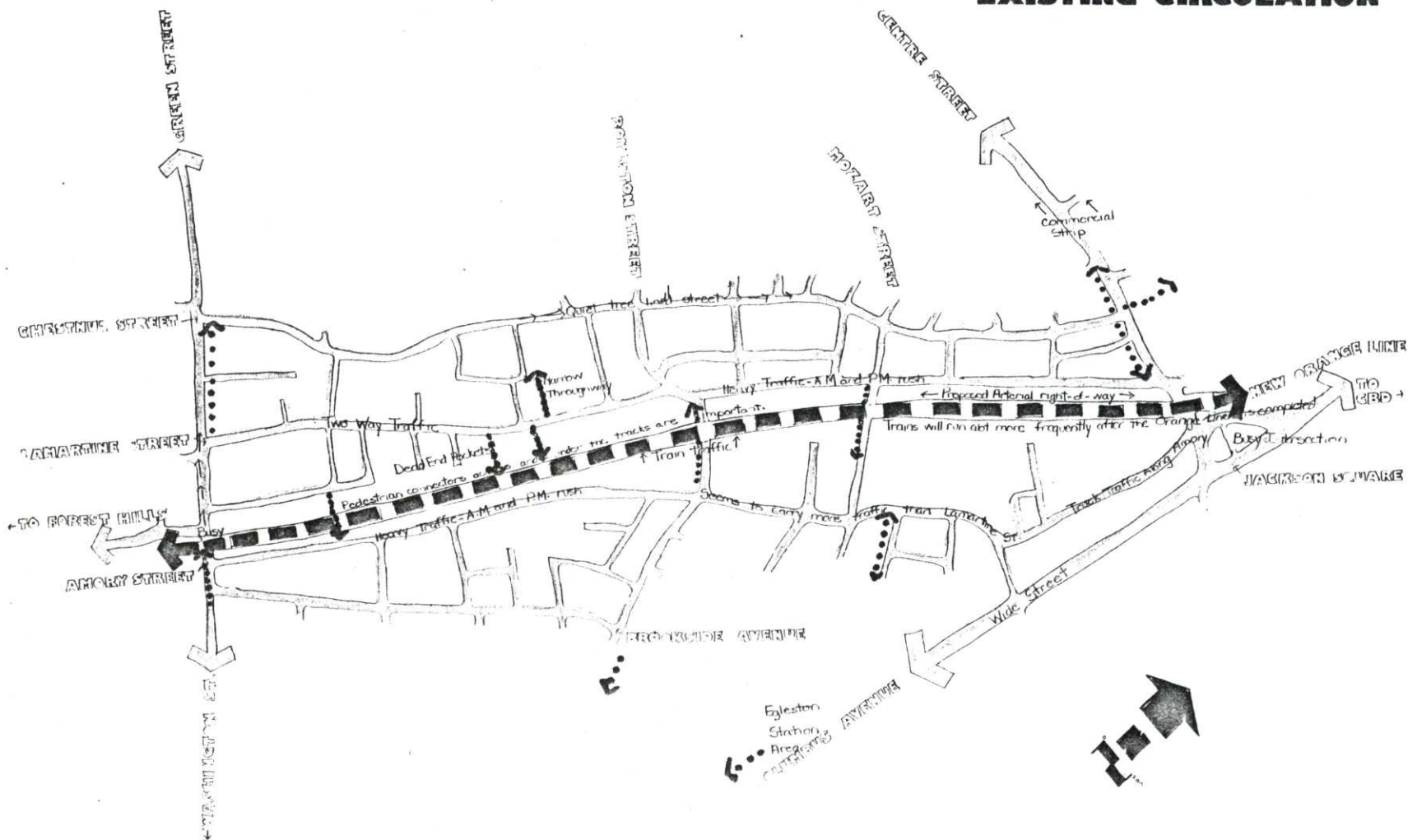
CIRCULATION

The circulation system in the target area lends itself to through traffic. Both Lamartine and Amory Sts. are congested during the morning and evening rush hours due to through traffic from communities to the south. These streets run parallel to the rail embankment, are bi-directional and are not designed in ways that would discourage through movement. There is also rush hour traffic feeding onto Columbus Ave. from Washington St.. Traffic up these major arteries comes together at Jackson Sq., where the confusion is intensified, and then continues through Roxbury to downtown. When and if the arterial street is completed, this route along the rail embankment will become even more heavily traveled.

East-west streets, on the other hand, tend to be oriented more towards neighborhood usage. Residents travel up Boylston, Atherton, Green and Centre Streets to reach major Jamaica Plain facilities. If the arterial street is built, these streets will be used more by commuters.

There were several existing pedestrian routes the area. These are indicated by the dotted arrows on the map.

EXISTING CIRCULATION

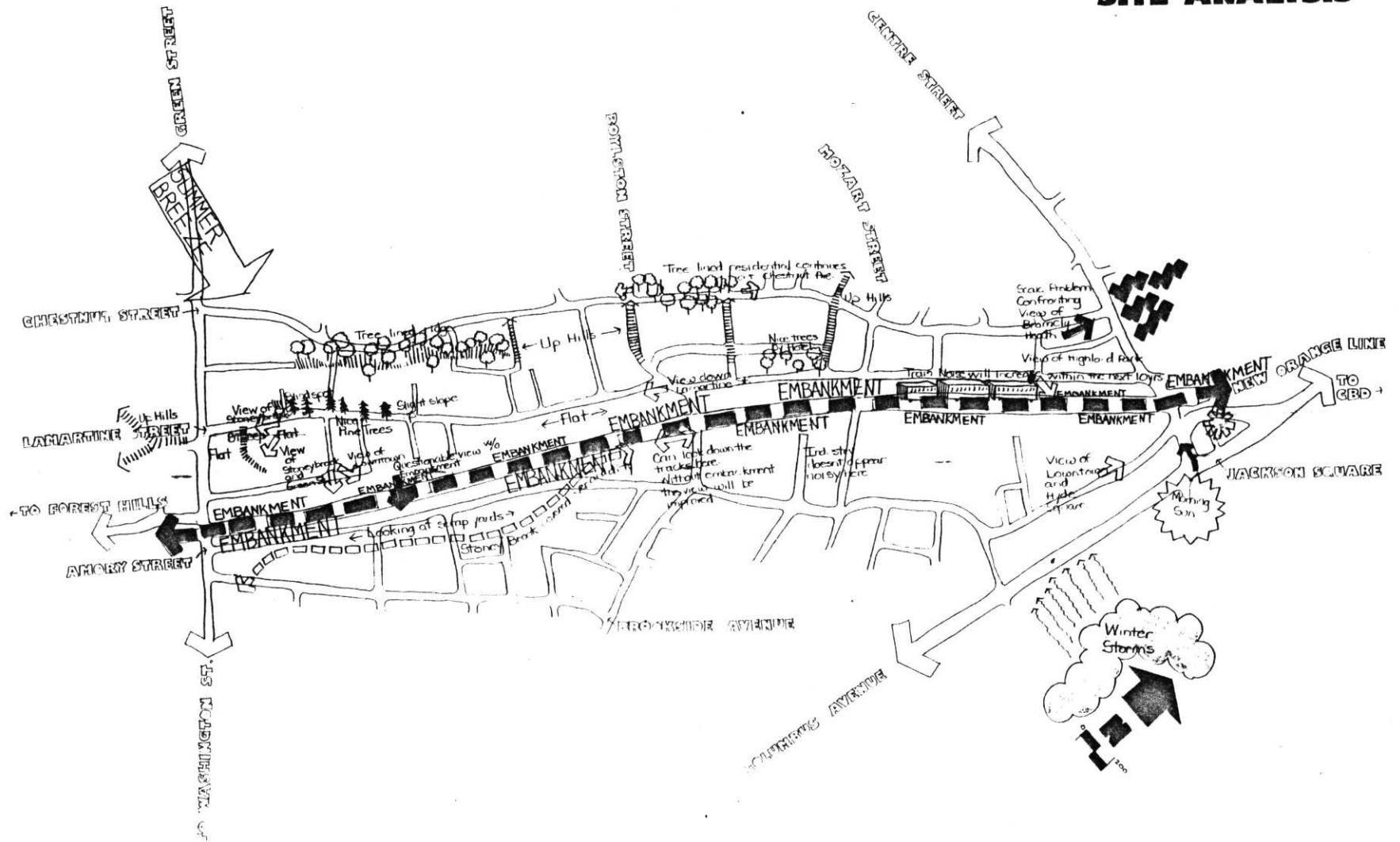


SITE ANALYSIS

The most important issue surrounding the physical analysis of this site is the future of the embankment and the image with and without it. At present, the height of the stone wall rail embankment ranges from a few inches at Oakdale St. to approximately 20 feet at the intersection of Lamartine and Boylston Streets. The varying heights of the embankment are graphically illustrated on the site analysis drawing. Train traffic traveling down the Penn Central tracks now is considerably less than what is being proposed for ten years from now when there will be a new subway line in addition to the high speed Amtrak trains. Not only will this mean an increase in noise and air pollution, but the extra train traffic will require that the size of the embankment be increased. If, on the other hand, the tracks are depressed, the wall that has served as a visual barrier for so many decades will be removed and the physical design issues will be centered around integrating the 75 to 100 foot depressed right-of-way.

Other site analysis information such as existing vegetation, views, climate and slopes are also summarized on the adjacent drawing.

SITE ANALYSIS



SOCIO-ECONOMIC PROFILE

In order to get a clearer idea of the social make-up within the target area, artificial zones were established around each (T) stop and the characteristics of the population within each zone were compiled. These zones were based on 1/4 and 1/2 mile radii because these are the standards that are generally used for programming neighborhood facilities. This is not to say, however, that new facilities will not have to service additional residents due to scarcity but it does give a general idea of the residents that would definitely be served. Using available census data and additional resident input, information pertaining to population totals, ethnic background, income range, the number of children and the percentage of overcrowding was summarized and is presented here.

1. Jackson Square - 1/4 mile

- .4100 people
- .High no. of children
- .Predominately Black and Spanish American residents
- .Substantial overcrowding
- .Median family income less than
- ‡7,000/year

- 1/2 mile

- .8,500 people
- .High no. of children
- .Predominately Spanish and Black Americans
- .Substantial overcrowding
- .Mediam family income less than †7,000/yr

2. Boylston St. (T) - 1/4 mile

- .4,300 people
- .Average no. of children
- .Predominately Spanish and White American residents
- .Average density/unit
- .Median family income around \$7,000/yr.

- 1/2 mile

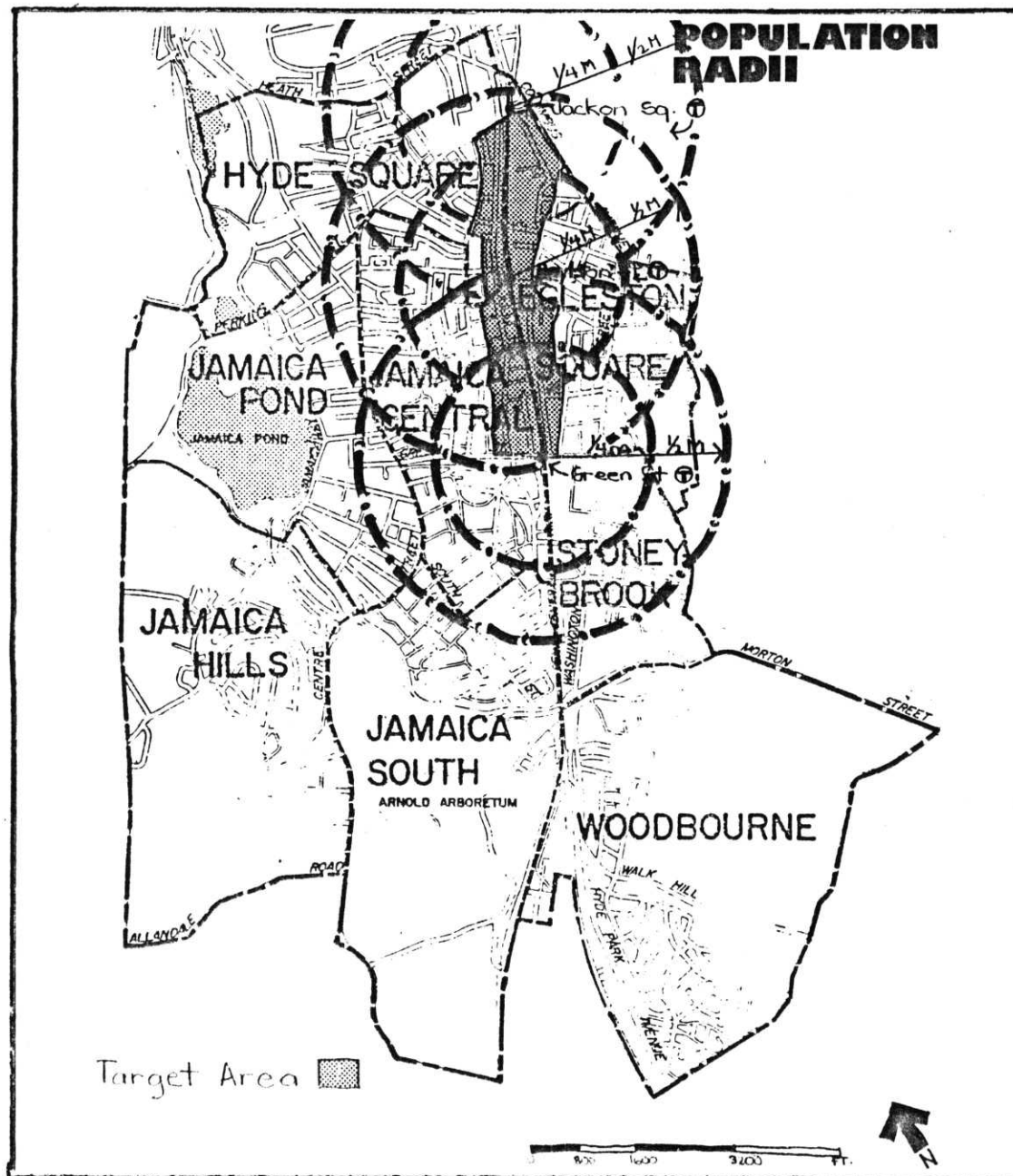
- .17,000 people
- . Average no. of children
- .Mixed ethnic area
- .Average density/unit
- .Median Family income greater than \$7,000/yr.

3. Green St. (T) - 1/4 mile

- .3,600 People
- .Average no. of children
- .Mixed ethnic area
- .Average density/unit
- .Median family income around \$7,000/yr.

- 1/2 mile

- .14,000 people
- .Average no. of children
- .Mixed ethnic area
- .Average density/unit
- .Median family income around \$7,000/yr.



EXTERNAL IMPACTS

Jamaica Plain has been hard hit by the repercussions of the I-95 struggle. Wide spread disinvestment has plagued the neighborhood along the corridor. Since 1960, the populations of Jamaica Central, Hyde Square, Egleston Square, Stoneybrook and Jamaica South have suffered a decline in residential sectors adjacent to the Penn Central tracks. Banks refuse to grant mortgage loans to residents in these areas and the rates of abandonment and decay are surging. The uncertainty about the future transit plans lead one to wonder when this cycle will end.

MBTA plans for a new subway line through the corridor are now underway. Three stops, Green St., Boylston St., and Jackson Sq. are within the target area and their development means a variety of constraints and opportunities for the revitalization of the area. The five to ten year development schedule and the projected noise and traffic levels are constraints to target area stabilization. However, the large amount of capital being spent in the area, improved access and the prospects of depressing the embankment and using decking and air rights for new construction, provide a variety of opportunities to the community.

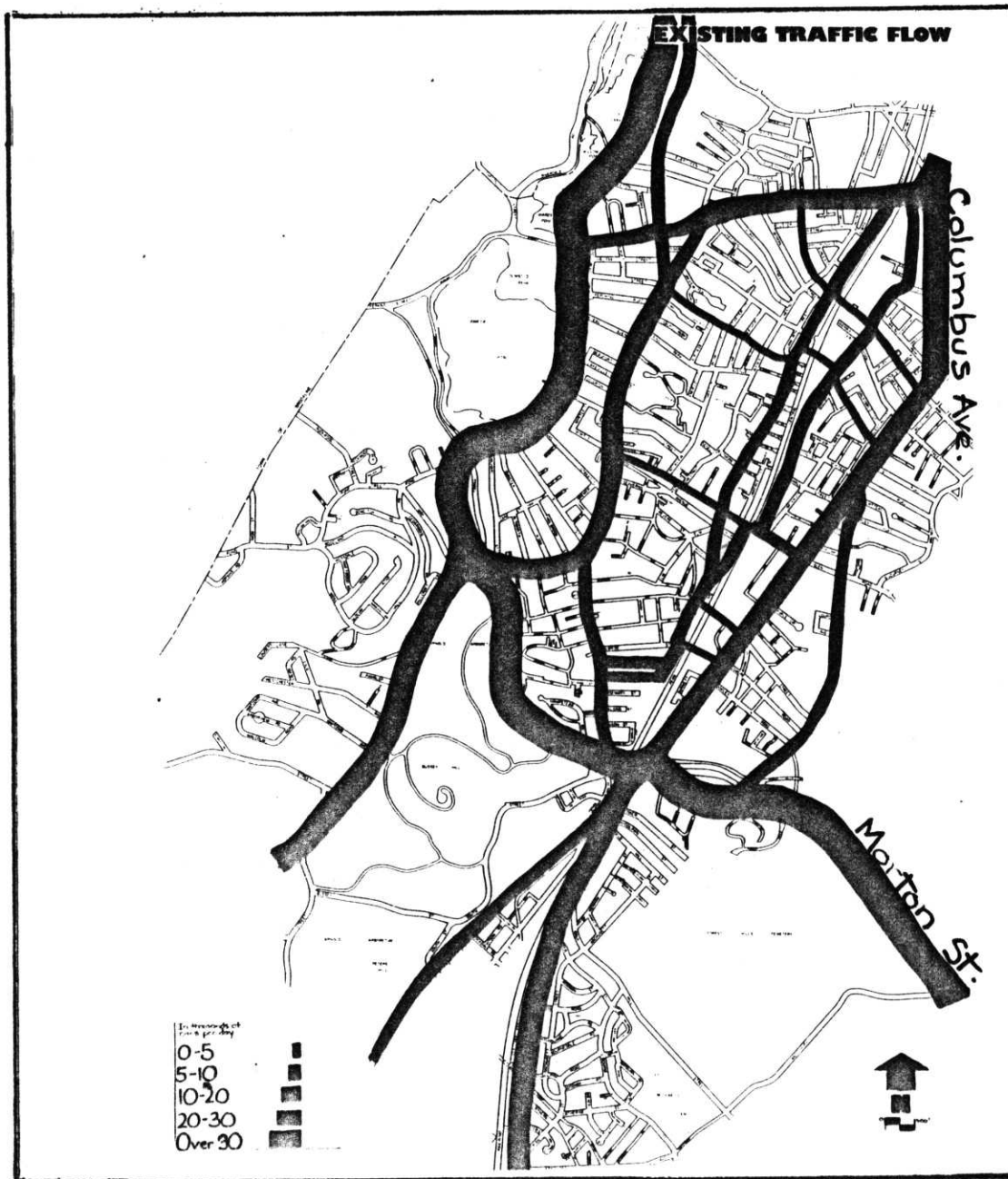
However, plans for auto traffic are less certain. This spring state officials are evaluating plans for a proposed arterial street

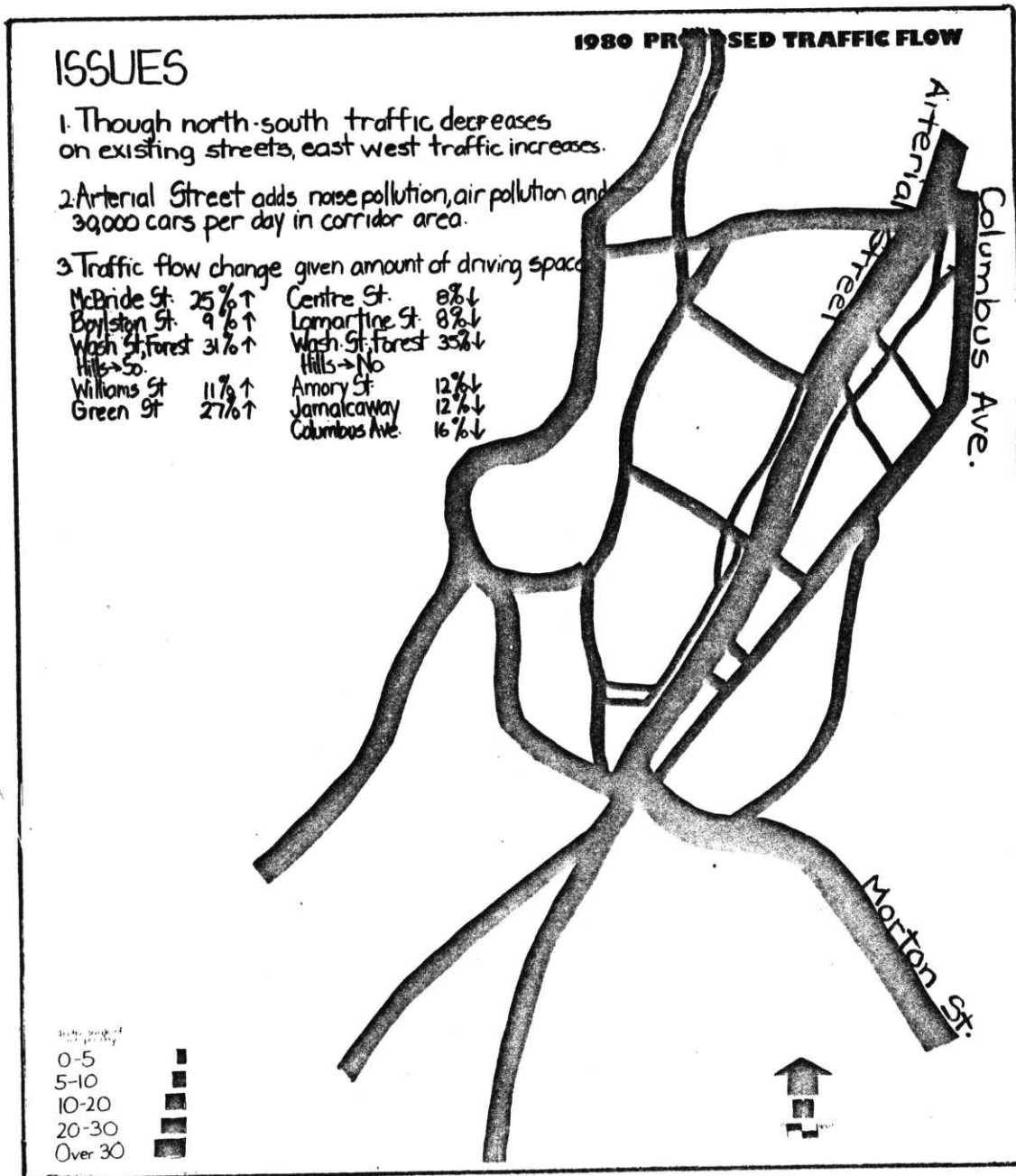
that is to be built along side the new transit line where the rail embankment is now. The arterial is intended to relieve congestion on target area streets. Present plans show it along the eastern or Amory Street side of the corridor. The proposed new arterial would begin at Forest Hills and to to Jackson Square where it would connect with a new six-lane, median divided arterial that would feed directly into the Southeast Expressway and the South End. Plans show it being as wide as the Jamaicaway, that is four travel lanes without parking. Traffic projections indicate that approximately 32,000 cars per day will be traveling along the street.

It is my opinion that though there will be positive gains from building the arterial street such as, the re-use of land that is presently in poor condition and the provision of access and visibility for new commerical developments, the negative impact is substantial. The reluctance of banks and developers to invest in housing will certainly not be improved with the news that the State is planning to put a boulevard down the middle of the site. Middle income residents will continue to move out leaving residents that will be unable to invest large amounts in property maintenance and new construction. Noise and air pollution will be increased. Though the amount of through traffic will be at least 2.5 times greater than what it is at present and through traffic on Lamartine and Amory Streets will decrease, traffic on east-west streets will be increased. Traffic on major throughways

in the more middle and upper neighborhoods of Jamaica Plain will be decreased at the expense of corridor neighborhoods. I agree with residents who argue that the circulation system within the target area will be designed with the commuter in mind, will do very little to improve the physical appearance and coherence of the target area, and will preclude many forms of new development in the future. The addition of the arterial street could only further divide this area which for years has been split down the middle by the rail embankment.

The maps in this section show a comparison between existing traffic flow in Jamaica Plain and the traffic projections for 1980 with the arterial street. The area on the





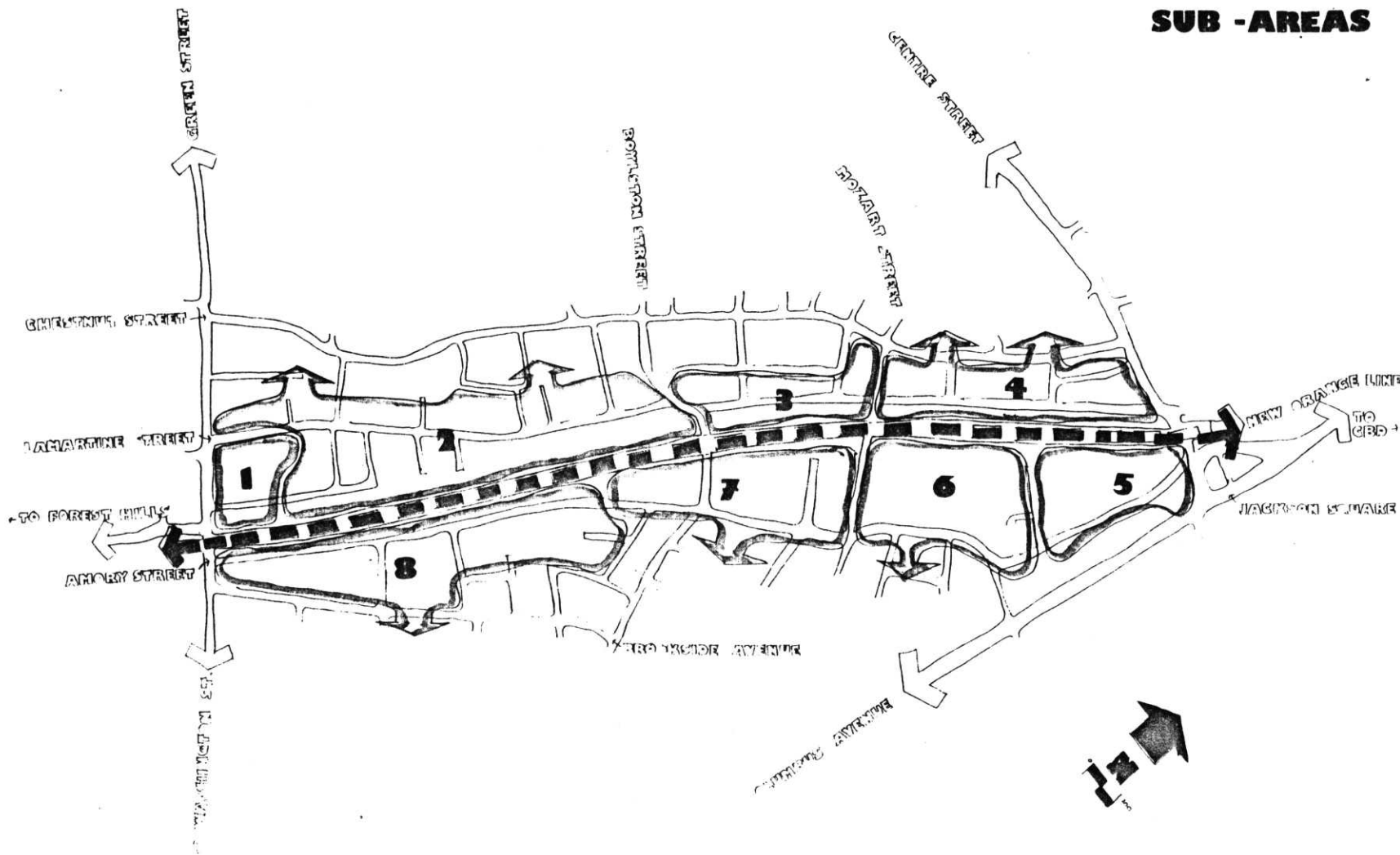
map entitled issues indicates where there will be increases and decreases in the traffic and by approximately what percent. These percentages were obtained by taking the change in traffic flow and dividing it by the width of the street to obtain the relative increases and decreases. The base data for this section and for the maps was abstracted from a report compiled by the Central Transportation Planning Staff in January of 1976.

SUB - AREA SELECTION AND ANALYSIS

Summarizing the existing conditions in the target area led to the identification of sub-areas with similar physical, social and economic characteristics. In presenting my understanding of these characteristics to community residents it was possible to "test" the viability of these perceptions and incorporate new information. Much of this process simply involved a subjective review of the data. There were, however, important characteristics of the site not obvious from the data but which became factors in the analysis of development potential. For example, social linkages which were oriented around church parishes, local bars and play areas were cited by residents as important relationships to be maintained and perhaps reinforced in future developments.

As a result of this process, eight sub-areas were identified within the target area based on compatible environmental conditions. In this section, each of the eight sub-areas is described and analyzed in terms of development constraints and opportunities. Though there are issues such as the train noise and the opportunity to organize joint development projects around the three (T) stops that are important for many parcels, there are others that tend to be very site specific. This analysis by sub-area was an important step in identifying primary and secondary locations for new developments.

SUB - AREAS



SUB-AREA 1

- Description:
- .Johnson Playground between Lamartine and Oakdale Sts. along Green St. and an adjoining vacant parcel on Oakdale St.
 - .Playground is bi-level.
 - .Each level is flat and developable.
 - .Without the embankment there will be a clear view of downtown, adjacent neighborhoods and industrial facilities along Amory St.
 - .Playground is presently blocked from view as one travels up Lamartine St. from Centre St.
 - .Vacant commercial across Green St.
- Constraints:
- .Close proximity to proposed (T) stop will produce high noise levels and increased traffic.
 - .Playground is publicly owned and in good condition, limiting development opportunities.
 - .Vacant parcel is narrow and against the embankment.
 - .Questionable view of the industrial area along Amory St. once the embankment is removed.

.Playground is split level.

.Rails serve as a barrier.

.Potential and use conflict between residential on Lamartine St. side and industrial along Amory St.

Opportunities: .Marginal industrial on Amory St. side could be re-developed.

.Potential for physical linkages via decking.

.There is a substantial capital investment in station area planning which might be combined in joint development.

.Re-use and extention of commercial on Green St.

.Development of residential uses compatible with scale of existing residential units along Lamartine St.



SUB-AREA # 2

- Description:
- .Single family residential with a large open space strip along the rail right-of-way.
 - .A lot of the pockets of housing are weak.
 - .Many streets are deadended.
 - .Embankment is low off of Oakdale St. but gets higher further down Lamartine St.
- Constraints:
- .Arterial street uncertainty.
 - .Mortgage money is lacking.
 - .Future view without embankment could be bad.
 - .Presently the embankment acts as a dividing wall.
 - .Retaining existing amounts of open space limits the potential for developing other land uses.
 - .Rocky cliff up to Chestnut Ave. hinders development in that direction.
- Opportunities:
- .With the arterial there is potential to develop dense commercial and housing along the right-of-way.
 - .Further development of open space with bike paths, playgrounds and sitting areas is possible without

the arterial.

.Land is flat and developable.

.Potential for low-rise housing which would be compatible with existing residential.

.Maintaining the embankment could block the view of industrial facilities along Amory St.



SUB-AREA # 3

Description:

- .Large wood frame hotel and apartment building, adjoining vacant parcels and some marginal residential.
- .Vacant lot has six large trees.
- .Part of the interior of the hotel is burnt but the external facade is still in good condition.
- .Hotel is historically significant.
- .High embankment here.
- .Rail underpass is an active auto and pedestrian connection.

Constraints:

- .There is presently very little demand for market rate apartments in this area.
- .Private investment for rehabing the hotel is generally unavailable.
- .Existing embankment and train throughway is noisy, a physical barrier and an unpleasant view.
- .Close proximity to the (T) will mean increases in noise and traffic.



- Opportunities:
- .Hotel has potential for rehab.
 - .Market exists for subsidized units.
 - .CDFC and Historic Preservation funds may be available as capital for hotel rehab.
 - .Vacant lot with trees could be developed as structured open space.
 - Ⓟ stop at Boylston St. will provide access to the site.
 - .Opportunity to develop physical linkages with churches on Amory St. via decking.

SUB-AREA #4

Description:

- .Predominately residential.
- .Single family wood frame units, many in marginal condition.
- .Many Spanish-American residents with social linkages with area to the west.
- .Two medium size brick warehouses in good condition on the site.
- .Many vacant parcels.
- .Nice view of downtown and Highland Park is uninterrupted by the embankment.

Constraints:

- .Strip of vacant corridor land is narrow.
- .Close proximity to Jackson Square and the new Orange line will cause noise and traffic problems.
- .Zoned for residential and commercial uses.
- .No existing vegetation
- .Current configuration of Lamartine St. splits the area into two basically non-developable pieces.
- .Desire to preserve view for residents to the west.
- .Turf questions.

- Opportunities:
- .Reinforce social linkages.
 - .There is a demand for subsidized multi-family units.
 - .Altering existing circulation patterns would provide a larger buildable area.
 - .With trains depressed potential for decking increases.
 - .Jackson Sq. (T) provides accessibility.
 - .There is an abundance of green space in the sub-area to the south (#2).



SUB-AREA #5

Description:

- .Scattered industrial and warehouse type commercial.
- .Large vacant parcel next to tracks.
- .Flat
- .Ribs on wheels
- .Utilities lot

Constraints:

- .Columbus Ave. barrier.
- .Large scale development at Jackson Sq. might be in competition with the rest of the corridor.
- .Site is located in a dense residential area and additional residential units could prove to be very risky development projects.
- .Noise and traffic.
- .Utilities lot cannot be easily relocated.

Opportunities:

- .Linkage with Jackson Sq. and Lamartine St. side of the tracks via decking.
- .Access to the site is good by train or car.
- .Large flat developable area
- .Substantial public committment to Jackson Sq. station area planning provides joint development potential.



SUB-AREA #6

- Description:
- .Brick building housing non-profit agencies and a day care center, the J.P. Coop and an MHFA subsidized elderly hi-rise building.
 - .Many neighboring brick apartment buildings are in good structural condition but need repairs.
 - .Street is not actively used as a pedestrian space.
 - .Deterioration of the Egleston Station area has had some impact.
 - .Small scale unoccupied commercial across Amory St.
 - .Through rush hour auto traffic and industrial traffic during the day.
- Constraints:
- .At present, access from the Lamartine St. side of the tracks is restricted.
 - .Existing non-profit facilities and housing sites are virtually unavailable for new developments.
 - .Neighboring industrial creates potential for negative impact.
 - .Large number of units that are presently sub-



sidized makes the viability of additional subsidized housing questionable.

- Opportunities:
- .Reinforce non-profit community facilities.
 - .Commercial space on Amory St. is available for re-use.
 - .Potential for active street scape scene up side streets.
 - .Reinforce neighboring housing.



SUB- AREA #7

Description:

- .Mixed use area.
- .Industrial, residential and two churches.
- .Existing uses manage this coexistence well.
- .Housing and industries in good condition.
- .Underpasses used.
- .Active church parishes.
- .Churches promote linkages with the other side of the tracks because of parish boundaries.

Constraints:

- .Without the embankment, existing industry may be incompatible with Jamaica Central residential areas.
- .Industries need truck access.
- .Churches are "hard" and most residential is "hard".
- .Industries are relatively "hard".
- .Turf concepts associated with churches.

Opportunities:

- .Develop church parish linkages.
- .Potential to apply same development concepts that exist here to problems of mixed use compatibility in other sub-areas.



SUB-AREA #8

Description:

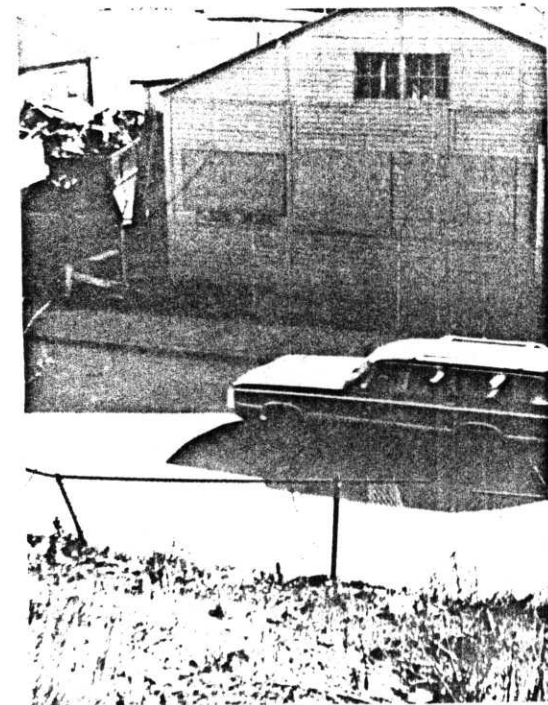
- .Light industry with housing.
- .Both tend to be marginal.
- .Embankment is high here.
- .Rush hour traffic and truck traffic during the day.
- .Houses are small, wood frame singles.
- .Large brewery building on this site.
- .Stony Brook runs through this sub-area but is presently unusable.

Constraints:

- . (T) stop will mean additional traffic.
- .Cost for re-use of Stony Brook is high.
- .High water level because of Stony Brook.
- .Very little corridor land here.

Opportunities:

- .Marginal industry could be removed without having a significant negative impact on the neighborhood.
- .Large brewery building has rehab potential.
- .Linkages with other side of the tracks around Green St. via decking.
- .Re-use of Stony Brook.
- .New (T) stop will mean improved access and development potential.



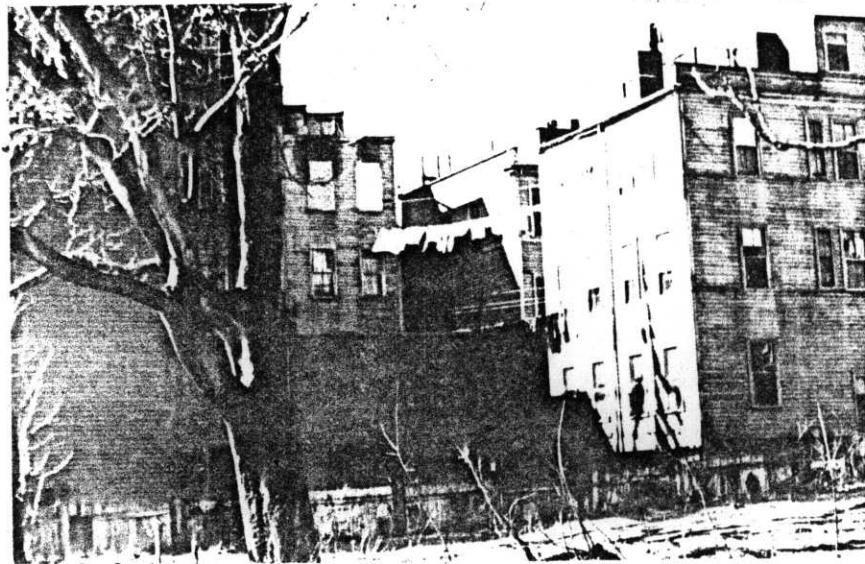
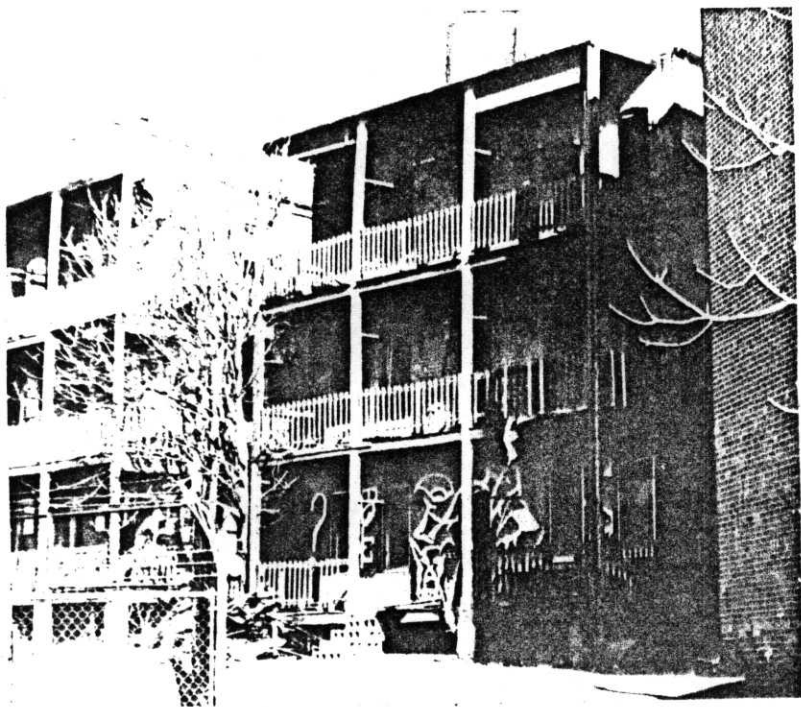
DEVELOPMENT OPPORTUNITIES

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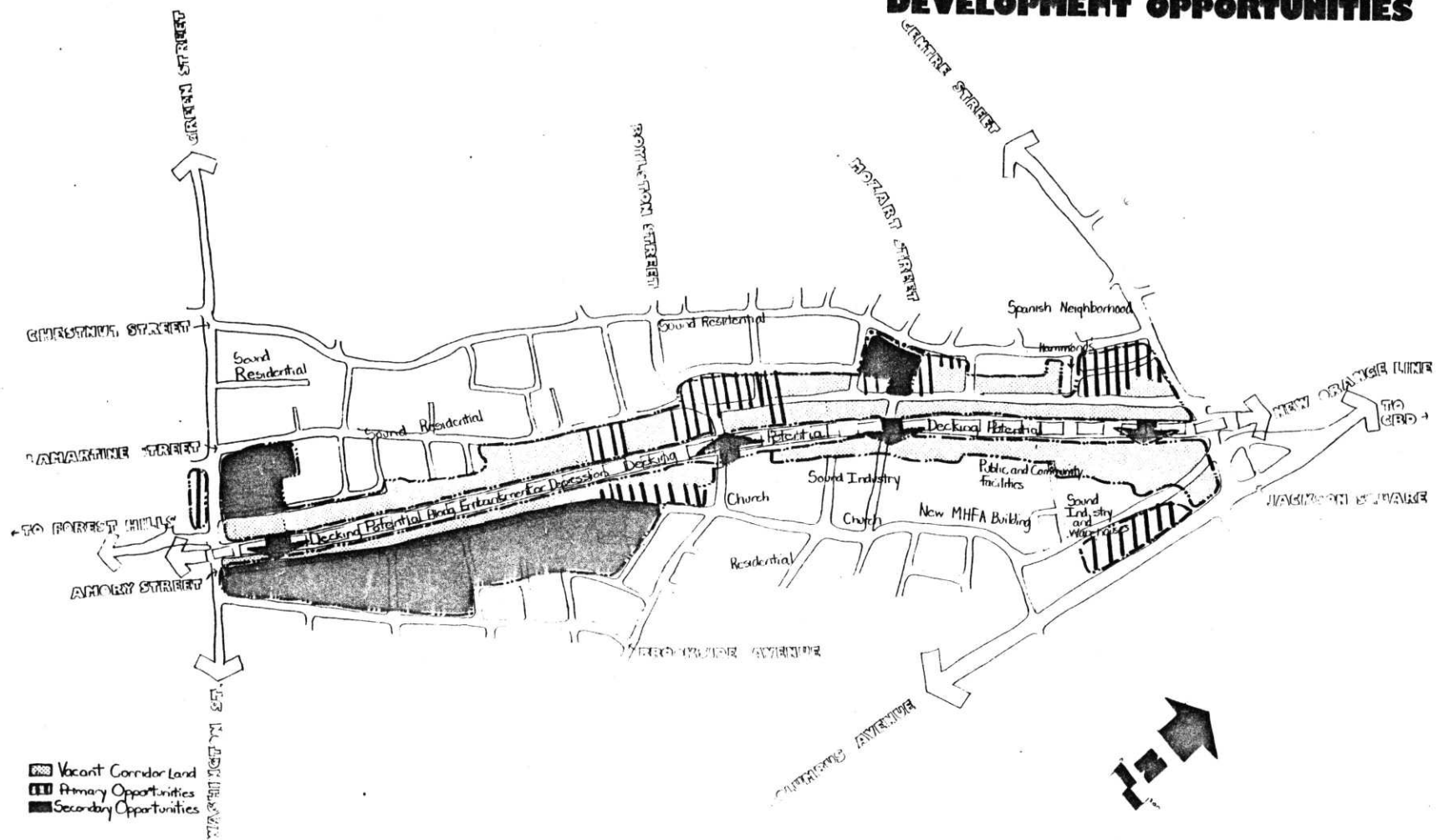
The preceding environmental analysis data along with the sub-area analyses has led to the definition of generalized site opportunities within the target area. The map on the next page indicates the relative availability of various sites for development as well as, which sites if developed could do most to strengthen the social and economic structure of the neighborhood.

The dotted area indicates vacant land that is in the Southwest Corridor and was originally taken for I-95. This land is owned by the State and is most available for redevelopment. However by looking at the map and referring to the Sub-Area Section, it is evident that the shape and configuration of some of these parcels constrain development opportunities. At present, there are no definite plans for the re-use of this land though consideration is being given to devoting portions of it to the construction of the arterial street. However, there are several other development options open to the community and careful selection among them could result in stabilizing the neighborhood and encouraging new growth and development.

The striped area represents primary opportunities among land parcels that contain some form of built structure. These sites have high

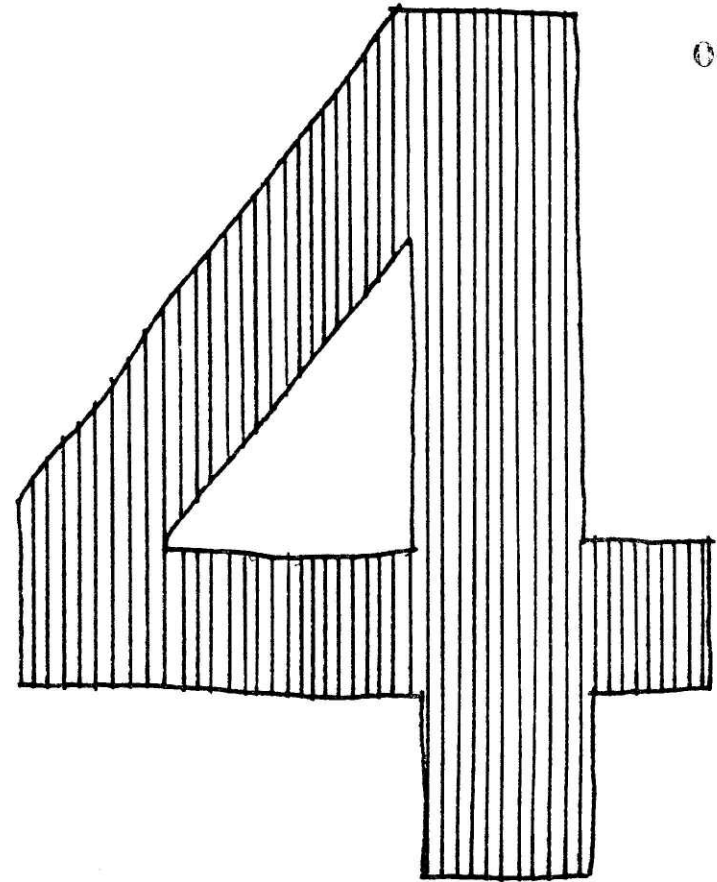


DEVELOPMENT OPPORTUNITIES



percentages of deteriorated structures and instances of land use conflicts. Some buildings in these areas could be rehabed, others would require demolition.

The dark areas represent secondary opportunities. These are areas that also contain some marginal structures, vacant lots and land use conflicts but due to ownership and infrastructure complications, would not be readily available for re-use.



PLANNING CONCEPTS

At this point in the study it was important to look more closely at the "client group", the potential CDC constituents, to determine development responses that would be most appropriate for them. The sections which follow identify the constraints associated with CDC's and a set of planning criteria based on resident input. A third section combines these two to come up with a set of conceptual development alternatives for the target area and pinpoints the implications of each for a CDC.

THE CDC AS A MECHANISM

00069

The critical question facing the Jamaica Plain community is the disposition of the vast amount of cleared land in and adjacent to the corridor. Two important issues include: 1) development conflicts ie. appropriate scale and type of development and 2) the nature of the development entity, public or private. Representatives from several community agencies among them, the Jamaica Plain Neighborhood Coalition, Bromley Heath Tenants Association, ESAC and the Southwest Corridor Coalition have been looking at the potential of a Community Development Corporation as a mechanism to address these issues. By looking at basic organizational requirements, track records and some positive and negative factors of other CDC's it is possible to point to issues that could be relevant to the success of a CDC in Jamaica Plain.

The major benefit of a CDC would be to enable local residents to have some control over future development projects and in so doing influence the growth and direction of their community. By using devices such as land banking or community organizing around significant development issues, the CDC is able to limit the negative effects that are often associated with outsider involvement in inner city communities. Areas where there are large concentrations of low and moderate income residents are especially benefited by CDC's because the corporation may be able to gather resources to combat development

problems that residents would be unable to solve on an individual basis. The advantages afforded non-profit CDC's such as tax exemptions and capital grants make it possible for residents to initiate projects in communities that private developers might be unwilling or unable to undertake. Some of the potential negative side effects and constraints have been that 1) the CDC potentially challenges the existing political and social structure of the community; 2) trade-offs might have to be made between concentrated spending on one project and very little on others in order to realize early success and visibility; 3) public funding and approval processes are time consuming and uncertain.

In order to work around these constraints and maximize benefits to the community, several requirements have been outlined. The need to identify a target area for the CDC, thereby providing a focal point for activities and enabling the corporation to begin developing a comprehensive package for one area, was touched on in earlier section. Broad-based community support coupled with strong leadership and a mixture of social services and long range economic development projects are the factors which make the CDC successful in the eyes of residents. Finally, CDC requirements for funding and technical assistance are never ending.

FORMULATION OF PLANNING CRITERIA

A basically sequential study methodology was used to transform general information about the target area into meaningful planning criteria.

As a result of an interchange of ideas between residents of the affected neighborhoods and myself, a set of planning related social, economic, and physical issues relative to corridor land development were identified. Some of the more pressing issues were the implications of shifts in neighborhood population, the uncertainty surrounding the arterial street, and increasing disinvestment and deterioration.

Though residents were familiar with the issues, they had not formulated a set of land development goals and strategies to address them. Using the planning issues as a base and through interpretation of a number of generally referenced planning standards, I began to formulate a series of goals both quantitatively and qualitatively which potentially relate to the issues. Concurrently, I began to consider generalized planning strategies necessary to accomplish the goals and illuminate potential conflicts among goals and or strategies. For example, the desire to oppose the arterial street may be in direct conflict with maximizing community economic growth via commercial expansion.

The lists which follow, although clearly not all inclusive, contain issues, goals and strategies and some implications for consideration by community representatives in a series of CDC workshops currently being planned.

PHYSICAL

- Issues:
- .Industrial land is not being used efficiently and poor access, technological changes and changes in the economy have led to the deterioration of existing industrial facilities.
 - .Stony Brook is covered over and unusable.
 - .There are many vacant lots which are a blighting influence.
 - .Neighborhood opposition to the pending arterial street.
 - .New mass transit through the corridor and the implications - ie. noise, scale, access.
 - .Presently there is rush hour traffic on side streets.
 - .There is no organized pedestrian oriented circulation system.
 - .Much of the housing is in poor condition.
 - .Existing neighborhood shopping facilities are abandoned

or weak.

. There is a demand for open space, small scale play areas, and recreational facilities.

Goals:

.Encourage an orderly conversion of undeveloped land to urban use...create a new corridor image.

.Create an open space network and recreational facilities.

.Reduce pedestrian - vehicular conflict and traffic congestion.

.Improve safety conditions.

.Encourage neighborhood scale developments.

.Maximize use and minimize conflict with the (T)

.Design Jamaica Plain portion of the corridor to blend in with overall corridor development.

Strategies:

.Clear unusable abandoned buildings.

.Re-use other abandoned buildings and vacant areas.

.Rehab the buildings and grounds of Bromley Heath.

.Land bank parcels that are not yet suitable for development.

.Develop an "outreaching" focal point for the area.

.Recycle old industrial buildings.

- .Consolidate similar land uses into pockets.
- .Develop a pedestrian traffic network with neighborhood parks, recreational/athletic areas and picnic facilities.
- .No arterial and no embankment.
- .Junior Industrial Park as opposed to marginal industrial sprawl.
- .Alter street patterns to create coherent sub-areas and reduce pedestrian-vehicular conflicts.
- .Make minor repairs where this would improve existing housing.
- .Provide attractive parking facilities around (T) stops.
- .Street cosmetics, (ie. furniture, graphics and lighting).

ECONOMIC

Issues:

.The uncertainty surrounding the Southwest Corridor and the arterial street, as well as, the change in the population of Jamaica Plain, have led to a pattern of disinvestment and deterioration. Specifically:

1. Population has declined
2. Commercial and industrial uses are declining
3. There is a lack of adequate housing

4. Services are poor
5. The tax base is declining
6. Unemployment is rising

.As a result of these issues, the community is presently unable to attract appropriate new development.

Goals: .Identify immediate and long term projects that will lead to the economic revitalization of the community.

.Increase the housing supply.

.Identify potential areas for new commercial and industrial development.

.Identify implementation strategies for a community based development organization.

.Make the area more attractive to potential employment generators.

Strategies: .New high and low density housing.

.Recycle old industrial buildings.

.Phase developments to coincide with CDC growth.

.Capitalize on the specialties of Jamaica Plain.

.Arterial street could be used to provide access and visibility for new commercial facilities.

- .Use commercial options created by (T) stops.
- .Reinforce existing commercial by limiting commercial development in the corridor.
- .Consider the possibility of a Junior Industrial Park.
- .Improve security conditions.
- .Alter street patterns to reinforce commercial developments.
- Provide parking around (T) stops.

SOCIAL

- Issues:
- .Jamaica Plain's population mix is changing and this could threaten its diversity, vitality and economic stability.
 - .Different segments of the population have different needs and many of these needs are conflicting.
 - .What linkages should be created or maintained? For example: Should elderly, wealthy, juvenilles or Black Americans be segregated?
 - .There are presently physical barriers that segregate. Which of these should be preserved? (For example: The embankment, church parishes, bar zones, changes in land use, and vacant lots) .

Goals: Create individual areas for each population but encourage linkages between all of these.

.Provide adequate social services.

.Develop a community oriented focal point to serve as a meeting place, a physical connector, and a location for public services. This center should be:

1. Accessible
2. Visible
3. In a significant location
4. Operated by a community board.(Either the CDC board or a subsidiary.)

Strategies: .Develop existing neighborhood services.

.Develop a pedestrian traffic network with neighborhood parks, recreation/athletic facilities, picnic areas, sitting areas.

.Provide neighborhood social services along the pedestrian traffic network.

.Use (T) stops to provide additional access for social services and commercial.

.Develop plans for mixed use structures.

.No arterial or embankment - This would hinder interaction.

.Re-use buildings that have community significance for focal points.

.Alter existing street patterns to strengthen the image of individual sub-areas and the neighborhood as a whole.

.Develop new high and low density housing.

ALTERNATIVE DEVELOPMENT EMPHASES

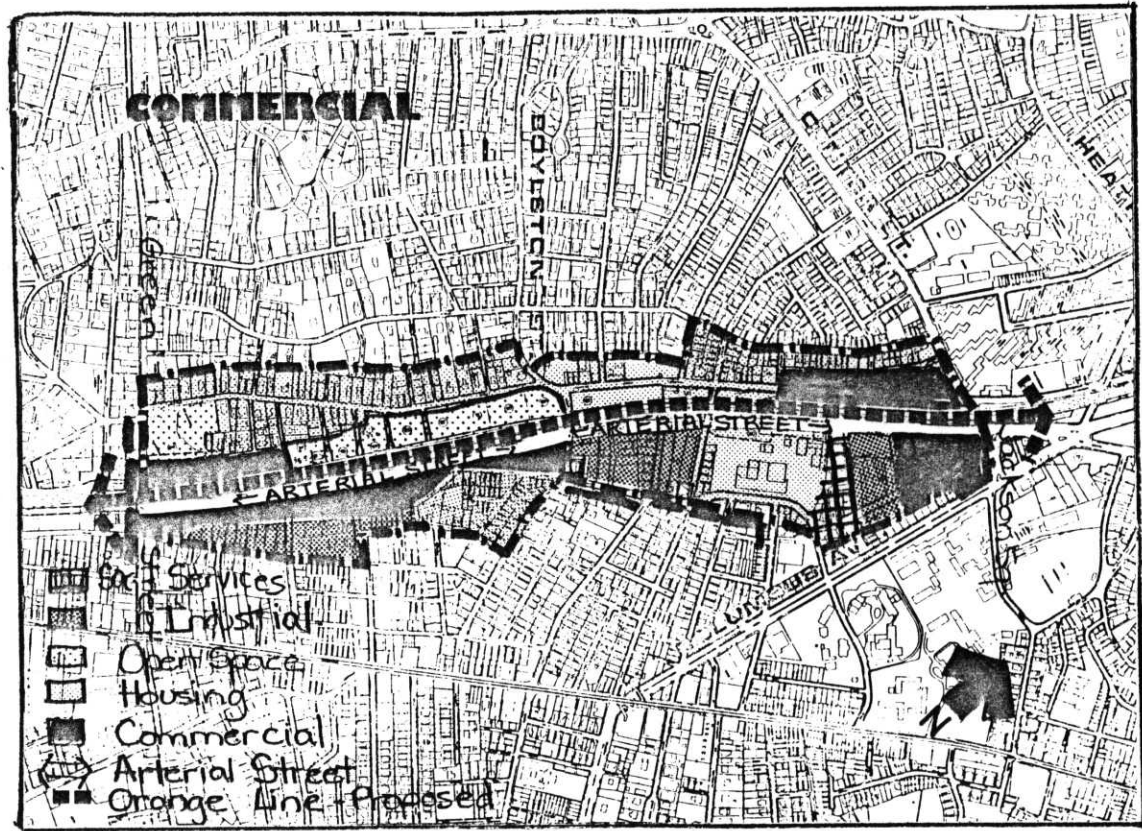
Having established a set of general planning goals and strategies and analyzed the issues and constraints relevant to CDC's, it was possible to combine these to explore from a design stand point, the implications of alternative development emphases for the target area .

The approach used for this section was to separate the previous set of goals according to the individual land uses they applied to. This made, it possible to gain a clearer picture of what uses were important to include in a development plan for the target area and why. For example, several issues were transformed into goals that promoted park networks and pedestrian circulation systems, both of which imply that the amount of land devoted to structured open space use be either maintained or increased. Individual alternatives were then sketched out to show how, if all of the developable land within the target area were devoted to this particular use, the image of the area would change and based on the previous analysis of issues and constraints, what the implications of these changes would be for a CDC.

The value of this approach was that it gave a clear picture of what trade offs might eventually have to be made to arrive at a compatible mixture of land uses. The schemes included show a maximization of housing, industry, social services and linkages, commercial and open space.

MAXIMIZE COMMERCIAL

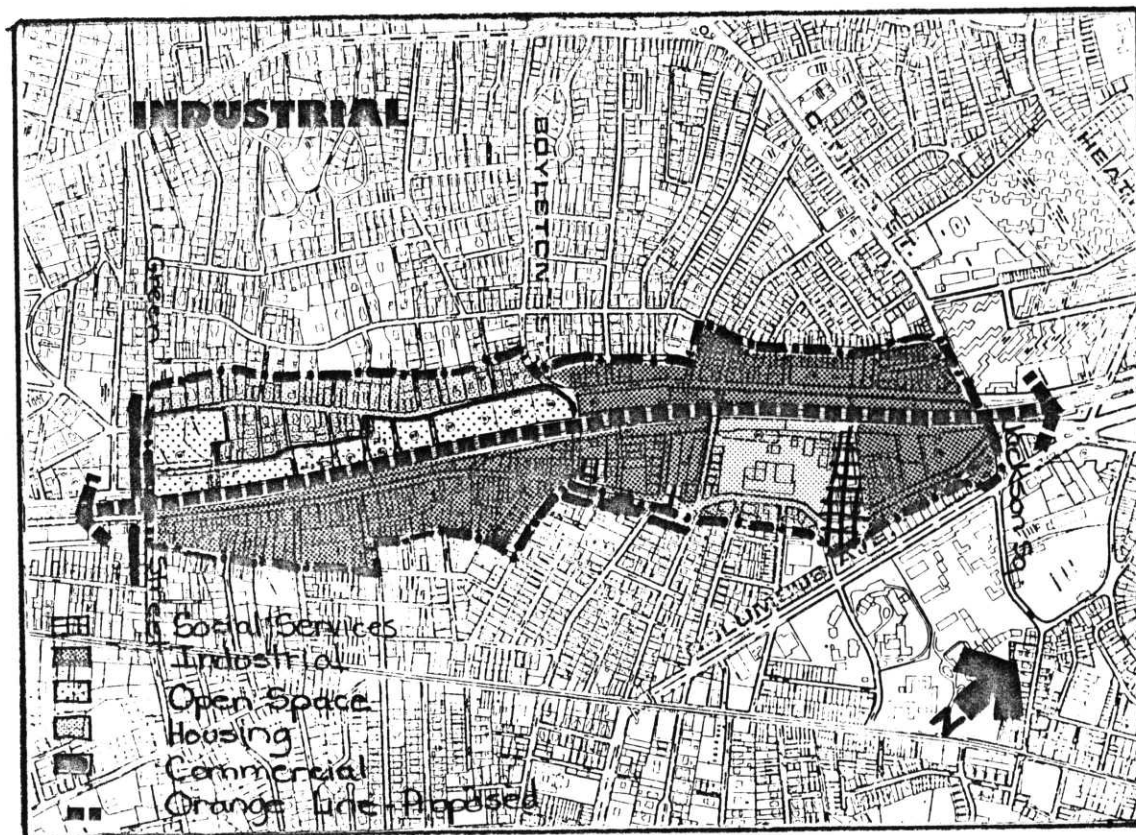
- .Proximity to the (T) Stations is an issue.
- .Accessibility and visibility are required.
- .Large scale economic benefit depends on the facilities' ability to attract large untapped markets.
- .New commercial may be in conflict with Centre St., Egleston Sq. and Hyde Sq. facilities.
- .Arterial street would be included in a maximum package.
- .Without the embankment there is the possibility that air rights could be used for commercial developments.
- .Requires more housing (maybe over commercial)



.Desireability of having new commercial in close proximity to the high school should be taken into consideration.

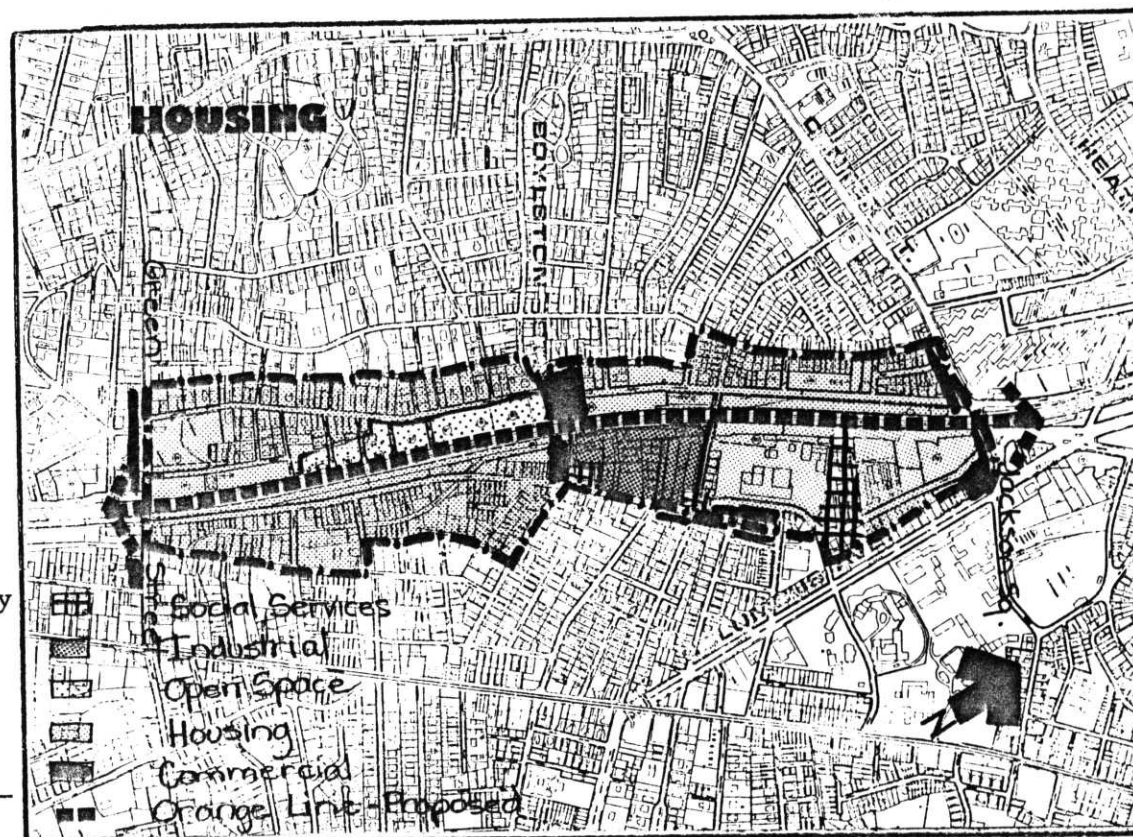
MAXIMIZE INDUSTRY

- .Neighborhood coherence is potentially threatened.
- .Aesthetics?
- .Keeping the embankment would tend to hide some of the annoying views and noise
- .Arterial could be added for access but this will generally not have much effect.
- .Though it is argued that industrial development would increase the tax base, this is not necessarily true as industries are constrained by the policies of the state.
- .Potential for new jobs.
- .Could increase the demand for necessity commercial. (i.e. food stores, drug stores, cleaners, etc.)



MAXIMIZE HOUSING

- .No arterial street or embankment.
- .Present demand is for subsidized housing as opposed to market rent housing.
- .Multi-family units would be most viable.
- .Requires open space which would be limited.
- .Could eliminate marginal industry to build housing but this might threaten the job market.
- .Requires special site conditions- may be expensive to provide suitable housing sites.
- .Need to provide buffers from noise and industrial views.
- .Benefit would be restricted to a limited number of residents.
- .High density housing should be placed where it will be most compatible with existing housing.



SOCIAL SERVICES AND LINKAGES

.No embankment or arterial street.

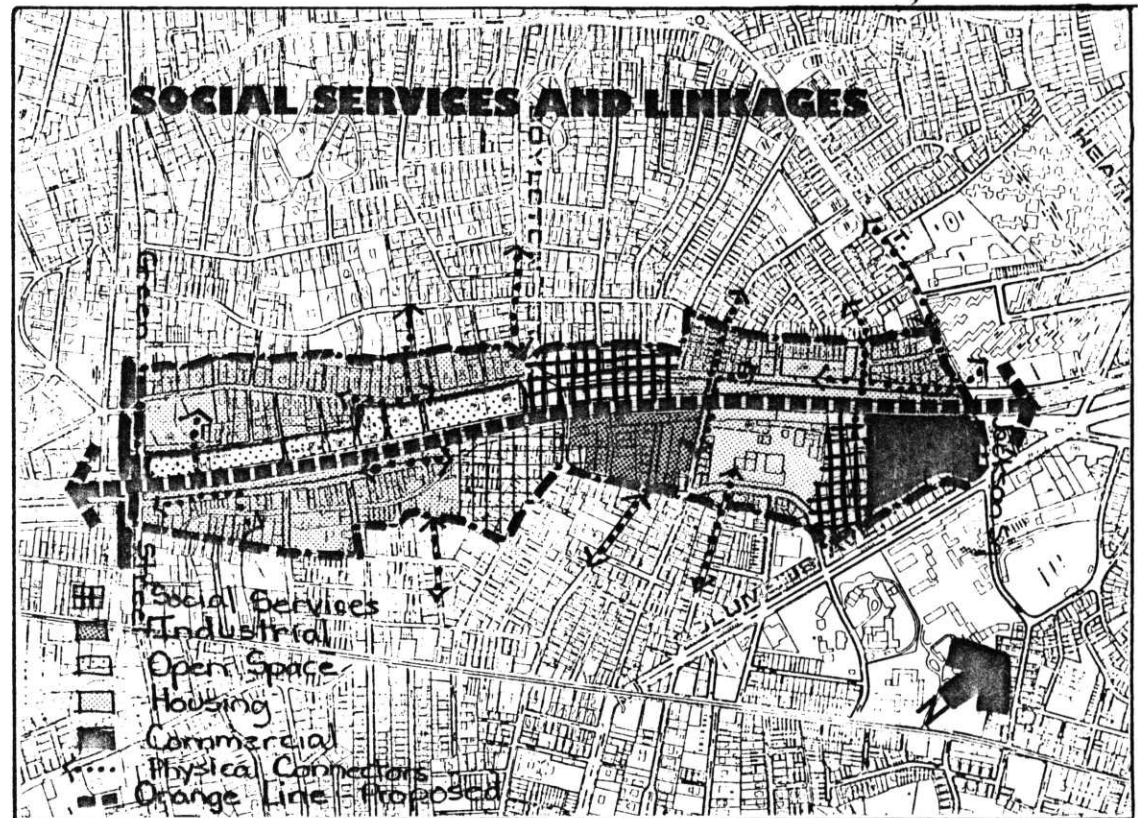
.Boylston St. (T) stop area provides a location that is accessible, visible and central to the largest number of residents. (See section on Socio-Economic Profile)

.Existing community facilities around 121 Amory St. are becoming increasingly more important but are not easily accessible and visible to the larger population.

.Potential to design circulation system to encourage interaction among various residents.

.Can serve to reinforce organizational needs of a CDC by creating social linkages.

.CDC can establish a physical center to serve as a linkage and neighborhood focal point.



.Provides immediate services for residents.

OPEN SPACE

.With the embankment open space development is limited to the Lamartine St. side of the tracks.

.Without the embankment, decking creates the potential for expanding development across the rail right-of-way.

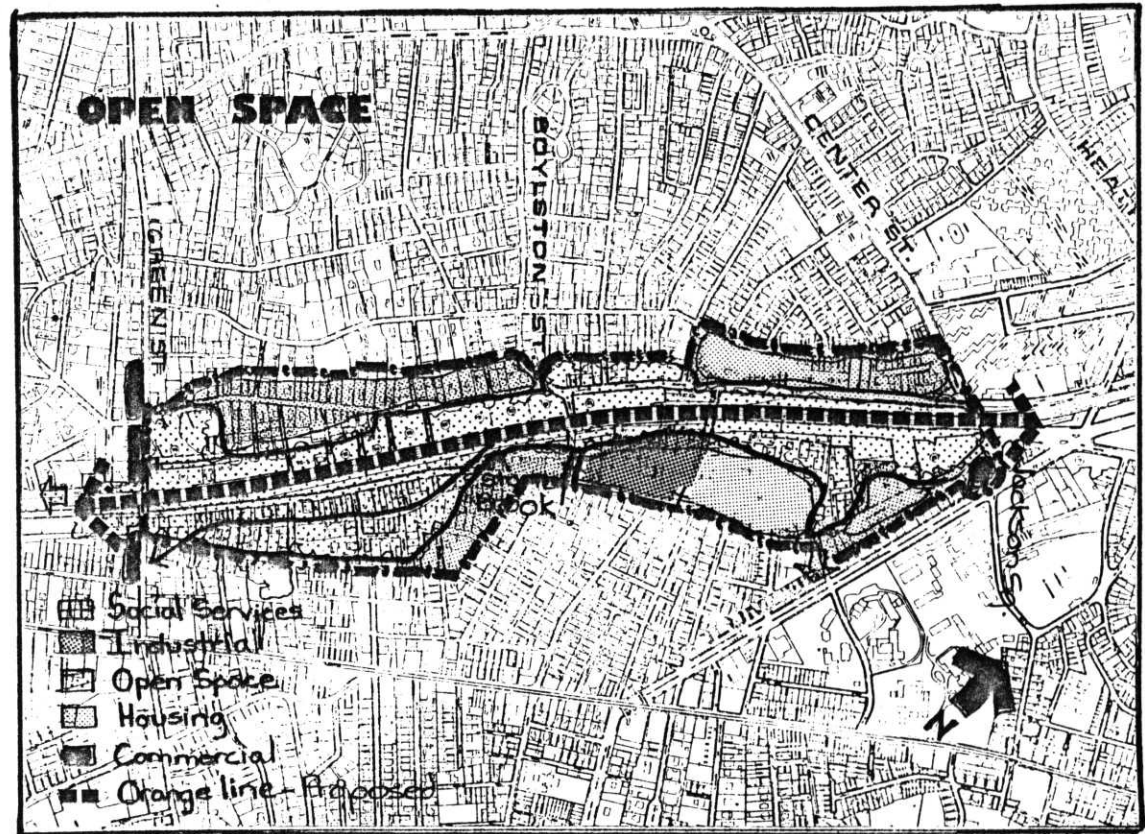
.Land being used for marginal industry and housing could be re-used.

.Offers flexibility and provides temporary uses for the land.

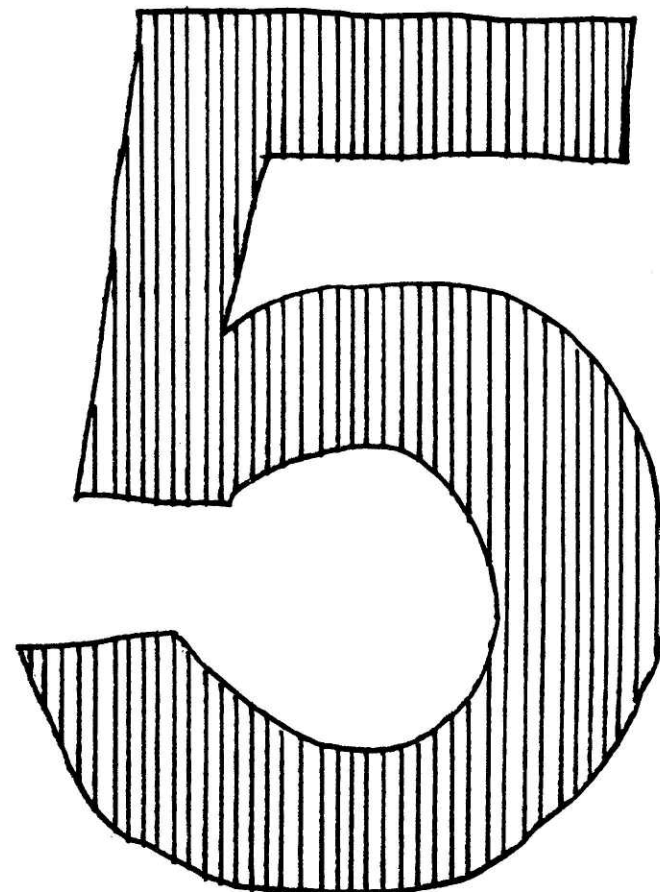
.Addresses immediate open space needs.

.Can be a form of land banking for the future.

.Potential to create a neighborhood park along with a continuous pedestrian spine.



.Small scale commercial (i.e. newstand, ice cream, sandwich shop, etc.) at critical intersections could be supported by park visitors.



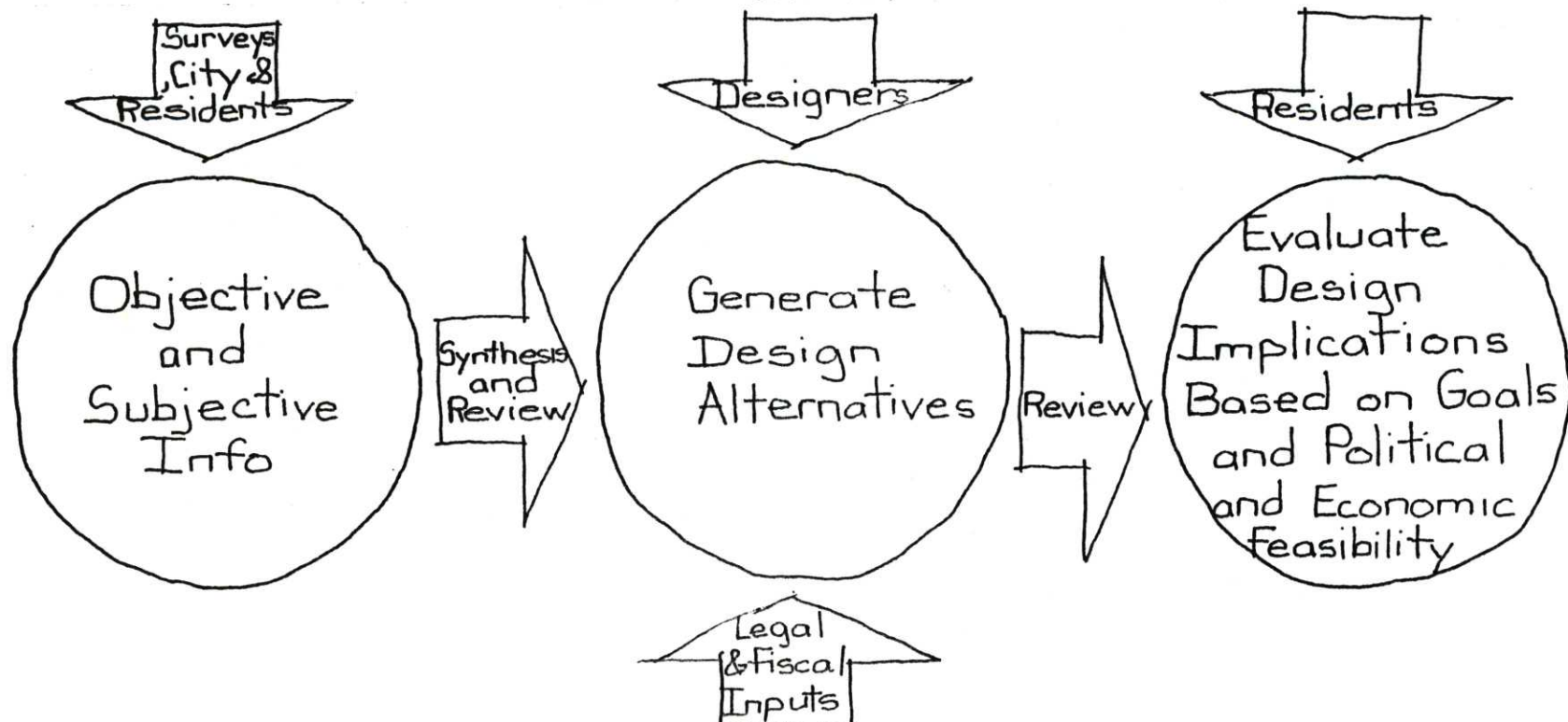
DESIGN IMPLICATIONS

The preceding units represent the analysis which was used in developing an overall planning framework for the target area. In this unit I have summarized in the form of a conceptual diagram and plan, what I feel to be an appropriate design response. The questions of staging and implementation are addressed in addition to an evaluation of this design based on the CDC issues that were raised in Unit 4.

THE ROLE OF DESIGNERS

00086

In my opinion, the major role professional planners, architects and urban designers can play in the process of redevelopment is one of synthesizing issues and data generated within the community to formulate appropriate quantitative responses. With this in mind, I have interpreted the information contained in previous units and developed what I feel are appropriate design responses. This section contains drawings and text pertaining to the concepts used, major design strategies, plan elements, staging, and evaluation of this design for the target area.



DESIGN

00087

Concept Strengthen individual residential pockets but encourage resident interaction at major focal points. This preserves existing housing pockets and social linkages, strengthens overall neighborhood linkages, improves the image of the site and gives the CDC a united turf to concentrate on and a beginning base for a mixed social service and economic growth package.

Strategies .Integrate the depression via decking and complementary land uses.

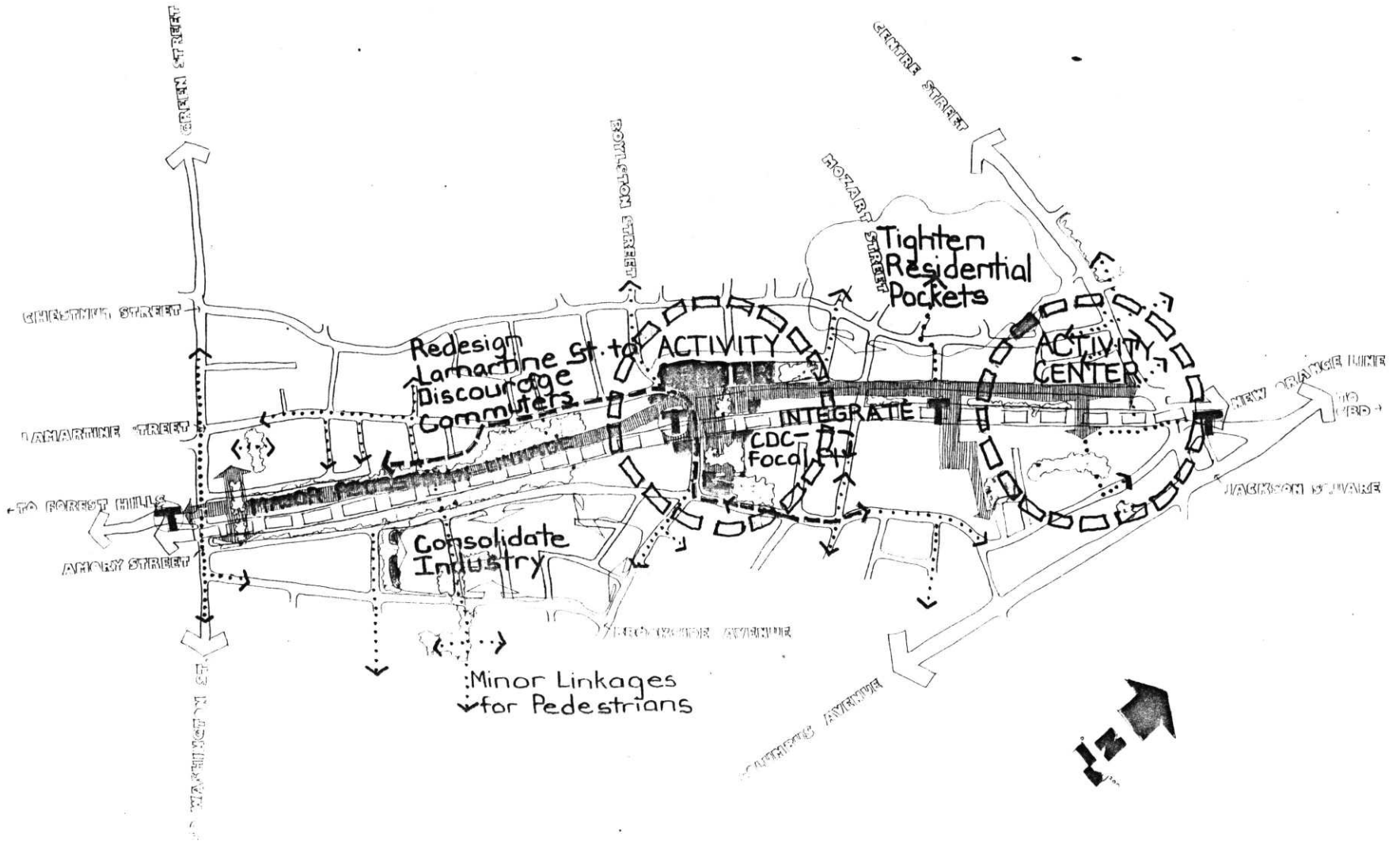
.Re-route street patterns to discourage through traffic.

.Establish a direct route pedestrian/open space network to encourage pedestrian through traffic and interaction.

.Develop centralized people generating facilities around major interaction points.

.No arterial or embankment.

CONCEPT

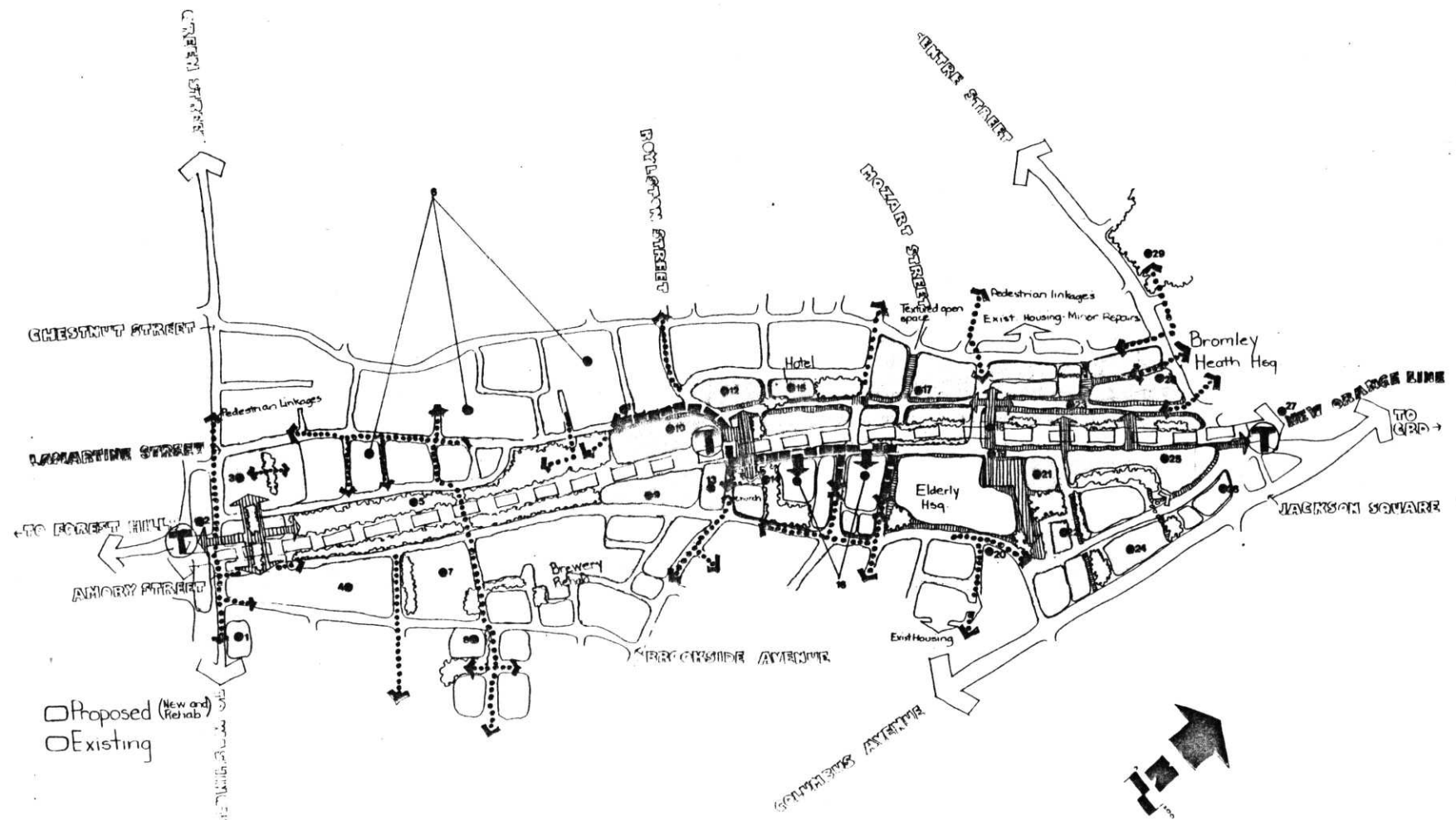


Major Plan Elements: Program is a result of planning criteria outlined in Unit 4 and a comparison of existing land uses in the target area with land use percentages for other neighborhoods as indicated in various standard planning references. Numbers refer to the numbers on the drawing.

.Neighborhood scale commercial and new housing around the Green St. (T).

1. Re-use of brick warehouse structure for a job training center.
2. Re-use of abandoned commercial space along Green St. and infill new commercial structures. Integrate commercial facilities and pedestrian walkway into (T) .
3. Re-use of Johnson Playground for medium rise housing and concentrate recreational facilities elsewhere. This site is better than other vacant corridor sites for housing because it is not as close to the (T) noise and traffic and the topography of the playground creates the opportunity to design new housing that would not obstruct views and crowd existing units.
4. Continuation of new medium rise housing from Johnson

PLAN



Playground. This project would be possible if existing marginal industries were consolidated.

.Neighborhood Park and spot rehabs along Lamartine St.

5. New park and recreational facilities. Pedestrian throughway. New street provides access and increased security.

6. Minor repairs to buildings in this area should be a first priority.

7. Marginal industries along Amory St. could be consolidated into a Junior Industrial Park. This will improve the image of the Amory St. area while continuing industrial service. The Brewery building provides major potential for rehab. This building could serve as a training center for residents.

8. Existing institutional buildings. Green buffer added around Jr. Industrial Park.

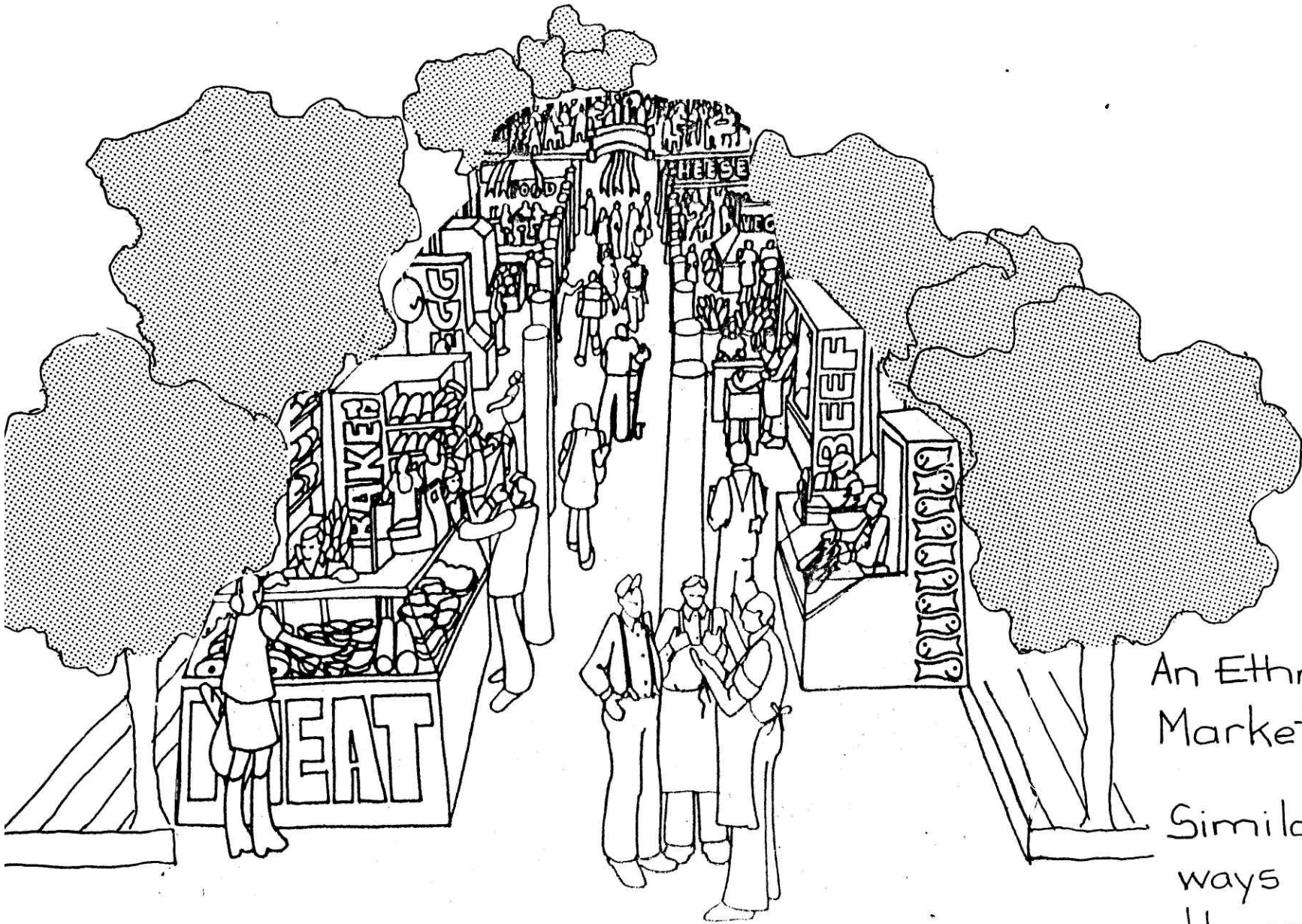
.Neighborhood focal point around the Boylston St. (T).

9. New low-rise housing.

10. New recreational facilities building

11. Lamartine St. is re-routed to

- 1) provide more development space between Boylston and Centre Sts. and 2) discourage through traffic.
12. Space to incorporate a new community school and library.
13. New fire-house
14. Churchyard is extended and incorporates a decked plaza across the (T) . Intersection for (T) riders, church goes, and residents using social services.
15. Hotel is rehabed and used as office space for existing agencies and housing on the upper floors. This building could be similar to the Tubman Center in the South End. Sidewalks are widened and vegetation added to improve the pedestrian environment.
16. Re-routed Lamartine St. provides access for existing industries.
17. New low rise high density housing.
- . Marketplace around Jackson Sq. provides a continuation of Boylston St. Center.
18. Pedestrian circulation system connects both sides of the of the tracks throughout this plan via decking.
19. Plazas enhance existing structures and create new meeting places.



An Ethnic Marketplace-

Similar in many ways to Haymarket and the proposal for the Quincy Market

20. Residents up side streets are linked to the centers via green space systems and new neighborhood facilities.
21. Existing day-care center is rehabed and incorporated into scheme.
22. J.P. Coop
23. Ethnic marketplace serves as a major meeting place, a base for small businessmen and a starting point for CDC economic growth. Strip of land along Lamartine St. is presently narrow and constrains development opportunities. Marketplace could serve as a temporary use of the land and could later develop into a more formalized business center.
- 24-26. New and rehab small scale commercial space in and around Jackson Sq. Could include a supermarket a movie theatre and small shops.
27. New Orange Line is depressed.
28. New low rise housing and small scale commercial.
29. Shoe factory site could be used in the short run for park space closely associated with Bromely Heath. Longer range plans could include redevelopment as a training center for residents.

Staging and

Implementation: Staging is essential and will be a function of the managerial and leadership growth of the CDC, funding and implementation of transit work in the corridor, and city and state commitments to corridor re-use. With this in mind a tentative staging sequence for this plan might be the following:

.Concentrate first phase projects in the Boylston
(T)area to create a strong beginning point for revitalization. This area includes churches and the hotel which represent existing community focal points. It will be a major transit intersection and based on the socio-economic analysis from Unit 3, has the largest population within a 1/2 mile radius. Adjacent corridor land will be available for future developments.

."Temporary" developments such as parks and the marketplace will improve the image and encourage linkages in the short run and allow for more permanent developments in the future. Serves as a form of land banking.

.Encourage projects that will lead to a step-by step economic growth process that the CDC will be able to control.

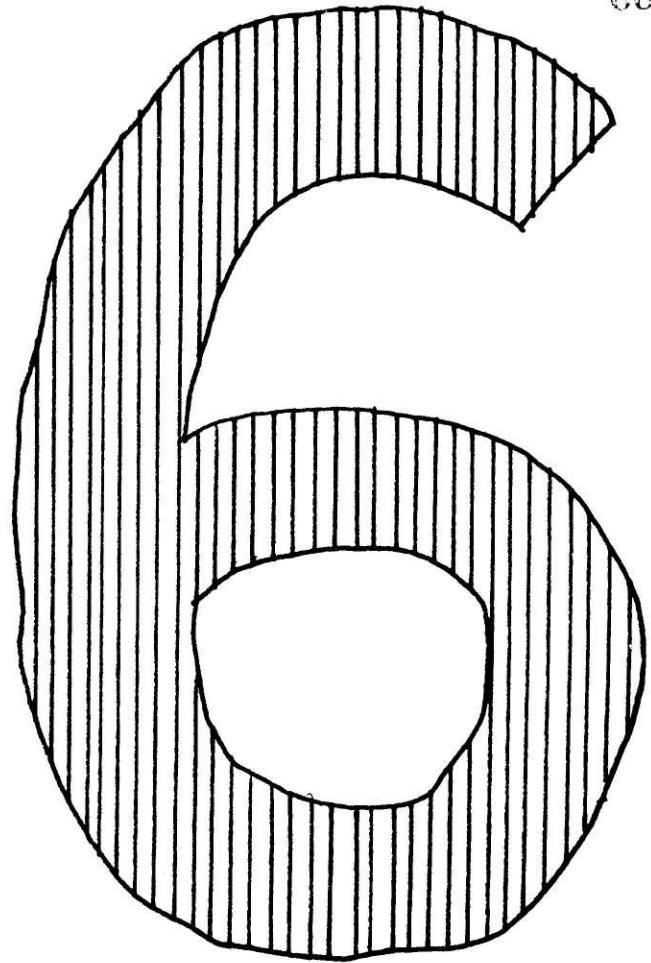
.Because funding will more than likely be a problem, projects that qualify for more than one source of funds, should be considered. The restoration of the hotel is a prime example of this concept. In addition to the CDC being able to apply for capital through the state's new Community Development Finance Corporation, the hotel might also qualify for historic preservation grants.

.As the particulars of development projects evolve, special consideration should be given to strategic zoning changes to give private developers incentives to invest in the area. More details pertaining to these incentives are contained in reports by New York's Urban Development Corporation.

Evaluation:

This plan will contribute to the unification of the community and will strengthen social and political ties. I feel this is important as a base for a growing community organization and coincides with the issues and goals expressed by residents. It will not, however, do as much to produce swift economic growth and increased land values within the community. Such results would rely more on the addition of the arterial street, new businesses an influx of market income residents and private investment.

CDC constituents should review the implications of this plan and the alternatives to decide which is most in line with the issues and goals they see as being relevant to Jamaica Plain.



NEXT STEPS

This final unit identifies the next steps that should be taken by the potential CDC constituents to supply the information needed to continue this planning process.

By virtue of this being a student study, certain portions have had to be left in generalized form. The data used was what was readily available and feedback was limited to insure time to at least highlight each major area of concern. In addition this work has consciously focused on the physical design issues and must be supplemented with legal and economic inputs. At this point, major assumptions should be reconsidered by the CDC constituents at a broader based community forum. With this in mind, the following steps appear to be critical and urgent to the continuation of this planning process.

.Those interested in forming a CDC should use this plan and its implications as a way of exploring CDC goals, resource allocations and organizational structure.

.The potential CDC should take advantage of the public hearing regarding the arterial street as a opportunity to present a sound and practical position on corridor issues.

. Meetings among community residents and agency representatives regarding the CDC must be continued to strengthen ties, exchange views, insure community support and establish a leadership image.

.Continued emphasis should be placed on identifying any and all possibilities for funding and implementation.

.The CDC should make a particular effort to determine the community's desire for corridor development projects, but more importantly, should initiate market studies to determine the feasibility of these desires. Gaps between what is desired and what is feasible should be studied in further detail. Data generated by the Southwest Development Coordinator's Office for the Corridor Environmental Impact Analysis can serve as a starting point for such a study.

.The CDC should develop a firmer data base as required. In particular, data pertaining to building condition and existing population will need to be updated.

.The CDC proponents should take a long hard look at the political complexities and substantial economic risks with a federal administration very unclear about its commitments to the cities.