

COMMUTER RAIL CORRIDOR VISIONING



Neighborhood
Planning for the
Tremont/Essex
Street Corridor

Presentation will cover:

- Recap first public meeting
- Identification of Opportunities and Impediments
 - Market Analysis
 - Zoning
 - Transportation Connectivity
- Next Steps

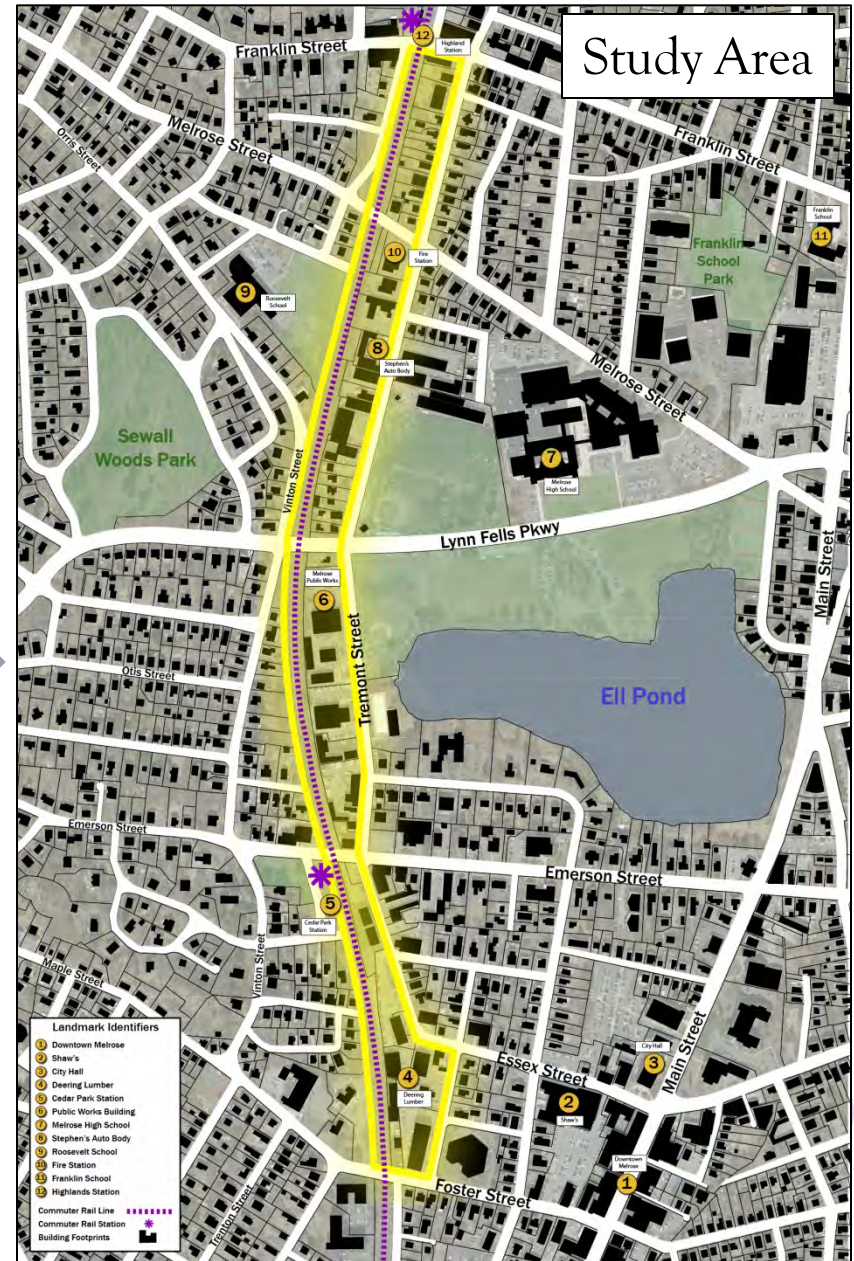


Focus areas for Melrose

Half-Mile
Area



Study Area



What we heard from you...

What do you value most about the Corridor?

- Convenience and proximity
- Access to recreation opportunities
- Walkability, transportation options



Where are the best opportunities for new housing?

- Deering Lumber Site
- Melrose Public Works Site
- Tremont Street – Emerson St. to Lynn Fells Pkwy

What types of businesses could be supported?

- Restaurants, cafes, high-end bars
- Beer and wine shop
- Artist galleries/artist space

What improvements could better connect the neighborhood?

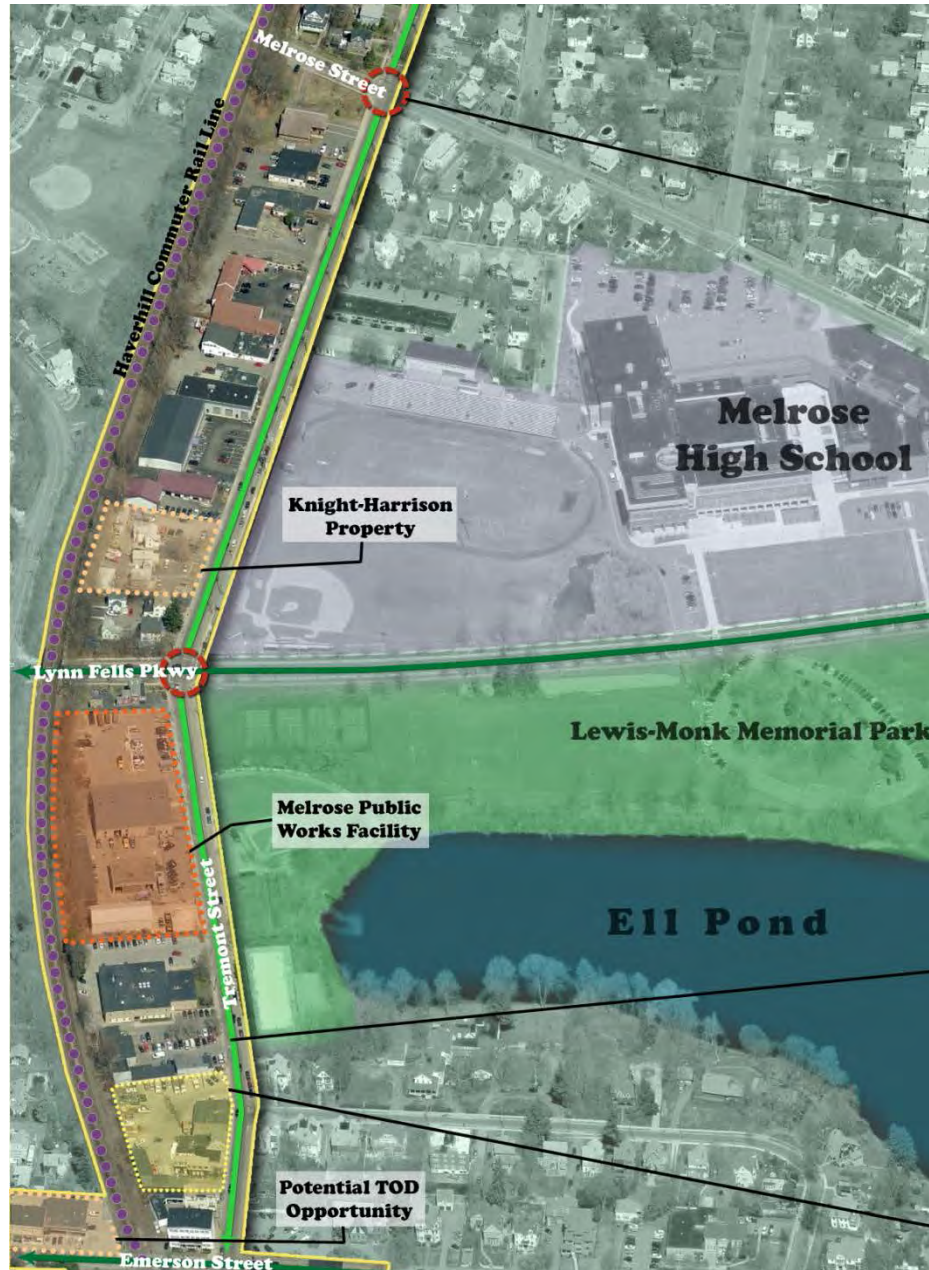
- Bike path/bike lane connections, more bike parking
- Improve streetscape in Highlands station area
- Crosswalk/intersection improvements for pedestrians



How does this translate into opportunities?



How does this translate into opportunities?



How does this translate into opportunities?



So What Now?



Identify the
Impediments

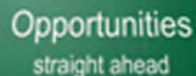


Act on the
Opportunities

What's the Market for New Development?

Residential Development:

- Renter-Occupied Unit Demand
 - Estimates show potential demand of 30 units per year (14 owner, 16 rental)
 - Increases in young professionals and baby boomers are driving condo sales and rentals in the study area
 - Likely to be 2-bedroom with some 3-bedroom units



Opportunities
straight ahead

Impediments/Challenges

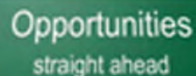
- Market Competition
- Size of Parcels Along the Corridor
- Zoning Constraints



What's the Market for New Development?

Retail Development:

- Potential Retail Demand
 - Estimates show potential demand for new retail development in the Downtown, some possible adjacent to commuter rail stations
 - Much of the spending power will go to supporting existing businesses in Downtown, good for existing retailers



Opportunities
straight ahead

Impediments/Challenges

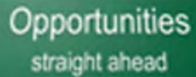
- Market Competition
- Absorption from Existing Retailers



What's the Market for New Development?

Office Development:

- Potential Retail Demand
 - Very low demand (if any) for new office
 - Could work if developer already had an end user lined up



Opportunities
straight ahead

Impediments/Challenges

- Market Competition – Professional and medical offices may be located in downtown or closer to the hospital



Key Take Aways – Market Analysis

Opportunities:

- Demand for residential is positive
- Demand for retail is modest
- Demand for office is weak

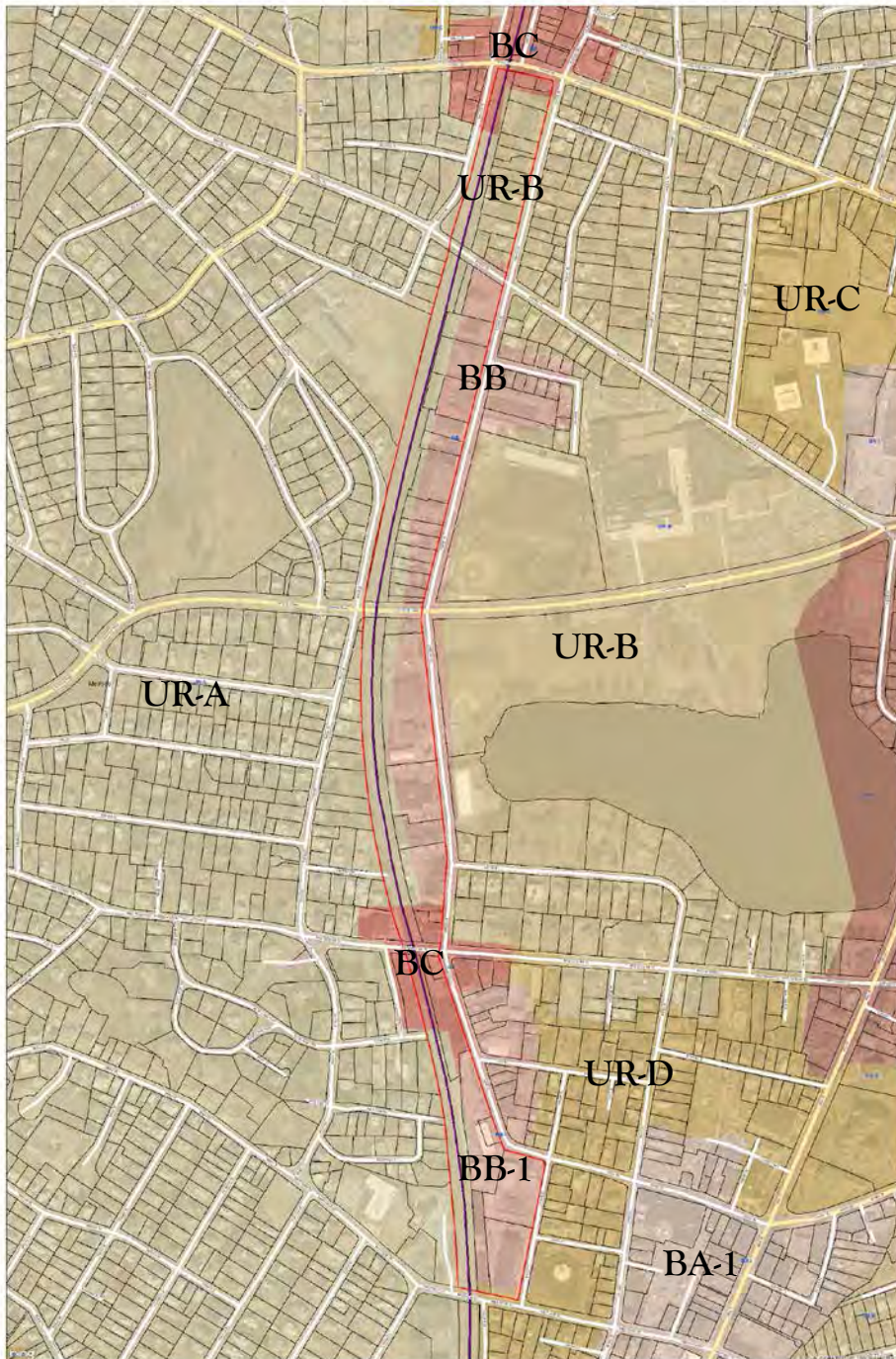
Impediments/Challenges

- Construction Costs vs. Achievable Rents
- Market Competition and Absorption
- Zoning Constraints

So what can be done to **warm** the market?

Zoning

How do we assess the impact of zoning on a parcel?



Existing Zoning

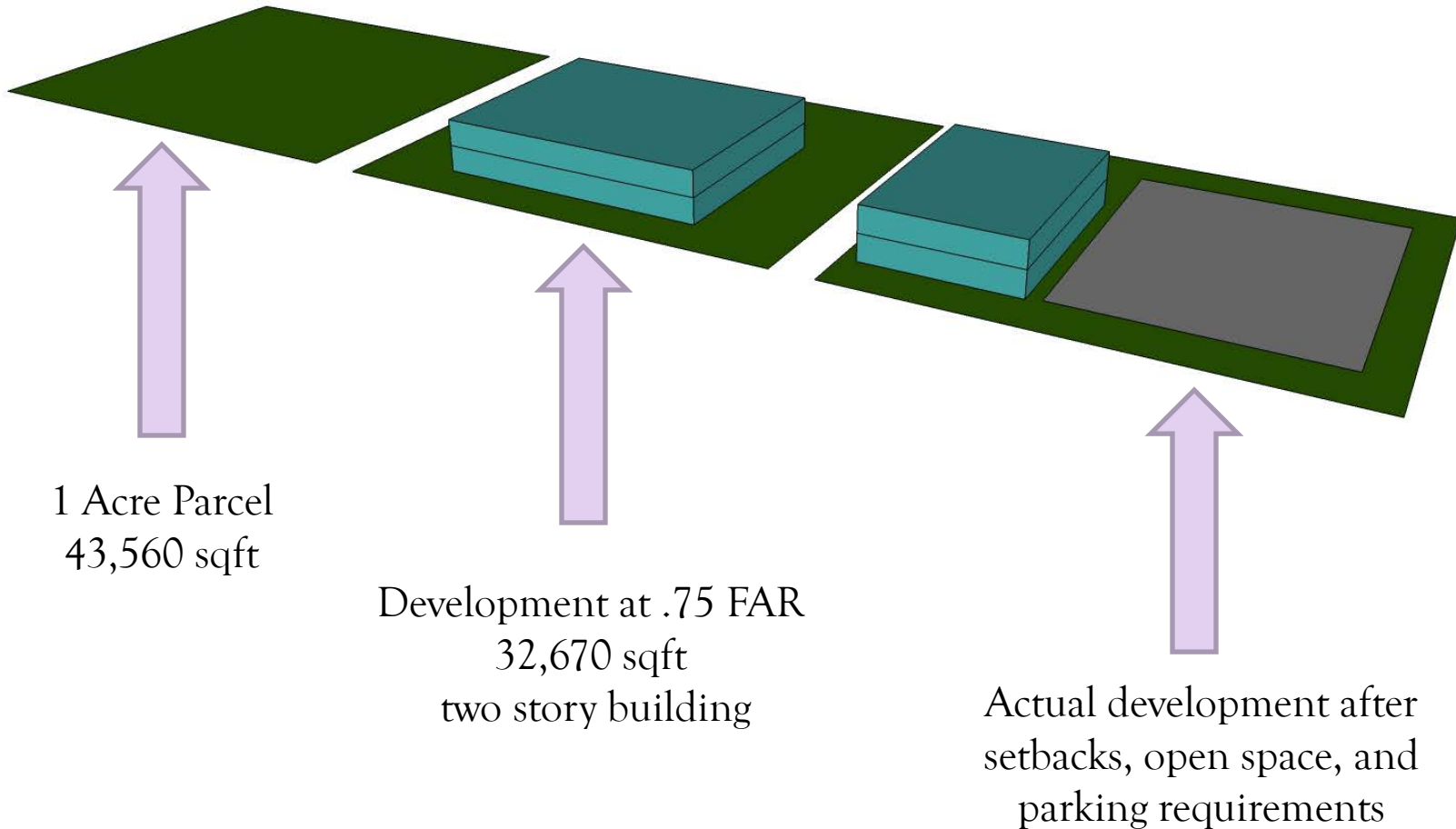
| BB/BB-1 and BC Dimensional Requirements, City of Melrose | | | | | | | | | |
|--|---------|-------------------|-------------------|----------|------|------|------------------|------------------------|---------------------|
| | Max FAR | Min lot area (sf) | Max. Lot Coverage | Setbacks | | | Min lot frontage | Min open space/DU (sf) | Height max. in feet |
| | | | | Front | Side | Rear | | | |
| BB/BB-1 | .75 | 10,000 | 60% | 10 | 12 | 15 | 100 | 20% | 30 |
| BC | .75 | 5,000* | None | 5 | None | None | 50 | 10% | 30 |

*For mixed uses, minimum lot area increases by 1,000 sf for each dwelling unit proposed

| BB/BB-1 and BC Parking Requirements, City of Melrose | | | |
|--|---------------|--------------|-------------|
| | Residential | Office | Retail |
| BB/BB-1 | 2 spaces/unit | 1 sp/300 sf* | 1 sp/300 sf |
| BC | 2 spaces/unit | 1 sp/300 sf* | 1 sp/300 sf |

*Medical office parking is 1 space per 200 sf

Parking and setbacks limit development



How does this impact a parcel in the Corridor?



Unable to create continuous building frontage,
parking takes up too much space.



Create an overlay district for the Commuter Rail Corridor to address zoning impediments

- Creates a mix of uses that are compatible with TOD
- Lowers setbacks
- Lowers residential parking requirements
- Lowers open space requirements
- Increases allowable height

Opportunities
straight ahead

That's how you get this
type of development!

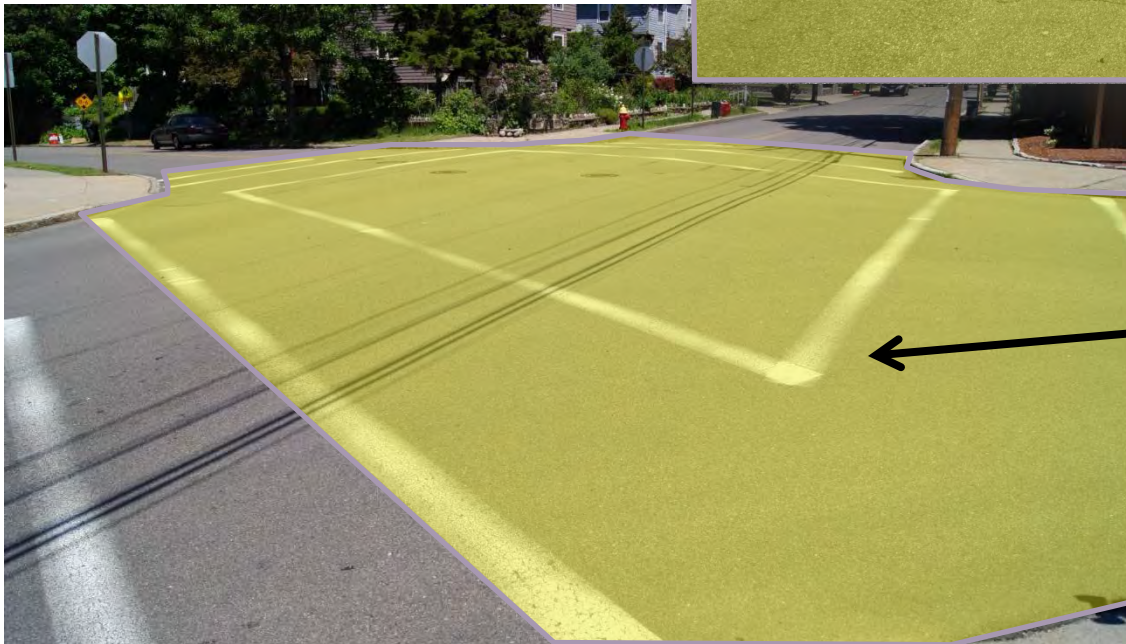


How would the overlay help?

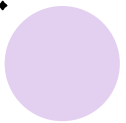


Connecting the Corridor

How can we improve the public realm in and around the corridor?

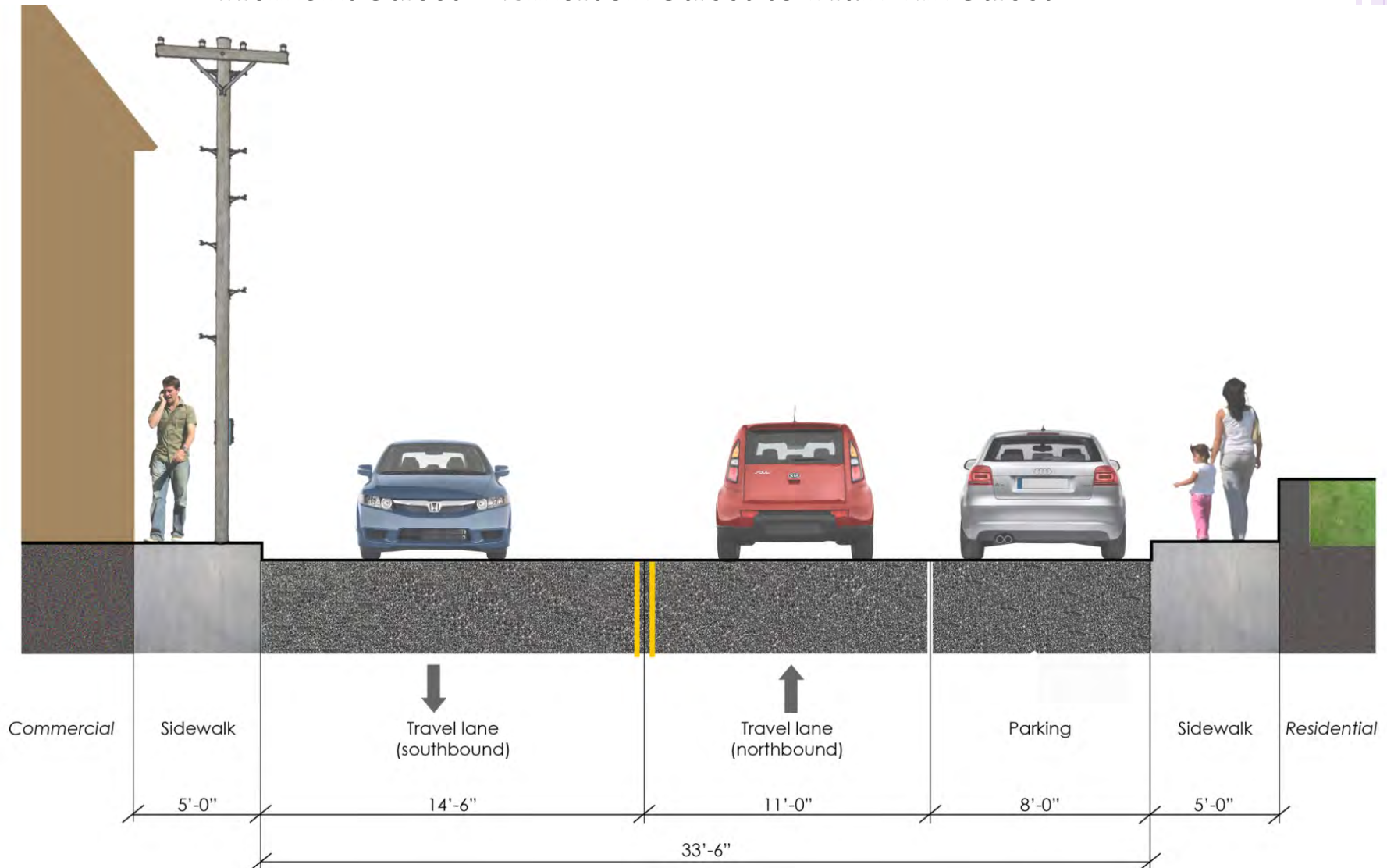


Improved biking
and walking
infrastructure?



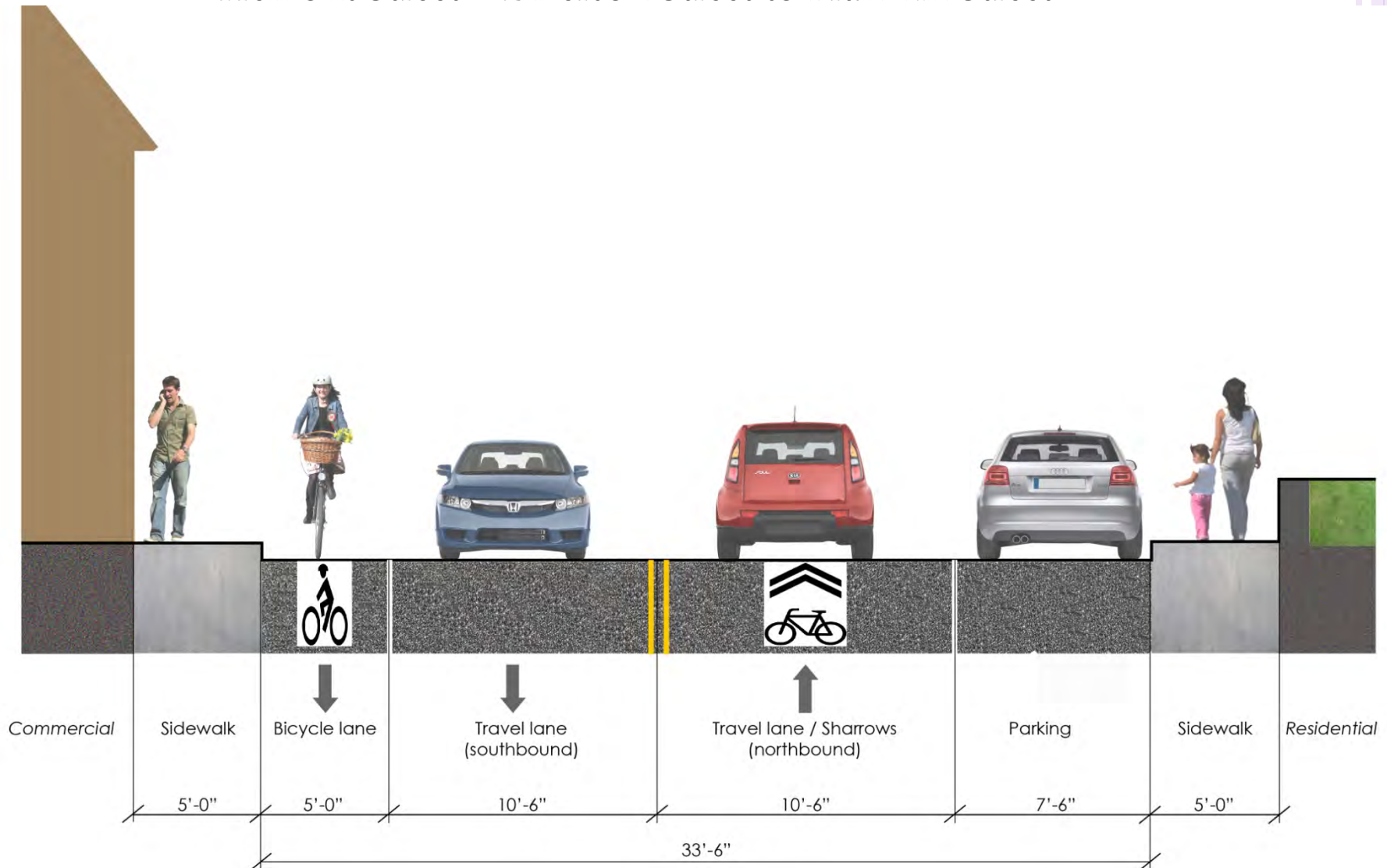
Expanding Access Within the Corridor

Tremont Street – Emerson Street to Franklin Street

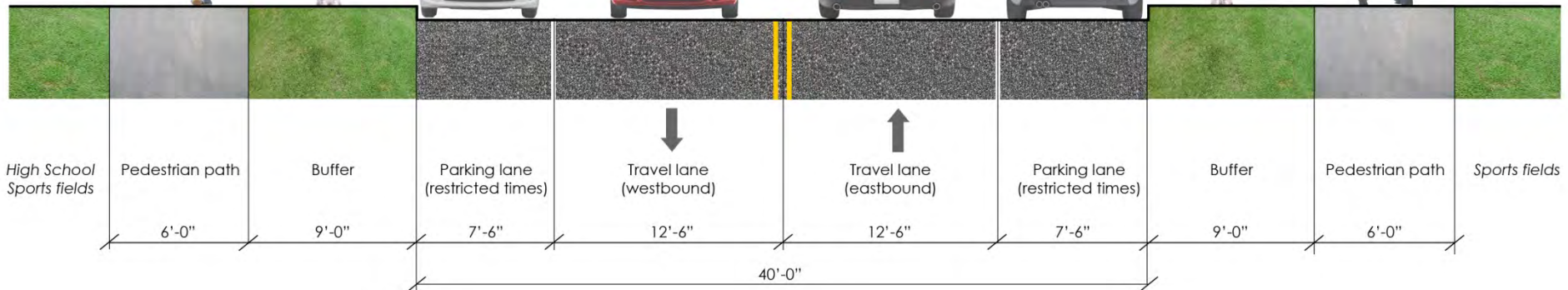


Expanding Access Within the Corridor

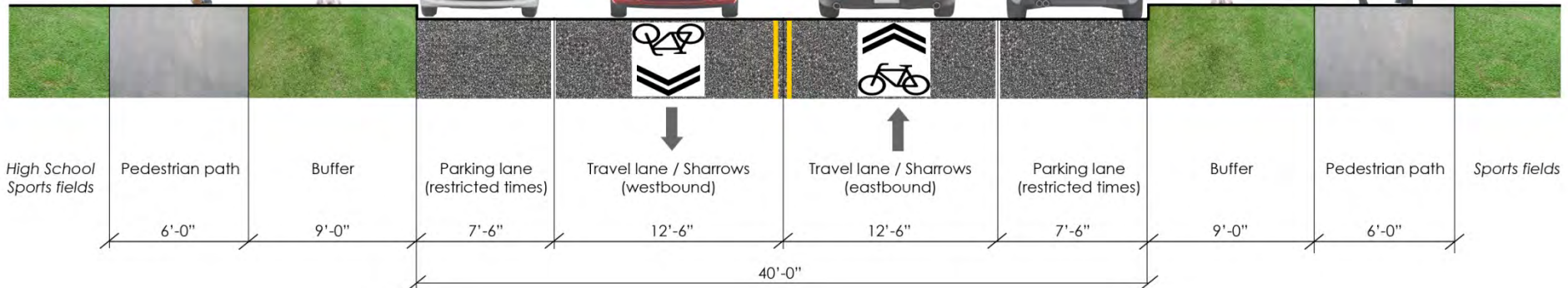
Tremont Street – Emerson Street to Franklin Street



Lynn Fells Parkway



Lynn Fells Parkway



Public Realm Improvements

Pedestrian Improvements



Public Realm Improvements

Pedestrian Improvements



Public Realm Improvements



Pedestrian Improvements



Public Realm Improvements



Pedestrian Improvements



Public Realm Improvements

Continue Implementation of Streetscape Elements





Continue Implementation
of Streetscape Elements



Public Realm Improvements



Continue Implementation
of Streetscape Elements



Public Realm Improvements

Creative Uses for Space?



Public Realm Improvements

Creative Uses for Space?



Public Realm Improvements

Creative Uses for Space?



Remainder of the Meeting

Open House to Review/Comment/Ask
Questions about the Recommendations!

MAPC and City staff will be posted at stations
around the room to answer questions and hear
your feedback on the recommendations.



THANK YOU FOR YOUR
PARTICIPATION!

FINAL REPORT WILL BE
POSTED TO OUR WEBSITE

Additional information can be found at:

www.mapc.org/melrosetod