

Date	Name	Comments on the draft Plan:	Translated comments on the draft Plan:	Comments on the draft zoning map:	Translated comments on draft zoning map:	Planning Department Response	Translated Planning Department Response
3/19/2022	Matt Rice	<p>I am really excited about this plan to bring more homes, retail, and restaurants to Hyde Park. We are incredibly lucky to have two commuter rail lines running through Cleary Square. This neighborhood can support more people and the density that creates a vibrant neighborhood people want to spend time in.</p> <p>I have a few comments:</p> <ol style="list-style-type: none"> 1. The Neighborhoods Associations do not speak for the neighborhood. They are disproportionately made up of folks who do not want to see any changes happen in neighborhood. There are plenty of folks in Hyde Park who would like to see more housing, restaurants, and things to do around the neighborhood. 2. We will need more frequent transit to support more people in Cleary Square. Our trains are already packed and while I think the traffic is exaggerated, more residents will bring more cars to the neighborhood 		<p>We should allow for density around the train station. If the Providence/Stoughton trains ever get more frequent, this is a great place to house more Bostonians.</p>		<p>Thank you for your comments. The transportation recommendations in the Plan intend to increase mobility to and around the Square by working closely with the MBTA to support expected growth. You can read those specific recommendations on page 124. Additionally, The S3-6 districts, which allow for the most density, have been strategically placed near the MBTA Commuter Rail stops to promote transit-oriented development.</p>	
3/23/2022	Milan Patel	<p>As an active developer and property owner along the Dana Avenue corridor in Hyde Park, we have direct experience with the physical and market realities that shape what is developable and financially viable along this street. We respectfully submit the following three comments for consideration by the Planning Department and Zoning Commission.</p> <p>Comment 1: Allow Residential Uses Along Dana Avenue in the S4 Sub-District The S+S framework requires Active Use(s) to occupy 50% of building frontage in the S4 sub-district.</p> <p>We request this requirement be removed for Dana Avenue and that ground-floor residential be permitted. Dana Avenue is one-way with limited pedestrian throughput, making viable retail activation unlikely. Mandating commercial use on this street will produce vacancies, not activation. Allowing residential use gives the market flexibility to determine the appropriate ground-floor mix while supporting the City's housing production goals.</p>		<p>As an active developer and property owner along the Dana Avenue corridor in Hyde Park, we have direct experience with the physical and market realities that shape what is developable and financially viable along this street. We respectfully submit the following three comments for consideration by the Planning Department and Zoning Commission.</p> <p>Comment 1: Allow Residential Uses Along Dana Avenue in the S4 Sub-District The S+S framework requires Active Use(s) to occupy 50% of building frontage in the S4 sub-district.</p> <p>We request this requirement be removed for Dana Avenue and that ground-floor residential be permitted. Dana Avenue is one-way with limited pedestrian throughput, making viable retail activation unlikely. Mandating commercial use on this street will produce vacancies, not activation. Allowing residential use gives the market flexibility to determine the appropriate ground-floor mix while supporting the City's housing production goals.</p>		<p>Thank you for your comments. We think it's important to encourage active uses in this area, as it's right by the train station and as we're making space for higher density development. The current zoning for this area (NS-2) also does not allow ground floor residential uses, indicating the long-term goal of transitioning the area near the station to more mixed-use, active environment.</p>	

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3/23/2022	Milan Patel	<p>Comment 3: Prohibit Contractor Yard Uses Within the S4 Sub-District</p> <p>We request that contractor yard uses— outdoor storage or staging of construction equipment, materials, fleet vehicles, or trade supplies as a primary use—be listed as prohibited in the S4 sub-district use table. Contractor yards generate noise, heavy truck traffic, and visual blight incompatible with the residential character S+S seeks to build. They consume developable land without contributing housing or neighborhood activation, and their presence suppresses private investment in adjacent parcels. Any existing contractor yards within S4 should be treated as legal nonconforming uses with no right of expansion.</p>		<p>Comment 3: Prohibit Contractor Yard Uses Within the S4 Sub-District</p> <p>We request that contractor yard uses— outdoor storage or staging of construction equipment, materials, fleet vehicles, or trade supplies as a primary use—be listed as prohibited in the S4 sub-district use table. Contractor yards generate noise, heavy truck traffic, and visual blight incompatible with the residential character S+S seeks to build. They consume developable land without contributing housing or neighborhood activation, and their presence suppresses private investment in adjacent parcels. Any existing contractor yards within S4 should be treated as legal nonconforming uses with no right of expansion.</p>		A contractor yard would be considered "Storage of Supplies and Scrap" which is already a forbidden use in S4.	
3/23/2022	Milan Patel	<p>Comment 2: Increase Maximum Stories from 4 to 5 in the S1 Sub-District at 50' Height Limit</p> <p>The S+S framework proposes a 50-foot height limit with a 4-story cap in the S1 sub-district. We request the story limit be increased to 5 stories within that same 50-foot envelope. We own 7 and 11 Dana Avenue, both 4-story buildings within 40 feet—demonstrating ~10-foot floor-to-floor construction is achievable here. The additional 10 feet of height allowance under S1 is sufficient for a fifth story using the same floor plate. A 4-story cap within 50 feet wastes the allowable envelope and suppresses housing yield. We request the standard be revised to "up to 5 stories within a 50-foot maximum height."</p>		<p>Comment 2: Increase Maximum Stories from 4 to 5 in the S1 Sub-District at 50' Height Limit</p> <p>The S+S framework proposes a 50-foot height limit with a 4-story cap in the S1 sub-district. We request the story limit be increased to 5 stories within that same 50-foot envelope. We own 7 and 11 Dana Avenue, both 4-story buildings within 40 feet—demonstrating ~10-foot floor-to-floor construction is achievable here. The additional 10 feet of height allowance under S1 is sufficient for a fifth story using the same floor plate. A 4-story cap within 50 feet wastes the allowable envelope and suppresses housing yield. We request the standard be revised to "up to 5 stories within a 50-foot maximum height."</p>		S1 is intended to be a 4-story district. The reason the height limit in feet is 50 ft is to allow flexibility for taller floor to ceiling heights, which is especially important for buildings with ground floor commercial uses. The additional height allowance in feet also allows space in the zoning envelope for things like roof decks and deeper roof insulation for energy efficiency, while still limiting the building to 4-stories.	
3/24/2022	Andrew Farnitano	I am fully supportive of this plan, especially the effort to bring additional housing and commercial space to Cleary Square. I look forward to seeing more neighbors, more customers for local businesses, and more retail options and cultural amenities. I'm also excited about the potential for transportation improvements to make the square more pedestrian friendly.		I am fully supportive of the draft zoning plan, especially the S4 zones around the intersection of River Street and Hyde Park Ave, and adjacent to Fairmount Station. I would also support a higher S5 zone on the parcels closest to the two train stations.		Thank you for your comments.	
3/27/2022	Andrew P	This plan would greatly benefit the neighborhood. As a Hyde Park resident, I appreciate that the plan includes sidewalk improvements and increased tree canopy in addition to new housing opportunities.				Thank you for your comment.	

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3/31/2026	Eve	<p>Reading through the thorough and thoughtful report, I'm incredibly impressed and touched by the care shown for the community. As a resident of Cleary Square, I'm excited by the vision of a revitalized neighborhood. The plan reimagines the status quo to serve our current needs better, and move us towards a brighter future by unlocking the rich culture and natural green resources all around through deliberate, intentional urban planning and design. Those worrying about additional vehicle traffic or parking miss the forest for the trees. Yes, congestion is awful today. But a more walkable, bike-able neighborhood means fewer cars needed for every errand. New residents supporting more vibrant local restaurants and businesses benefits us all. Building more parking incentives more, not less traffic.</p> <p>I'm thrilled by the dream of new tree-covered walking areas and green space along the river, bustling arts and nightlife, and Hyde Park being THE destination on the commuter rail from downtown.</p>				Thank you for your comment.	
4/3/2026	Colin Parmalee	I strongly support this plan, which will bring much needed housing to areas close to transit, and strengthen the neighborhood core		Would like to see SC areas adjacent to S4 adjusted to S3 or S3-6		Thank you for your comments.	
4/7/2026		I strongly support the proposed changes of the Squares + Streets zoning in Cleary Square. My only feedback is that I wish that there were an S5 district included somewhere, and that higher allowable density was reflected near the commuter rail stations. I also wish that there were more amenities for bikes, as was originally in the proposal. It is great that the plan does not have mandated parking minimums. Southwest Boston is a great place to live and we should have zoning like this to allow more folks to enjoy it.				Thank you for your comments. We have added a new transportation recommendation (T-16) which is to "Create a network of bike routes that provide connections to key neighborhood destinations including commuter rail stations, City services in Cleary Square, and the Neponset River Greenway."	

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4/10/2022	MARK J GIANNAN GELO	<p>I strongly support redeveloping Cleary Square. As a lifelong Hyde Park resident of 56 years, I believe our community deserves investment and improvement. However, I have serious concerns.</p> <p>Seven stories is too tall and out of character. Limiting buildings to four or five stories would better preserve the small-town feel we value.</p> <p>Parking is already a problem, and any new development must include adequate on-site parking so residents aren't further burdened.</p> <p>Development should also remain on main streets. The proposals at 85-87 and 63 Walnut Street are in residential areas and do not belong there. These projects would overlook private yards, block sunlight, and take away the privacy and quality of life residents deserve.</p> <p>We all want to see Hyde Park improve—but not at the cost of the very qualities that make it a great place to live. Development must be thoughtful, balanced, and respectful of the people who already call this neighborhood home.</p>		<p>I also strongly believe that development should remain on the main streets. The proposed projects at 85-87 and 63 Walnut Street are in residential areas, and they do not belong there. These are homes, not commercial corridors. People have invested their lives in these properties, and they deserve to have their privacy respected. Large buildings with balconies overlooking private yards will take that away, while also blocking sunlight and reducing the open, breathable space that residents rely on.</p>		<p>Thank you for your comments. You can find our updated proposed zoning at bostonplans.org/cleary-square. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. As for parking, the amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context. The transportation recommendations in the Plan intend to increase mobility to and around the Square by working closely with the MBTA to support expected growth. You can read those specific recommendations on page 124.</p> <p>85-87 and 63 Walnut Street are proposed to be mapped S1, which has a maximum height of 4 stories and residential-scale yard requirements to minimize impacts on the neighboring lots. We have also updated the proposed zoning on the corner of Walnut Street (52 Dana Avenue) from S1 to S0, which has even larger yard requirements and therefore further limits impacts on neighbors. S1 and S0 are also primarily residential districts and only have limited allowances for small-scale commercial uses.</p>	
4/10/2022	Thomas Hanno	<p>Hi, I'm not actually sure which plan this comment should go on, but I wanted to advocate for more housing, more bike lanes, and abolishing parking minimums. We desperately need to increase the supply of housing and make it easier for people to walk, bike, take the bus, and take the train.</p> <p>I've seen people on Facebook complaining about buildings being too big or not having enough parking, but we're right next to a reliable bus line that takes you right to the orange line! Plus the commuter rail. We have to adapt and this plan looks good to me. (Although I'd take a separated bike lane so I don't fear for my life and my kid's lives.)</p>		<p>(same comment as the other page)</p> <p>Hi, I'm not actually sure which plan this comment should go on, but I wanted to advocate for more housing, more bike lanes, and abolishing parking minimums. We desperately need to increase the supply of housing and make it easier for people to walk, bike, take the bus, and take the train.</p> <p>I've seen people on Facebook complaining about buildings being too big or not having enough parking, but we're right next to a reliable bus line that takes you right to the orange line! Plus the commuter rail. We have to adapt and this plan looks good to me. (Although I'd take a separated bike lane so I don't fear for my life and my kid's lives.)</p>		<p>Thank you for your comments. The transportation recommendations in the Plan intend to increase mobility to and around the Square. You can read those specific recommendations on page 124. The proposed zoning also does not include parking minimums.</p>	

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4/15/2026	Eileen Velez	<p>I also welcome new housing but definitely NOT 7 stories! We desperately need more parking & a municipal parking garage. Bike lanes are fine for some areas of the City where there are a lot of folks who ride bikes, but not so much for Hyde Park due to horrendous all day long traffic, congestion, fairly narrow streets as well as the myriad of construction trucks, etc that use Hyde Park Ave as a cut through to where they are going. I have lived on HP Ave since 1984 & noise from cars, trucks, motorized bikes, car stereos blaring music at all hours is a lot. HP Ave is in really bad shape overall. More crosswalks/pedestrian lights are needed. Cleary Sq is dangerous.</p> <p>I would also welcome more community spaces such as a breakfast place/bistro/coffee shop/bakery/book store/music/arts venue where friends & neighbors can gather.</p> <p>Small pocket parks would be a lovely addition too.</p>		No 7 story buildings!!! More parking and a garage! More pocket parks.		<p>Thank you for your comments. You can find our updated proposed zoning at bostonplans.org/cleary-square. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. As for parking, the amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context. The transportation recommendations in the Plan intend to increase mobility to and around the Square by working closely with the MBTA to support expected growth. You can read those specific recommendations on page 124.</p> <p>85-87 and 63 Walnut Street are proposed to be mapped S1, which has a maximum height of 4 stories and residential-scale yard requirements to minimize impacts on the neighboring lots. We have also updated the proposed zoning on the corner of Walnut Street (52 Dana Avenue) from S1 to S0, which has even larger yard requirements and therefore further limits impacts on neighbors. S1 and S0 are also primarily residential districts and only have limited allowances for small-scale commercial uses.</p>	
4/16/2026	Sue Sullivan	I have lived in HP for 46 yrs and feel that I should see what people who do not come from around here are planning to do in my neighborhood		What is the proposed plan		Thank you for your comments. You can find the full plan and summary materials at bostonplans.org/cleary-square	

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4/21/2026	Steve	I would support the 4 story plan on both locations. I do not support 7 stories without additional parking.				Thank you for your comments. You can find our updated proposed zoning at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. As for parking, the amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will safely fit into the surrounding context.	
4/21/2026	Matt sexton	I am in favor of this proposal - it is a great opportunity for the neighborhood and up-and-coming local businesses		This is a great plan that provides economic benefit for the future of Hyde Park. Continued investment for local businesses is key for this area.		Thank you for your comments.	
4/21/2026	Roberto Del Valle	I walk thru the neighborhood all the time. Don't see a need for outrageous 7 story buildings. Sunlight will be diminished, parking will be a problem, traffic is already a major problem. Try crossing the street during rush hour. There is a new elderly building that just opened. Another elderly building on Maple St. I see some elderly citizen's trying to cross on River st and Harvard Ave it's scary. I have almost been struck by a motorist. Don't let me get started with the horror this past winters very poor snow removal. If this plan was presented in parts more affluent in Boston. It would probably not be passed. The developers will make their profit with no regard to the community. What does community benefit from this nothing, just huge blocks of buildings.		Totally against 7 story buildings on Hyde Park Ave and River St! Parking, traffic is already a nightmare. Only benefits will be the profits the developers will make and not contributing any thing to the community.		Thank you for your comments. You can find our updated proposed zoning at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. As for parking, the amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context. The Plan has recommendations to improve pedestrian safety in the Transportation section (124).	

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4/22/2026	Susanne Warjas	I am not in favor of this proposed zoning please tell City Hall NO to 7 story zoning thanks you		No to all 7 story zoning in Hyde Park		Thank you for your comments. You can find our updated proposed zoning at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.	
4/22/2026	Julianna	I do NOT approve of this construction. This will only cause more traffic and more problems. This is ridiculous, all this construction cause more rodents to appear and it's getting ridiculous and out of hand.		ALL OF IT NEEDS TO STOP!! NO MORE CONSTRUCTION		Thank you for your comments.	
4/23/2026		The City of Boston needs to be honest with Hyde Park. This is not for long time residents of Hyde Park, it's for the City of Boston. As we've seen across the city and right here in Hyde Park, the goal is to bring higher income people to the city. Most people who grew up in Hyde Park leave because they can no longer afford Hyde Park and the City of Boston in generally. We've watched traffic become a nightmare as the City says it's famous line over and over again "This project will have minimal effects on traffic". We have a bridge that stills needs to be repaired, mostly due to the City ignoring Hyde Park for years. For years people wanted commuter rail change, only in recent years it has happened because the City wants to attract more to the City. The only real benefit these projects have for residents of Hyde Park is potentially increasing their property value so they are able to sell their house for more because they can no longer afford to live here.		The idea to zone for 7 story buildings but to not do a traffic study for it is ludicrous. We already have traffic issues. We already have noise issues, for example the trains idling at night. The City will say there is no noise issue but at the same time studies will acknowledge that we are losing trees along these tracks, which's means they are losing their sound buffer. How about the effect on the 32/33/50 bus lines? The city wants to have a more Green approach, but they seem to believe that this change can happen overnight. They will suggest the commuter rail, they will suggest riding a bike, but they won't acknowledge that these changes take time. It truly feels the city is intentionally trying to increase traffic congestion to forcibly pushing people to the commuter rail or cycling. For the people that a commuter rail schedule may not work for or those that cycling may not be an option for? The City sends a message of "we don't want you here anymore".		Thank you for your comments. The transportation recommendations in the Plan outline long-term goals to increase mobility in the Plan to increase all forms of mobility. The City is committing to continue to work closely with the MBTA to reach these goals and support expected growth. In terms of a traffic study, for any proposed projects over 50,000 sq ft, the specific transportation impacts will be studied and mitigated through the Article 80 process. While the Plan includes recommendations to solve some of the transportation issues that exist today, we can only mitigate future transportation issues when we can study the specific impacts of any future proposed projects.	
4/23/2026				I believe these plans are going to serious impact the community in a never way		Thank you for your comment.	
4/23/2026	Jed Doherty	Building without adequate parking is unacceptable. Traffic is already difficult throughout Hyde Park and the rest of the city. It is irresponsible to overcrowd the neighborhood.				Thank you for your comment. The amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context. Furthermore, the transportation recommendations in the plan intend to increase mobility to and around the Square by working closely with the MBTA to support expected growth. You can read those specific recommendations on page 124.	

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4/23/2026	Rodney Raftery	I'm all for developing Cleary Square and the surrounding areas, but would vote "NO" on it being zoned for 7 stories. That's far too much for this space. Is 4 stories not enough? There are more than enough empty buildings and poorly run store fronts that could use redevelopment.				Thank you for your comments. You can find our updated proposed zoning at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. These districts have more allowed uses, require more outdoor amenity space, and encourage a more active main streets.	
4/23/2026	Susan Sullivan	The plan for Cleary Sq 4-6-7 story buildings is absolutely absurd. We are already dealing with the worst traffic i have ever seen in 43 years living in HP. With the addition of several 7 story apartments buildings in Readville it would be a nightmare. Parking none now in Cleary Sq. They are unsightly and don't belong in our square. Does the mayor even care what her constituents want.		No big 7 story buildings they don't belong in Cleary sq they are unsightly and will displace hard working people. We dk not need anymore housing traffic is already horrendous		Thank you for your comments. You can find our updated proposed zoning at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. When it comes to new development, buildings that are larger than 20,000 sqft or >15 units will go through the Article 80 process which has an extensive design review process and community engagement process to allow for feedback on things such as design.	
4/23/2026	Naftali	No this will bring more traffic and congestion to Hyde Park. Lack of sunlight to the streets. Decrease in parking. Housing will definitely become unaffordable.				Thank you for your comment.	

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4/24/2026		The Draft Plan is ill conceived. The fact the Plan proposes 300-400 Units of housing on the corner of the Sq, at River and HPA shows the complete lack of knowledge or awareness the "experts" possess of the area. That density is NOT supportable, and it is only one location were this plan proposes adding density. It also does not address infrastructure needs like schools, health clinics, hospitals, the impact to fire station and police, general transportation (a commuter rail schedule and long bus to forest hills in daily traffic are not supportive so cars are needed to access other areas, as well as for those who do NOT work downtown. It also does not address parking. This needs to be scaled way back. Yes, add some housing but 7 stories, the size, volume and scale is too extreme with no widening of roads, more bridges over the tracks and river, etc.		See earlier comment. The scale and density is NOT appropriate for the area. There is nothing that addresses true infrastructure improvements like more bridges, roads. This does not improve lighting, air quality, green space. In fact it creates heat zones, wind tunnels, traffic, noise and pollution.		Thank you for your comments. You can find our updated proposed zoning at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. The transportation recommendations in the Plan intend to increase mobility to and around the Square by working closely with the MBTA to support expected growth. You can read those specific recommendations on page 124.	
4/24/2026	Paul	I vote NO for these proposals				Thank you for your comment.	
4/24/2026	Barbara LeRoy	Hyde Park deserves the renaissance that all the other neighborhood cities have enjoyed from Jamaica Plains to Roslindale. Hyde Park is failing and should not. More housing, restaurants, bakeries and decent retail is needed and should occur in the Hyde Park community. HP has so much to offer along with 3 commuter rail stations and buses, this HP should be a thriving, desirable area for folks to live offering the same vibe and amenities as surrounding neighborhoods. Let's put Hyde Park on the map!		All of Hyde Park squares need renaissance. And River Street, too. Juniors Automotive, which has since been sold before the Pandemic is turning in to a dumpster, devaluing the area, as it has not been torn down yet so Condos can be built. This needs to happen ASAP. We need to put HP on the map: HP needs a vibe and more, so folks want to live here or move here; and feel proud and happy about where they live in a thriving community.		Thank you for your comments.	

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4/24/2026	Lisa	<p>I think there are some good parts of the plan. For example, I think the underused Pingree parking lot is a good place to add housing. However, I have concerns and will highlight some of them here.</p> <p>The plan states in multiple places that the city heard from the community that home ownership opportunities are important. Yet, I do not see how the plan encourages this. If anything, I think the plan will result in a loss of home ownership by the rezoning of current 1- and 2-family residential properties to allow their redevelopment as either commercial properties and/or apartments.</p> <p>I do not support 7-story buildings in Cleary Square. This will destroy the "small town" atmosphere that makes Hyde Park so special. There are many other parts of Boston in which 7-story buildings are appropriate... Cleary Square is not one of them. The city can increase density without building 7-story buildings in Cleary Square.</p>		<p>Please remove the S1 zone along Hyde Park Ave on the north part of the S+S map. These are all residential properties (primarily 1 and 2 family). S1 has no maximum for the number of permitted units and, according to the S+S plan, "provides more opportunity for active and commercial uses, such as banks, museums, restaurants, and retail spaces". This is entirely disrespectful and thoughtless on the part of the city to potentially destroy a neighborhood by rezoning residential properties in this manner. If the city refuses to remove these properties from the S+S plan, they should be zoned as S0.</p>		<p>Thank you for your comments. You can find our updated proposed zoning at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. Additionally, the S1 district along the north part of Hyde Park Avenue has been removed in response to community feedback.</p>	
4/24/2026	Ana M Morales Barreto	I am opposed to both proposals.				Thank you for your comment.	
4/24/2026	Felix A Hernandez	I am opposed to both proposals.				Thank you for your comment.	
4/24/2026	Emmanuel Hernandez	<p>I welcome any and all development as long as there are safety measures in place to prevent the increase of rent of local residents. Local residents become displaced because all of a sudden the area has become gentrified, this would be horrible.</p> <p>Affordable housing must be kept at the forefront of this operation.</p>		<p>I welcome any and all development as long as there are safety measures in place to prevent the increase of rent of local residents. Local residents become displaced because all of a sudden the area has become gentrified, this would be horrible.</p> <p>Affordable housing must be kept at the forefront of this operation.</p>		Thank you for your comments.	
4/24/2026	Carol A. Antonelli	<p>Neighborhood Impact: Potential for increased traffic congestion and a "canyon effect" on our streets.</p> <p>Environmental Concerns: No requirements for additional tree canopy or green space, worsening urban heat islands.</p> <p>Displacement Risks: Concerns over resident and business displacement and a lack of sufficient affordable housing requirements.</p> <p>Infrastructure: No additional parking requirements despite the increase in density.</p>		<p>Neighborhood Impact: Potential for increased traffic congestion and a "canyon effect" on our streets.</p> <p>Environmental Concerns: No requirements for additional tree canopy or green space, worsening urban heat islands.</p> <p>Displacement Risks: Concerns over resident and business displacement and a lack of sufficient affordable housing requirements.</p> <p>Infrastructure: No additional parking requirements despite the increase in density.</p>		Thank you for your comments.	
4/25/2026	Pat Concordia			<p>I believe there should be a limit to 5 stories in the Cleary Square re-zoning changes. We need to save as much air space as possible for all the citizens of Hyde Park. Now is the time to get that finalized before ALL the new building is completed.</p>		Thank you for your comment.	

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4/25/2026	Trevyn Langsford	Any plans for Cleary Square MUST include bike infrastructure and improvements to the street facilities for cyclists and pedestrians. I am in support of 7-story dense housing. We desperately need more housing. But, we cannot continue the dominance of cars over everything else in Boston. This is a perfect opportunity to make Cleary Square a dense, accessible, pedestrian and cyclists friendly area.				Thank you for your comment. The transportation recommendations in the plan intend to increase all forms of mobility, to and around the Square by working closely with the MBTA to support expected growth. You can read those specific recommendations on page 124 of the Plan. We have also added a new transportation recommendation (T-16) which is to "Create a network of bike routes that provide connections to key neighborhood destinations including commuter rail stations, City services in Cleary Square, and the Neponset River Greenway."	
4/25/2026		<p>object to increased building height</p> <ol style="list-style-type: none"> 1. will increase density, air pollution, & vehicles. already too much vehicular traffic, it takes 15 minutes to go 1 block any increase in building height will increase this 2. In order for building heights to increase youre going to require construction, will shut down rd causing cars to go into residential neighborhoods lowering quality of life in those neighborhoods, These residents already imposed upon when you closed the bridge, they shouldnt be subjected to any further imposition. 3. Construction will also remove limited stores there, area needs more stores not less. 3. If more height ie more floors will be more cars looking for parking, where are these additional cars going to park, theyll go into residential neighborhoods lowering quality of life 4. Discriminate against disabled, The area lacks handicap parking, theres not a single handicap spot here, needs more handicap spots 5. Diversity good if it means less \$1 stores higher quality stores 				Thank you for your comments. You can find our updated proposed zoning at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. All projects must be compliant with ADA Standards for Accessible Design. Finally, the amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will safely fit into the surrounding context.	

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4/26/2026	Carolyn Horymski			I take issue with the entirety of this map (which isn't working for me), specifically all development over 4 stories. I have a small 2 story home and I played nice with the apartment that went up next to me. Any more development like this will essentially block out the sun and destroy any habitat for birds, as well as creating more traffic hazards, and I say this as a lifelong pedestrian. I appreciate that housing is needed but this level, this quickly, in an area not designed for this, is destructive. No new services or green spaces for the community have accompanied these new apartments. Hyde Park will go from being the "small town in the city" to the concrete block zone in the city.		Thank you for your comment. You can find our updated proposed zoning at bostonplans.org/cleary-square . All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. In the S2, SC, and S3-6 districts, there is a minimum percentage of outdoor amenity space required for each new development. Additionally, the Plan has specific recommendations to improve and increase the open spaces in the Square (pg. 142).	
4/26/2026	Abby Alexis	Prices already are expensive. Rent has already surpassed 2500+ a month. Hyde Park is already a historical neighborhood and it's a very nice place to live. We don't need to alter anything. We have booming businesses, kind neighbors, quiet community, and low on crime. Traffic is already terrible everywhere else. There is already way too many changes in other neighborhoods causing congestion everywhere. Hyde Park is spacious. Keep it that way. We don't need to lose business and neighbors for aesthetics that are reserved for a certain type of people that don't even care about the true value of Hyde Park. Hyde Park is home and it should stay that way. Hyde Park is a comfortable community: Keep it that way. We are already losing diversity when it comes to high rise apartments costing more than the average American paycheck. So please keep Hyde Park the way that it's supposed to be.		Please no: You're building home where majority of those schools are shutting down. It doesn't make sense.		Thank you for your comments.	
4/26/2026	Stephen A Borden	I don't see any problem with the growth of the City, in and around the Hyde Park Area. As do many of the growing population of the area, IF We the people have a say and agreement on a few of the Proposed changes such as the builder, designer, Owner(s) understand that the No additional parking requirements is a deal breaker. Ever part of our City is becoming packed with vehicles, and for you to not know with growth, comes more cars. If there's nowhere to park now, multiple that by the occupancy 7 stories. The City itself should be telling these developers put in parking garages for these developments. Growth takes courage and that courage to grow with the areas constituents is telling you car parking and transportation should be part of any growth of Our area.		The idea of No additional parking requirements I ask City Hall to do what you're asked/voted for you to do. Be the Representatives for the people not the outside Developers who are directing you on how to make proposed changes. Allow me to be the one to remind you, "Represent We the people of your district that you represent, who has given you the knowledge. That there is no parking now, and then you want us to believe that developer didn't take in account for the growth? Demand that they put in parking in their proposals or we'll find someone who will.		Thank you for your comments. The transportation recommendations in the Plan intend to increase all forms of mobility and support expected growth. You can read those recommendations on page 124 of the Plan. As for parking, the amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context while supporting the mobility goals of the Plan.	

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4/26/2026	Cater	It's good to see new buildings in the area. Just concerned about already gridlocked traffic and parking. Also should consider affordable housing for the working class and students		Provide a plan for already gridlock traffic		Thank you for your comments. The Plan has recommendations to build more affordable housing in the area. You can read those recommendations on page 99 of the Plan. As for parking, the amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context while supporting the mobility goals of the Plan.	
4/27/2026	Dean Lampros	<p>I am opposed to:</p> <p>The creation of an S4 district on River St. Up to 7 stories on both sides of the street will reduce sunlight, threaten the tree canopy, and destroy the small-town feel of our business district. 7 stories will also dwarf Christ Church (1893) at 1120 River St.</p> <p>The creation of an SC district along parts of Central Ave, Harvard Ave, Winthrop St, and Everett St. These residential areas are part of our historic fabric. Allowing new construction to fill the entire width of the lot while imposing a small requirement for outdoor amenity space risks the destruction of these residential streets.</p> <p>The creation of an SO district along Pierce and Davison Sts, both of which are residential in nature. Allowing 4 stories and 14 units will render these streets unrecognizable.</p> <p>We urge the BPDA and our elected reps to proceed, as promised, at the speed of trust. Please do not sacrifice our historic fabric, our residential streets, or our trees on the altar of developer profits.</p>		The creation of an S4 district along River Street from Hyde Park Avenue to Logan Square. Allowing up to 7 stories on both sides of a narrow two-lane street will significantly reduce sunlight by creating a canyon effect, threaten the tree canopy along the street, and destroy the small-scale, small-town feel of Hyde Park's business district. 7 stories will also significantly dwarf Christ Church (1893) at 1120 River Street, which is listed on the National Register of Historic Places.		Thank you for your comments. You can find our updated proposed zoning at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.	

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4/27/2026	Feliz Manuel Solano	Como barbero que trabaja en Cleary Square, es importante mejorar la seguridad, la iluminación y el estacionamiento. También necesitamos más viviendas, especialmente asequibles, para que podamos vivir cerca de donde trabajamos y apoyar la comunidad.	As a barber who works in Cleary Square, it is important to improve safety, lighting, and parking. We also need more housing, especially affordable housing, so that we can live close to where we work and support the community.			Thank you for your comment. The Plan includes recommendations to build more affordable housing, improve pedestrian safety, and add beautification elements to public spaces. You can read the recommendations in the Housing and Real Estate section (pg. 99), the Small Business section (pg. 108), and the Transportation (pg. 124) sections of the plan.	Gracias por sus comentarios. El plan incluye recomendaciones para construir más viviendas asequibles, mejorar la seguridad de los peatones y embellecer los espacios públicos. Puede consultar las recomendaciones en las secciones de Vivienda e Habitación (pág. 99), Pequeñas Empresas (pág. 108) y Transporte (pág. 124) del Plan.
4/27/2026	Franklin Winklaar	Como propietario de negocio, apoyo las mejoras propuestas. Es clave tener mejor acceso, iluminación, y más viviendas para fortalecer la comunidad.	As a business owner, I support the proposed improvements. It is essential to have better access, lighting, and more housing to strengthen the community.	Franklin Como dueño de negocio en Cleary Square, apoyo este plan y las mejoras para la comunidad. Es importante mejorar la seguridad, la iluminación, el acceso y el estacionamiento. También es necesario incluir más viviendas asequibles para que quienes trabajamos en el área tengamos la oportunidad de vivir cerca y seguir aportando al crecimiento de la comunidad.	Franklin: As a business owner in Cleary Square, I support this plan and the improvements for the community. It is important to improve safety, lighting, access, and parking. It is also necessary to include more affordable housing so that those of us who work in the area have the opportunity to live nearby and continue contributing to the growth of the community.	Thank you for your comments.	Gracias por sus comentarios.

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4/27/2026	Melissa LaBianca	<p>Cleary Square does need some growth, but up to 7 stories is not sustainable with the traffic and lack of public transit options and bike safety measures. We were told it would be impossible to add a bike lane to the brand new bridge being built. More than a few times, the municipal lot has been completely full (without snow) so that we are unable to park to visit the library or the muni or even the YMCA. Every single day, the traffic pile up at intersections of River and Business, Hyde Park Ave and River and Logan Square are at a complete standstill for hours. And then it would be insult to injury to not mandate street level retail and second story office spaces. That would be an absolute detriment to our entire business district.</p>		<p>I believe that 4 stories is more than sufficient for all these areas. All this building with no parking spaces or additional public transit or bike safely would impact not only the traffic, but the parking and the ability to frequent businesses in Hyde Park. It would make no sense to create that kind of chaos here, just for people to move in and not be able to get to local businesses and then end up spending their money in nearby areas like Legacy or University Station.</p>		<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. The S3-6 district does have an active ground floor requirement. The Plan also includes specific recommendations to improve public transit and bike/pedestrian safety. You can read those recommendations on page 124.</p>	
4/27/2026	Tony Norman	<p>I've lived here my entire life. The minimum wage is 7.25 an hour, and there's a project to make more buildings that no one can afford to live in? Hopefully, things will be a bit better and Cleary Square will be easier for people to navigate and live in.</p>				<p>Thank you for your comment. The Plan includes recommendations to build more affordable housing on City-owned lots. You can read those recommendations on page 99 of the Plan.</p>	
4/27/2026	Elaine Coveney	<p>Comments Part 1</p> <p>Height. 7-story buildings are too tall for the neighborhood, especially where streets are narrower, as in the middle of Cleary Square.</p> <p>Tall buildings on both sides of a narrow street block sunlight and create wind-tunnel effects, making for an unpleasant pedestrian experience. 4 stories provide a people-sized streetscape and should be the limit where streets are narrow. Taller buildings should be located on the perimeter of Cleary Square and kept to a maximum of 6 stories.</p> <p>Displacement. Hyde Park is the city's last affordable neighborhood and people who live here are understandably concerned about being pushed out. Data show that new developments force out long-term renters and small business owners due to rising costs. More protections than those offered by the city's proposal are needed for existing (largely BIPOC) residents and businesses.</p>				<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. Additionally, the S1 district has been removed from the northern part of Hyde Park Ave to preserve the Victorian homes, again in response to community feedback. Anti-displacement is a priority that we are addressing citywide. You can read about these efforts in the Anti-displacement Action Plan for Boston. As for transportation, the Plan has stated preserving the municipal lot as parking for at least 5 years after adoption. This is in response to the community's expressed concern for parking. Furthermore, the amount of parking for future developments</p>	

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		<p>Comments Part 2</p> <p>Transportation. The city's assessment of neighborhood transportation resources is overly optimistic. Hyde Park was promised a transportation study in 2019. It needs one now.</p> <p>The 32 bus and the commuter rail lines get people from Hyde Park to downtown. But the reason many residents have a car is that existing public transportation is inadequate for getting to jobs or amenities in neighboring towns (or even around Hyde Park). Families, seniors, and the disabled rely on cars too. And HP businesses draw customers from across and outside the neighborhood (e.g., Park 54 draws from across the city).</p> <p>By all means, add bike lanes where appropriate. Lobby the MBTA to increase service or add new routes. Encourage destination amenities to locate in Hyde Park. If successful, all of these will eventually have an impact on car dependence. Eventually, during the transition period, people will still need to get around and parking at the municipal lot will still be needed.</p>				<p>is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context while supporting the mobility goals of the Plan. Finally, the Plan includes recommendations to improve and expand the pocket parks and open spaces in the Square to combat heat island effect. You can read those recommendations in the Open Space and Resiliency section of the Plan (pg. 142). The proposed zoning also has minimum requirement of outdoor amenity space for districts S2, SC, and S3-6.</p>	
		<p>Comments Part 3</p> <p>Historic preservation. Historic buildings should be preserved/reused as much as possible, and not just because they're important to the history and character of the neighborhood. Refurbishing existing structures is more environmentally friendly and typically translates into lower housing costs for residents than replacing them with brand new construction.</p> <p>The Victorian Row houses on Hyde Park Avenue are an example of structures that should be preserved. Several of these houses have already been revitalized. Yet the city's map has this area zoned for 7 stories, creating incentives to raze these homes in favor of new construction.</p>					

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		<p>Comments Part 4</p> <p>Environment. The city has already identified Cleary and Logan Squares as high-heat areas. Increased building density will worsen the heat-island effect. Maintaining and expanding tree canopy will be key in mitigation efforts. Street trees are a good thing, but planting microforests in spaces about the size of a tennis court will do much more for cooling. A formula requiring X number of these plantings for Y size of development should be applied to new development proposals.</p> <p>Btw: Thanks to the neighborhood associations, which have done a great job in keeping people informed and aiming for creating consensus in envisioning the Hyde Park of the next 50 years. The 3D mapping workshops were particularly helpful for visualizing how increased height would look and feel in different places.</p>					
4/27/2026	Leidy ulloa	As a resident of Hyde Park, I support this plan; it is very important to have a safe and clean area.		As a resident of Hyde Park, I support this plan; it is very important to have a safe and clean area.		Thank you for your comments.	

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4/27/2026	Patricia Alvarez	<p>New construction must not replace residents or small businesses. Hyde Park residents are leaving the city because of rising housing costs. We need entire buildings that are affordable, not just 20-30%. Six and seven story buildings will block sunlight to existing 1-2 story buildings and on the streets. The streets are narrow and very tall buildings will cause canyon effect. The municipal parking lot must be preserved in perpetuity. New buildings must require additional parking. Without parking elders, people with disabilities and families with small children won't be able to utilize the business district. Climate change is real and becoming dangerous to people's health. We must mitigate these negative effects. Green roofs and energy efficient buildings help, but it is mature woodlands and micro forests that sequester carbon, cool and clean the air. Increased building requires and increase in trees planted on or near building footprints. Street trees don't solve the problem.</p>		<p>Density would be more appropriate for transit oriented development from the post office down to Shaws because it is closer to transportation and at one of the lowest points in Cleary Sq. Density is also appropriate on much of Hyde Park Ave for similar reasons. However 7 stories is unacceptable in all of Cleary and Logan Square especially on both sides of River Street. The City's Urban Forestry Division reported that Cleary Sq has the highest number of dangerous heat events recorded. Adding massively tall and large building will make the Square unlivable.</p>		<p>Thank you for your comment. The Plan includes recommendations to build more affordable housing, specifically on City-owned lots. You can read those recommendations on page 99 of the Plan. The amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context. Removing parking minimums is also important for preserving and allowing space for trees, as many lots do not have space for the parking currently required by zoning as well as trees.</p> <p>You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.</p> <p>Finally, the Plan includes recommendations to improve and expand the pocket parks and open spaces in the Square. You can read those recommendations on page 142 of the Plan.</p>	

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4/27/2026	Janean Brown-Muhammad	<p>I am a long time resident of Hyde Park, raising 7 children here. I am concerned about the plans to change my "small city within a city". I believe and agree with the plan we need more affordable housing, more Green Spaces for all of us to enjoy. I wonder if making our community more dense, and not allowing for tree canopy, is the answer for creating more housing and avoiding "heat islands"? Certain areas of the square can become denser, but please not in the neighborhoods. I have a concern about displacing people and businesses in the square.</p> <p>Parking is an issue now and we need to see where the plan is to provide more parking spaces. People will not be able to come and shop in the square if there are no parking spaces. Did you take into account people who have accessibility issues, need to park close to businesses? We already are experiencing gridlock during specific times of the day around and within the square area.</p> <p>I am in agreement with parts of the plan and zoning.</p>				<p>Thank you for your comment. The Plan includes recommendations to improve and expand the pocket parks and open spaces in the Square. You can read those recommendations on page 142 of the Plan. Anti-displacement is a priority that we are addressing citywide. You can read about these efforts in the Anti-displacement Action Plan for Boston. The amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context. Each project is also subject to the ADA Standards for Accessible Design.</p>	
4/27/2026	Edgar Marroquin			<p>I'm concerned about the green space that is disappearing and also the disappearing skyline. Also, where are we supposed to park? Is there any plans for new parking spaces?</p>		<p>Thank you for your comment. Existing public parking resources (such as the municipal parking lot off of Hyde Park Avenue), will be maintained. For any new buildings over 50,000 sq ft, parking needs will be accessed through the Article 80 review process.</p>	
4/27/2026	Belinda Williams			<p>I am against the proposal of any new developments in the Cleary Square, River Street area. I live and have worked in the area for over 20 years and appreciate the integrity of the community. I also walk the area often and shop locally. Having no shops, and all apartment complex will deter me from the community I love. Please understand this is my community and I want it to remain a community feel and not just a town.</p>		<p>Thank you for your comment.</p>	
4/27/2026	Linda White	<p>Hi my name is Linda White I live in Hyde Park for 23 years and I am totally against 7 heights building. Hyde Park is for Family to enjoy other outside and communication with with her other. Please building any 7 -Story zoning in Hyde Park.</p>		<p>I been living in Hyde Park for 23 years. Please don't build any 7-story building in Hyde Park. We need more trees not tall building. Taxes is already HIGH. We need neighborhood to let our Family grow.</p>		<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.</p>	

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4/27/2026	Herbert Owens	We need more reasonably priced housing to keep families housed.		Much greater planning to make the streets safer		Thank you for your comment. The Plan includes recommendations to build more affordable housing. You can read those recommendations on page 99 of the Plan.	
4/27/2026	Carol Noblin	Transportation is a concern. No to 7 story buildings in Cleary Sq or Fairmount Sq. Where will be spaces for children to play. Are these buildings family accommodating or affordable. will there be community rooms or spaces in the buildings? Parking needs to be included in the buildings. Parking is totally inadequate in Hyde Park. Will utilities be included in the rent?				Thank you for your comments. To briefly answer these questions, Inclusionary Zoning requires market-rate housing developments with seven or more units to support the creation of income-restricted housing. Community members can ask for things like community rooms during the Article 80 review process. Parking needs are also analyzed during the Article 80 review process. In terms of open space, new zoning would require Outdoor Amenity Space for new buildings and the plan recommends creating additional public park space.	
4/27/2026	Craig Martin	The process of mapping zones on main street that's simply, "allowed" commercial development is nonsensical in its entirety. The developers have already indicated much need for residential accommodation in place of commercial. A perfect example just went up in Logan Square, called "B'nai Brith" who demolished the stores right in the middle of our Main St of Logan/ Cleary Square. BPDA explained that this developer simply preferred the residential to the commercial and thus the heart of our Main Street was gone. As we did with BRA, when we designed the NS-2 Zone, any new proposals on our main street MUST ensure that commercial zoning stays on the first floor.				Thank you for your comment. In the S3-6 district (which is we have proposed on Hyde Park Ave and part of River St), there is a requirement for active uses on ground floor. In the SC district, dwelling units are a conditional use on Primary Lot Frontage in order to encourage commercial uses while not making development infeasible. The B'nai Brith project is a senior affordable housing development; it is generally more difficult for affordable housing developments to include commercial space because the public programs that fund affordable housing are focused on the housing - not commercial development.	
4/27/2026	Mary Hogan	Cleary Sq has the highest number of unhealthy heat events during the summer months. What we need is to have mature trees grouped together, micro forests, not trees planted on sidewalks but in areas where they can grow full height and size because this is the only way to keep the air clean and cool.				Thank you for your comment. The Plan includes recommendations to improve and expand the pocket parks and open spaces in the Square. You can read those recommendations on page 142 of the Plan.	

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4/27/2026	Paulette Starck	This plan for Cleary Sq - would dramatically change the character of the Square. It is too dense, not enough open space. There is not enough tree canopy. There is no plan for natural surroundings and contact with nature. There is not enough road space for traffic, bikes, buses, walkers. It is not an inviting space. The building are too high, the road space and walking space too little. Where is the attraction?? Please don't do this to my community.				Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. Additionally, the Plan includes recommendations to improve and expand the existing open space and pedestrian right of way in the Square, and create a stronger connection to the Neponset River Greenway. There are also recommendations to improve traffic flow with the reconfiguration of the #32 Bus on Hyde Park Avenue.	
4/27/2026	Sasja Lucas	<p>Theres currently NO requirement for tree canopy or heat remediation in the S + S Small Area Plan, nor green space requirements in the zones proposed. This must be remedied before the map and plan are accepted and voted on. According to climate scientists, there must be a balance between buildings and mature trees in order to protect the community from the effects of climate change. The City's Urban Forestry Division heat map of Clearly and Logan Squares shows the highest possible number of unhealthy, heat events during the summer. New construction of much larger buildings will make this worse. Street trees, green roofs, energy efficient buildings and trains help, but it is mature trees grouped together that do the best job of keeping the air clean and cool and preventing flooding. We need a formula for how many micro forests the city should require alongside or close to the new 4-6 story buildings. Every new development should have a requirement of tree canopy and green space metrics.</p> <p>Hyde Park has a rich history and active places for arts and culture today. Many homes and commercial buildings have historic importance, adding to our community's quality of life. Cultural institutions that need to be preserved because of their historic significance are: Riverside Theatre, Everett Theatre, Menino Arts Center and other historic buildings that have been identified by the community and the HP Historical society.</p>				Thank you for your comment. The Plan includes recommendations to improve and expand the existing open spaces in the Square, and create a stronger connection to the Neponset River Greenway. The Plan also has recommendations to plant more street trees. You can read those recommendations on page 142 of the Plan. Additionally, the S2, SC, and S3-6 districts all have a minimum percentage of outdoor amenity space required, meaning all new projects in those districts have to incorporate outdoor amenity space. Finally, the Plan has recommendations to enhance and protect the strong cultural and arts character and spaces in the Square. You can read those recommendations in the Arts and Culture section of the Plan (pg. 115).	

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4/27/2026	Hyde Park Resident	<p>My family has resided in Hyde Park for over 25 years. This is a community with a myriad of resources for families, homeowners and small businesses. We are a neighborhood that offers a sense of pride, safety, and welcomes diversity. We know and support our neighbors and appreciate our small town in the city. Your current zoning and redevelopment plans for Hyde Park are not ideal for this neighborhood. Taller buildings in residential areas would adversely impact the community. These buildings would be better if placed near the T stations as access points to the city. We need a comprehensive plan that addresses traffic, heat canopies and keeps small businesses afloat. The community came to a consensus on a proposed zone map' we expected that to be the starting point of a discussion, not the 7-story canal going up our commercial Corridor. Frankly, NO THANK YOU!</p>		<p>We propose this area be zoned as SC (4 stories), with commercial businesses allowed and more affordable housing units, not just a small percentage.</p>		<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. The S3-6 districts have been strategically placed near the MBTA Commuter Rail stops to promote transit-oriented development.</p>	
4/27/2026	Barbara Jane Hyde	<p>As a resident of Hyde Park for the last 43 years I am very disturbed by the plans for redeveloping Cleary Square. The plans remove parking options for an area that is already challenged by the presence of a river and two rail lines that limit traffic flow. The density of the plans promises to discourage people from coming to Hyde Park to patronize businesses or to buy a home. The plan does not guarantee any relief from urban heat. In fact it exacerbates the situation. The plan for buildings higher than 4 stories should be rare because any residential building over 4 stories isolates residents from the community. This is an architectural phenomenon that I have read but cannot cite at this moment. We stand to have a social desert if the city's plans ignore the expressed wishes of people who live here. I do not understand how the community wishes could be so far distant from the proposed plans.</p>				<p>Thank you for your comment. The amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context. The transportation recommendations of the Plan intend to increase mobility to and around the Square by working closely with the MBTA. You can read those specific recommendations on page 124 of the Plan.</p>	

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4/27/2026	Patrice McPherson	I've been living in Hyde Park for 28 years and this proposal is not what is needed in here. There will be no parking. The traffic is horrible. I work in Roslindale which is 2.5 miles and there are days when it takes me 20 to 30 minutes. This will also take away the public spaces. The cost of these units will not be affordable for low income residents. This will also take away street trees. So I'm total against this proposal.		Cleary Square is already very congested. This proposal will make things even worse. We will lose the small business and community feeling		Thank you for your comments. The Plan includes recommendations to build affordable housing (pg. 99). Additionally, there are recommendations to improve and expand the existing open spaces in the Square, and create a stronger connection to the Neponset River Greenway. Finally, the Plan has recommendations to plant more street trees. You can read these recommendations in the Open Space and Resiliency section (pg. 142). Finally, the amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context.	
4/27/2026	Helga Burre	I live in Hyde Park. I walk down to the YMCA and I love the streetscape of historic buildings and shops. It would TERRIBLE to walk in a CANYON of 7 story buildings on both sides of River St. between Cleary and Wolcott Squares. River Street is TOO NARROW for such height. Central Paint is my "go-to" hardware store. I am concerned about it and all the other small businesses in the area. I see nothing in the zoning to require builders to support those businesses during construction or any "right of return". I am also concerned about parking. If I need 2 gallons of paint, I need to drive and park. If the new buildings don't require parking, where will trades people servicing the new buildings park? Plumber, Meals on Wheels, Visiting Nurse Assoc, relatives visiting from out of town, tenants whose work has been transferred to Rt 495? Answer: they will park in front of the local businesses which won't be able to serve customers. This is not NIMBY. There's plenty of room for tall buildings down Hyde Park Ave.				Thank you for your comment. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. The amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context. Finally, anti-displacement is a priority that we are addressing citywide. You can read about these efforts in the Anti-Displacement Action Plan for Boston.	

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4/27/2026	Wanda McPherson	I have been living in the Hyde Park area for over 25 years and I am not on board with this new agenda that is being proposed. Each year the traffic has increased in volume making driving almost unbearable. Also in adding all of these buildings are you considering parking. The unaffordable apartments will displace many family's that can not afford them. Not to mention the poor air quality that will occur. Have you consider that and the insufficient public space that will be loss. This proposal clearly does not have the hyde park community in mind, and we don't want it.				Thank you for your comment. The amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context. Additionally, there are specific recommendations to build affordable housing on the City-owned lots. You can read these recommendations on page 99 of the Plan. Finally, there are recommendations to improve and expand existing open spaces and pocket parks in the Square and the S2, SC, and S3-6 zoning districts all require a percentage of outdoor amenity space for new projects.	
4/27/2026	James O. Michel	I have lived on the banks of the mighty Neponset River for the last 38 years. Overall I think the zoning map is reasonable, with a couple of glaring exceptions. The proposal for S4 (7 stories) along the commuter rail tracks starting at Fairmount Ave must be adjusted down to lower heights, such as S1 (4 story max). If the taller buildings were to be allowed they would overshadow all the existing homes on Pierce Street, which would really diminish the value of their properties. There is also an argument to not allow any development in this small strip; there's limited access because it is right up against the train tracks. My other big issue is the height of the key properties on River Street at the intersection with Hyde Park Ave. Building 7 story structures is too much; again, let's limit it to 4-5 stories max. We do not need the shadows or the canyon effect that would result from 7 stories. Thank you for your attention.				Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.	
4/27/2026	Sara Selig	I live on Dell Avenue and am against the current city plan for Hyde Park. I do not agree with having 7 story buildings. We need trees and better parking. We need safer streets and cleaner parks and more parks. We need safer cycling lanes and safe transit. I am raising children in this neighborhood who are in Boston Public Schools and they are the future of this city and the world and they deserve to grow up in a neighborhood that prioritizes people over profit. Please help us clean the parks and make the traffic safer and improve public transportation. We don't need big buildings. We want responsible development that is accountable to our community. I say no to the current plan.		I disagree with building 7 story buildings on HYDE PARK AVENUE and River street. We need better and cleaner green spaces. Places for our kids and community to spend time outside in a safe environment. We need safer and cleaner streets. We need better public transportation including the extension of the orange line to Hyde Park. No to the current plan that does not hold developers accountable to the community!		Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square . All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. The plan also includes various recommendations for expanding green space (page 143) and improving transportation (page 125).	

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4/28/2026	Karen Book	I am thrilled that the city is changing zoning regulations so that neighborhoods like Hyde Park can have the infrastructure that supports people who want to live and work in the city. I am disheartened by my neighbors who think their right to park their private property on public land for free trumps the right of our friends and neighbors to have places to live, to play and to thrive. Cities should be built for people, not cars. I am a driver, a biker, and a bus and train rider. I am not worried about any changes to my parking abilities. I am more excited about the potential for new neighbors, increased retail, and a Hyde Park main streets that I am proud to frequent. As a mother of two young children, the neighborhood envisioned in the squares in the streets plan is the one I want them to grow up in. Please do not let my neighbors who are afraid of any change or disruption to their precious parking and driving patterns be a reason this crucial and must needed development is halted.				Thank you for your comment.	
4/29/2026	Travis Book	I am thrilled that the city is changing zoning regulations so that neighborhoods like Hyde Park can have the infrastructure that supports people who want to live and work in the city. I am disheartened by my neighbors who think their right to park their private property on public land for free trumps the right of our friends and neighbors to have places to live, play and thrive. Cities should be built for people, not cars. I would happily trade free parking for new neighbors, increased retail, and a Hyde Park main streets that I am proud, and have reason to frequent. As a father of two young children, the neighborhood envisioned in the squares in the streets plan is the one I want them to grow up in. Please do not let my neighbors who are afraid of change be the reason this crucial development is halted. If we are going to make Boston work for people now and in the future, we must grow and prioritize locations with train access. Cleary Square is a perfect place to develop and grow.				Thank you for your comment.	

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4/29/2026	Luis Collado	Soy barbero en Hyde Park desde hace años y estoy a favor del plan preliminar de Cleary Square. Mi esperanza es que ayude a crecer nuestros negocios pequeños. Siempre he querido vivir en Hyde Park pero no tenemos suficiente housing asequible para nosotros que no ganamos tanto dinero.	I've been a barber in Hyde Park for years, and I support the preliminary plan for Cleary Square. My hope is that it helps grow our small businesses. I've always wanted to live in Hyde Park, but there isn't enough affordable housing for those of us who don't earn as much.			Thank you for your comment.	Gracias por sus comentarios.
4/29/2026	Axel Mendez	Trabajo en Hyde Park y estoy de acuerdo con el plan preliminar de Cleary Square. Me emociona poder ver que otros negocios de empresarios o emprendedores latinos tenga acceso a un espacio de negocio para poder brindar servicios o comida culturales a nuestra comunidad latina.	I work in Hyde Park and I agree with the preliminary plan for Cleary Square. I'm excited to see other Latino business owners and entrepreneurs have access to commercial space where they can offer services or culturally relevant food to our Latino community.			Thank you for your comment.	Gracias por sus comentarios.

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4/29/2026	Carlos Tavaréz	<p>Siento que en nuestros países no nos dan la oportunidad de contribuir en el futuro del desarrollo de nuestros vecindarios. Gracias departamento de planificación urbana por darnos la oportunidad de contribuir como latinos. Somos un porcentaje alto de hispanos que vivimos en el área de Cleary Square. Estoy orgulloso de pertenecer a esta comunidad. Lo que quiero ver es que se ponga esta área más bonita y que le demos oportunidad a familias que también le puedan llamar a Hyde Park casa. Lo único que me preocupan son los desplazamientos. He escuchado que eso es posible si logran lo de Squares and Streets. Fuera bueno que nos explicaran que piensan hacer en profundidad para evitar eso.</p>	<p>I feel that in our countries we're not given the opportunity to contribute to the future development of our neighborhoods. Thank you to the urban planning department for giving us, as Latinos, the chance to have a voice. We make up a large percentage of the Hispanic population living in the Cleary Square area, and I'm proud to be part of this community.</p> <p>What I'd like to see is this area become more beautiful and to create opportunities for families who can also call Hyde Park home. My main concern is displacement. I've heard that this could happen if the Squares and Streets plan moves forward. It would be good if they could explain in more detail what they plan to do to prevent that.</p>			<p>Thank you for your comment. The plan includes specific recommendations to improve the public spaces and pocket parks in Cleary Square, including adding lighting and more green space. Those recommendations are in the Open Space and Resiliency section of the Plan (pg. 142). As for displacement, anti-displacement is a priority we are addressing citywide. You can read about that effort in the Anti-displacement Action Plan for Boston.</p>	<p>Gracias por su comentario. El plan incluye recomendaciones específicas para mejorar los espacios públicos y los pequeños parques de Cleary Square, así como aumentar la iluminación y la creación de más zonas verdes. Estas recomendaciones se encuentran en la sección de Espacios Abiertos y Resiliencia del Plan (pág. 142). En cuanto al desplazamiento, la prevención del desplazamiento es una prioridad que estamos abordando en toda la ciudad. Puede consultar información sobre esta iniciativa en el Plan de Acción de Boston contra el Desplazamiento.</p>

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4/29/2026	Dinora Soriano	Me acabo de mudar a Hyde Park y se me ha hecho dificil encontrar trabajo. Se que con planes como plazas y calles me daria la oportunidad de tener mas acceso a trabajo. Se que el desarrollo es importantes para grandes ciudades por que ahi esta la potencia economica. Estoy de acuerdo el plan de Squares and Streets - Cleary Square ya que traera cambios positivos para todos incluyendo nuestros hijos y nietos.	I just moved to Hyde Park, and it's been difficult to find a job. I know that plans like Squares and Streets would give me more access to employment opportunities. I understand that development is important for large cities because that's where economic growth comes from. I support the Squares and Streets - Cleary Square plan, since it will bring positive changes for everyone, including our children and grandchildren.			Thank you for your comment.	Gracias por sus comentarios.

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4/29/2026	Argenis Soto	Soy barbero y creo que plazas y calles traera mas apoyo para pequenos negocios. En esta economia y proximo anos sera necesario el desarrollo para poder sostenernos. Me imagino tambien tener acceso a viviendas asequibles y espacios culturales donde nos podamos sentir de verdad que somos parte de esta comunidad hermosa. Tambien pienso que si hay manera de mejorar el transporte fuera perfecto para que sea realista este cambio propuesto. Tienen mi apoyo rotundamente.	I'm a barber, and I believe that Squares and Streets will bring more support for small businesses. In this economy and in the coming years, development will be necessary for us to sustain ourselves. I also imagine having access to affordable housing and cultural spaces where we can truly feel like we are part of this beautiful community. I also think that improving transportation would make this proposed change more realistic. You have my full support.			Thank you for your comment.	Gracias por sus comentarios.
4/29/2026	Lauren Spinney	<p>I strenuously object to building heights up to seven stories. It will result in significant negative impacts on light, air and the overall scale of Cleary Square and surrounding areas. Hyde Park markets itself as a "Small Town in the Big City". Indeed, prides itself as such. The draft plan is the total antithesis of this cultural identity.</p> <p>Seven stories will dominate existing historic buildings and the 1, 2 & 3 story residential homes in the three-mile radius surrounding Cleary Square. Development at these heights, particularly within in the residential sections of the three-mile radius (as this plan proposes), will dwarf surrounding 2-3 story homes, radically and indelibly impacting these properties.</p>				Thank you for your comment. You can view the updated proposed zoning map at bostonplans.org/cleary-square . All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.	

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4/29/2026		The proposed new zoning changes will incentivize building owners to sell to developers who have no accountability to the community. The proposed zoning changes will displace current residences and small businesses. The proposed changes do not alleviate affordable housing needs. The proposed zoning changes lack sunlight increase traffic congestion due to lack of parking and do not require a tree canopy which leads to poor air quality. I am opposed to the zoning proposal.		there there is no additional cycling or transit infrastructure being added to make up for the lack of parking. And it's traffic study should be done before this zoning is implemented.		Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. The maximum height is now six stories with the S3-6 district. There are specific recommendations to build more housing in the area, and specifically develop the City-owned lots to be affordable housing units. While tree canopy is not required, there are specific recommendations in the Open Space and Resiliency, Small Business, and Land Use and Design Framework sections that indent to protect and increase tree canopy. For any proposed projects over 50,000 sq ft, the specific transportation impacts will be studied and mitigated through the Article 80 process. While the Plan includes recommendations to solve some of the transportation issues that exist today, we can only mitigate future transportation issues when we can study the specific impacts of any future proposed projects.	
4/30/2026		I reject any plan that will change the fundamental landscape of the area. Changing the height of building, specifically those dedicated to housing will result in more cars in the area and more congestion. There is no plan to address the additional traffic on these narrow streets which not only impact the current residents but the first responders who are constantly trying to navigate these streets. Also if there is no housing for middle class people whose incomes are well above the income guidelines, it is further driving people out of the city and out of the state.		The traffic coming from and leading to Truman Highway on the bridge is constantly snarled and is something that current residents in the square have to contend with. I also have seen what the taller buildings have done to Nubian square, leaving it with less green space and increased congestion. Since it will take some time to build, the impact to merchants in the area will be felt immediately. When the River St. bridge was closed the stores on the bridge suffered economically. I recognize that this new wave of urban development is popular across the country, however our current infrastructure does not support it.		Thank you for your comments.	

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5/1/2026	kristian sumner	<p>As a member of the community that lives in the area, we have serious concerns that are not shared by the individuals seeking to profit off of and develop land in this area. We, the people, know that these zoning plans will further displace residents and local businesses and continue the pattern of insufficient affordable housing. The lack of sunlight to the street and absence of tree canopy will lead to poorer air quality and worse heat islands (evident by other places in Boston that have already been victimized by zoning plans lacking humane foresight). The increased congestion of traffic will also impact the heat and air quality of the area. This zoning incentivizes building owners to sell to developers with zero accountability to the community.</p> <p>People and ecosystems are more important than money. Ecosystems and the individuals within them, are irreplaceable.</p>		<p>I have seen a lot of poorly made decisions by people who do not live here, influence the ecosystem of this town. The most vocal constituents with the most time to spare, tend to be the ones doing the most influencing when it comes to policy. Families, children, and elders are busy surmounting systems designed to distract them from engaging with their neighborhoods yet these are the individuals most at risk when greedy zoning proposals are passed simply because people believe they need more money.</p> <p>Environmental protections and precautions within Hyde Park as well as Boston predominantly Black and Brown neighborhoods are already lacking. The emphasis on quantity of life, instead of quality, is apparent in Boston especially with the development that has occurred in Hyde Park over the last 13 years.</p> <p>Any project or development, if it is actually trying to consider and cater to the quality of life of the ecosystem it will impact, would implement an environmental evaluation/ impact report.</p>		<p>Thank you for your comments. While tree canopy is not required in the new proposed zoning, there are specific recommendations in the Open Space and Resiliency, Small Business, and Land Use and Design Framework sections that indent to protect and increase tree canopy. You can read those recommendations on pages 142, 108, and 92. The Article 80 review process also directly assesses and mitigates environmental impact.</p>	
5/2/2026	Lewis Finfer	<p>Could the BPDA respond in writing to comments from Hyde Park community groups such as the Hyde Park Neighborhood Association as to what they agree with, disagree with, and additionally they propose.</p> <p>This would give us a good picture of the issues and be a good way towards engaging further with community proposals on Square and Streets for Hyde Park. And since this is one of the first neighborhoods implementing this I think, then it would set a good precedent.</p>				<p>Thank you for your comment.</p>	

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5/2/26	Osasenaga Idahor	This is too much concentrated housing development in a commercial area that already has limited parking. Lack of sunlight to the street from high rise buildings will exacerbate the detrimental mental health effects of the concrete jungle phenomenon (insufficient green and blue spaces). During heat waves, the added concrete and other construction materials with low albedo surfaces will raise hyperlocal extreme heat temperatures. Additionally, the high-rise buildings with sound reflective surfaces will exacerbate noise pollution from the roadway, and the businesses or residents that occupy the high rise buildings will also provide more noise from their associated cars and other human-related activities – imagine the added noise from constantly humming (and also energy-intensive) A/C units, or the alarms, and even people playing loud music or talking loudly). These various detrimental effects work together to lower the quality of life for the neighborhood. Hyde Park does not need this.				Thank you for your comment. The Plan has specific recommendations to improve and expand existing open spaces in the Square and connect pedestrians to the Neponset River with a new park at the Former Lewis Chemical Site. Additionally, there are recommendations to protect and increase the tree canopy. You can read all of these recommendations in the Open Space and Resiliency section of the Plan (pg. 142).	
5/3/26	Daniel hart	I wholeheartedly approve this plan. If I had one adjustment, it would be to decrease, rather than preserve parking, which was noted to only to reach a maximum of 69% occupancy. Removing parking allows more space for other goals of the plan, like pedestrian separation from street traffic, and protected bike lanes. Speaking of which, it would be great to have a protected (raised curb/casting) lane on River st south of Cleary Square, and crosswalks/curb cuts to connect the two parks on either side. I bike through there recently and found it pretty difficult to navigate. And because I visit Cleary Square often from JP or Roslindale, having more bike and transit connections is absolutely essential, because I do not plan to park there.		I think this should be an S5 zone, to have the maximum density housing in the closest proximity to transit and the heart of Cleary Square.		Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. The S3-6 districts, which allow for the most density, have been strategically placed near the MBTA Commuter Rail stops to promote transit-oriented development.	
5/3/26	Marlon Solomon	I support the community-approved plan that was submitted to the BPDA, which directs larger-scale development along the rail corridor and toward underutilized industrial areas leading to Readville. This approach allows Hyde Park to grow while preserving Cleary Square and Logan Square as a walkable, historic village-scale center. Development should follow the community framework, not replace it.		I oppose placing major upzoning in the most vulnerable parts of Cleary Square, especially near Hyde Park Ave and River Street. According to the City's March 2025 displacement risk map, this area is already at risk, and seven-story zoning could increase land values, rents, and displacement pressure. I support the community-approved plan submitted to BPDA, which directs taller buildings and larger-scale development along the rail corridor and underutilized industrial areas toward Readville, while preserving Cleary Square and Logan Square as the walkable village-scale core.		Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.	

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5/3/26		We need AC power in the Cleary Sq pocket park to host summer programs. Undertaking a planning exercise for this park would be good as well but hopefully some needs will be met before a larger plan. Also, since there are other pocket parks in the subject area a master plan may be in order of these pocket parks. (park across from the police station the other halfway up river next to the convenience store) Also Meadow Landing/Lewis Chemical needs a plan. We would also like to work with MOAC around a creative economy strategy. The arts corridor needs a strategy.		I think 7 stories along River St between the Bank of America and Papa Ginos is too high. Let's cap it at SC. Also S4 zones should be replaced by S3.6. No mapping in the residential areas yet.		<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.</p> <p>The Plan recommends transferring the pocket park to the Boston Parks and Recreation Department, which would facilitate improvements such as electrification.</p>	
5/3/26		In the historic preservation section: the plan calls for considering a number of buildings for some kind of recognition: the national register or boston landmarks. Two building are not included that should be: The Way Building and the next door Hyde Park Savings building. I'd recommend that Utile who wrote/researched the "historical context" section be retained to that the Area Form can be completed for the Cleary Square area to file with the Massachusetts Historic Commission (MHC).				Thank you for your comment. For further information regarding the Area Form process, you can reach out to the Office of Historic Preservation.	
5/5/26	Melanie Daye	Our town of Hyde Park is uniquely cornered in Boston. I've noticed we do not have pigeons in our neighborhood like downtown Boston. We have nice Red Robins and Blue Birds. Maybe, because of the River. However, by adding any more than 5 stories of air space for a development, could limit our ability to feel free in our community. The more air space used, the more we feel trapped. Our street aren't wide enough for development with extreme heights. So please, just give our town a facelift.		I gave a comment.		Thank you for your comment.	

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5/6/26	Maria	Soy propietaria de varios negocios en Hyde Park y me enorgulloso saber que este plan esta siendo considerado. Pienso que este plan traera progreso y desarrollo y nuevas oportunidades economicas. Se que mis hijos y nietos en el futuro tendran un vecindario en el que puedan disfrutar y residir por mucho tiempo. Estoy de acuerdo con este plan. Lo apoyo al 100%!	I am the owner of several businesses in Hyde Park, and I am proud to know that this plan is being considered. I believe this plan will bring progress, development, and new economic opportunities. I know that my children and grandchildren will have a neighborhood they can enjoy and live in for a long time in the future. I agree with this plan. I support it 100%!			Thank you for your comment.	Gracias por sus comentarios.
5/6/26	MR	Estoy de acuerdo con este plan. Vivo aqui. Quiero viviendas asequible para mi, para mi familia, mis vecinos.	I agree with this plan. I live here. I want affordable housing for myself, my family, and my neighbors.			Thank you for your comment.	Gracias por sus comentarios.
5/6/26	RF	Apoyo este plan. No todos tenemos la suerte de ser dueños de casa todavía. Se que mientras más desarrollados estemos como vecindario o ciudad más cerca estaremos de cumplir nuestros sueños de ser propietarios.	I support this plan. Not all of us are fortunate enough to be homeowners yet. I know that the more developed we become as a neighborhood or city, the closer we will be to achieving our dreams of becoming homeowners.			Thank you for your comment.	Gracias por sus comentarios.

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5/6/26	Yovanny	Estoy de acuerdo con el plan y apoyo al departamento de planificacion urbana. La densidad es necesaria porque si no como podemos crear mas viviendas? Tambien quiero ver mas espacios verdes y mas oportuidades de negocios para los latinos. Como es que van a apoyar a los negocios para que se queden en Cleary Square?	I agree with the plan and support the Urban Planning Department. Density is necessary because otherwise, how can we create more housing? I would also like to see more green spaces and more business opportunities for Latinos. How are you going to support businesses so they can stay in Cleary Square?			Thank you for your comments. There are various tools the City has created to support small business which are outlined in the Anti-Displacement Action Plan. There is also a summary in Spanish.	Gracias por sus comentarios. La Ciudad ha creado varias herramientas para apoyar a los pequeños negocios, las cuales están descritas en el Plan de Acción Contra el Desplazamiento. Puede encontrar un resumen en español también.
5/6/26	Willy	Creo que el plan es un buen comienzo para familias y para la comunidad en general. Quiero ver mas oportunidades culturales y entretenimiento. Ahora mismo tenemos que ir a Lynn o a Lawrence. Se que Hyde Park tiene potencial para competir con otras ciudades donde hay poblaciones grandes de latinos.	I think the plan is a good start for families and for the community in general. I want to see more cultural opportunities and entertainment. Right now, we have to go to Lynn or Lawrence. I know Hyde Park has the potential to compete with other cities that have large Latino populations.			Thank you for your comment.	Gracias por sus comentarios.

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5/6/26	Franklin	Apoyo el plan siempre en cuando sea para el mejoramiento de nuestra comunidad. Una cosa que me gustaria explorar mas es el tema del desplazamiento. No quisiera ver que en 5-10 anos mis hijos no puedan vivir en Cleary Sq. y en Hyde Park en general.	I support the plan as long as it is for the improvement of our community. One thing I would like to explore further is the issue of displacement. I would not want to see that in 5-10 years my children can no longer live in Cleary Square and Hyde Park in general.			Thank you for your comment. Anti-displacement is a priority we are addressing citywide. You can read about that effort in the Anti-displacement Action Plan for Boston.	Gracias por su comentario. La prevención del desplazamiento es una prioridad que estamos abordando en toda la ciudad. Puede leer más sobre esta iniciativa en el Plan de Acción de Boston contra el Desplazamiento.
5/6/26	W Rodriguez	Todo cambio trae miedo y resistencia pero tambien trae oportunidades para las generaciones que vienen despues de mucho de nosotros. Quisiera que crearan mas viviendas y espacios para familias como parques. Lo unico que me preocupa es el trafico, estacionamiento y contaminacion del medio ambiente. Como piensan mitigar esto?	Every change brings fear and resistance, but it also brings opportunities for the generations that come after many of us. I would like them to create more housing and spaces for families, such as parks. The only things that concern me are traffic, parking, and environmental pollution. How do they plan to mitigate this?			Thank you for your comments. For projects that are at least 50,000 sq ft or 15 units, things like traffic, parking, and environmental impacts are analyzed and mitigated as part of the Article 80 review process.	Gracias por sus comentarios. Para proyectos que tienen al menos 50,000 pies cuadrados o 15 unidades, aspectos como el tráfico, el estacionamiento y los impactos ambientales se analizan y se mitigan como parte del proceso de revisión del Artículo 80.

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5/6/26	Steve Conley	I can't even imagine what the traffic will be like after 7 story buildings go up in an already heavily congested area around Cleary Sq. I am also very concerned about the displacement of the existing small businesses. They surely wouldn't be able afford the rent increases that would be demanded once these buildings are built. The neighborhood has been promised a traffic study since before the pandemic and to hear that the community should be supportive of this city plan with no assurances of us finally getting that study is pretty disrespectful the Hyde Park community. With a plan to put so many more people living in the square which would be good of course what businesses fo end up here is not considering the gridlock traffic the square already suffers thru twice a day. Hyde Park can stand for more density but not in Cleary square without some major traffic changes				Thank you for your comments. Anti-displacement is a priority we are addressing citywide. You can read about that effort in the Anti-Displacement Action Plan for Boston. The Plan also includes specific recommendations to build affordable housing units (pg. 99). For any proposed projects over 50,000 sq ft, the specific transportation impacts will be studied and mitigated through the Article 80 process. While the Plan includes recommendations to solve some of the transportation issues that exist today, we can only mitigate future transportation issues when we can study the specific impacts of any future proposed projects.	
5/7/26	Matthew Wilding	I think that the development plans are positive, but that the transit proposals don't go far enough. HP needs explicit bike/bus lanes, and Hyde Park station needs more regular service than the ~1 hour between most trains. We also need trains that consistently go on routes to connect us in both directions to Forest Hills Station at minimum, but also allow for commuting in both directions to points outside of the city. If the train goes somewhere (like Attleboro, or Stoughton, or Providence), you should be able to take the train back as well.		I have no problem with this zoning map, though I will again emphasize that significant transit improvements, including more regular buses and trains, and safer bike infrastructure, would be necessary in tandem with these changes.		Thank you for your comments. We have added a new transportation recommendation (T-16) which is to "Create a network of bike routes that provide connections to key neighborhood destinations including commuter rail stations, City services in Cleary Square, and the Neponset River Greenway."	
5/7/26	sarah kenney	This is an initiative proposed and supported by developers and politicians, not residents. Cleary Square and Logan Square have an identity that will be eroded and erased by these plans. The area is already oversaturated with traffic, a lack of parking, and greedy land-grabs to develop housing that is not truly for the benefit of the residents of Boston: displacing residents, driving up rents, and destroying the fabric of of the neighborhood.		Walnut Street/Oak Street have a strong identity of owner-occupied properties, which is central to the culture of the community. Strongly oppose developer-backed housing initiatives which will always try to cram the maximum number of doors (and therefore money to the developer) into a space that really cannot accommodate it.		Thank you for your comments.	
5/8/26	Anne Mosey	The plan needs more planning. Not enough research into how it will affect the area's traffic and parking				Thank you for your comment.	

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5/8/26	Eileen Velez	<p>I am horrified at the new S&S plan for Hyde Park/Cleary Square. My 1870 Victorian home at 1153 Hyde Park Ave is in the S1 zoning area. This area was only supposed to extend up to Akiki gas station in the many plans that have been reviewed ad nauseam and ad infinitum by the Hyde Park Neighborhood Associations. I DO NOT WANT A 4 STORY APARTMENT BUILDING NEXT TO MY HOME IF EITHER OF MY NEIGHBORS SHOULD DECIDE TO SELL TO A DEVELOPER! I do not know who changed this but it totally disgusting. My Home is one of several in S1 that are 19th century Victorians. These homes deserve to be designated historical and preserved. Nearly all of my neighbors, including me and my late husband, have spent great amounts of money to improve, preserve, and protect our homes. Some one has their head up where the sun don't shine and I am very angry about this reversal! You need to reset S1 NOW! I am so tired of all this nonsense.</p> <p>No One in Hyde Park wants SEVEN story buildings ALL along River and Hyde Park Ave. This area was originally supposed to be no more than 4 stories. Who the bloody hell decided on 7 stories? Who made the change from 4 stories!! This is insane. There are so many locally owned and BIPOC businesses that are in jeopardy of being displaced when greedy developers will swoop in to demolish these buildings. The wind tunnel created by rows of 7 story buildings would be so detrimental as well as the blocking out of the sun. We know an owner of several buildings on River St is aiming to sell. You have created a monster of 7 stories. Do these business owners have a right to return after they are displaced? Where will they go when they are evicted? How are you going to help them financially!! There is a dearth of parking in this area. We need a parking garage or more free municipal parking. Why is our only parking lot zoned for 7 stories??? Whoever developed these plans obviously doesn't live here!</p>		<p>My 1870 Victorian home at 1153 Hyde Park Ave and many others are in this S1 zone which was only supposed to extend up to Akiki gas station NOT West Ave!!!!!! I want to know who did this or who changed it despite the constant neighbored feedback against this! In the earlier plans, my home and the home of my neighbors were not in S1. Any one of my neighbors sell to a greedy developer and we'd end up with a 4 story building next door!!!! Or an apartment building. NO!!!!!! I have lived here since 1984. My late husband and I have spent thousands to update, repair, improve, and preserve our home over the decades as have most of my neighbors. This is rotten dirty pool. This is being done to us and not with us! Shame on you!!!!!!!!!!!!</p> <p>No One in Hyde Park wants SEVEN story buildings ALL along River and Hyde Park Ave. This area was originally supposed to be no more than 4 stories. Who the bloody hell decided on 7 stories? Who made the change from 4 stories!! This is insane. There are so many locally owned and BIPOC businesses that are in jeopardy of being displaced when greedy developers will swoop in to demolish these buildings. The wind tunnel created by rows of 7 story buildings would be so detrimental as well as the blocking out of the sun. We know an owner of several buildings on River St is aiming to sell. You have created a monster of 7 stories. Do these business owners have a right to return after they are displaced? Where will they go when they are evicted? How are you going to help them financially!! There is a dearth of parking in this area. We need a parking garage or more free municipal parking. Why is our only parking lot zoned for 7 stories??? Whoever developed these plans obviously doesn't live here!</p>		<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). Additionally, the S1 zone on the north section of Hyde Park Ave has been removed. These changes respond to community concerns regarding development while still supporting the feasibility of balanced growth.</p>	
5/8/26	Matthew V.	Extend the orange line to Hyde park				<p>Thank you for your comment. The transportation recommendaions of the Plan intend to increase mobility to and around the Square by working closely with the MBTA. You can read those specific recommendations on page 124 of the Plan.</p>	

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5/9/26	Gretchen Van Ness	<p>I am commenting to address the criticism of Hyde Park residents as NIMBYs and the dismissal of the Hyde Park Neighborhood Association's feedback on the Cleary Square Draft Plan as somehow not the result of an engaged community process.</p> <p>In my role as Executive Director of the nonprofit that manages The Pryde Community Center in Hyde Park, I had the opportunity to observe several public meetings about the Draft Plan convened and led by HPNA. Residents from across Hyde Park attended. All were welcome. HPNA described the draft plan accurately. Attendees gathered around a scale map of Cleary Square and debated where 4- and 6- story buildings would work and where they would not. Over the course of several public meetings, in a model of positive community engagement, consensus emerged and a vote was taken. No one said no and no one said not in Hyde Park. They said "this would work better," trusting you to hear the difference.</p>		<p>After observing the HPNA community meetings and seeing my neighbors wrestle with the impact of the Draft Zoning and seek ways to welcome new housing and increased density while minimizing displacement and preserving some historic homes and legacy businesses, I urge you to consider and adopt the HPNA's alternative plan. The plan was developed through a truly unusual and sustained public community process that included deep and difficult conversations. In Hyde Park we know that new development can make our community stronger and does not need to replace or displace current residents and businesses. The HPNA plan strives to do this.</p>		<p>Thank you for your comment. You can view the updated proposed zoning map at bostonplans.org/cleary-square. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth and aligns closer with the map submitted by HPNA.</p>	
5/9/26	Ed V. Keating, III	<p>I have significant concerns about many of the plans issues. I am a lifetime Hyde Park resident for 67 years as a commuter and a cyclist. Traffic is already a nightmare. No infrastructure can handle the proposed over-building so adding many more housing units will overwhelm the streets. I don't drive into Cleary Square already because the traffic is so bad. From my home on River Street, I can hear Boston Fire Department and EMS vehicles stuck in place, unable to get through the traffic to respond to emergency calls. Also, seven stories is also just too high, blocking sunlight, creating wind tunnels. River St is too narrow for such heights, making a canyon that will keep any street trees from getting enough light to survive.</p>		<p>I am commenting on the S4 proposed zoning on River Street between Bank of America and Hyde Park Ave, both sides of the street. I do not support this zoning modification. Seven stories is just too high, blocking sunlight, creating wind tunnels. River street is too narrow for such heights making a canyon that will keep any street trees from getting enough light to survive. Both sides of River street here should only be mapped 4 stories, the SC zone.</p>		<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.</p>	

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		<p>I'm a lifetime Hyde Park resident- for 67 years as a commuter and a cyclist. Traffic is already a nightmare. No infrastructure can handle the proposed over-building so adding many more housing units will overwhelm the streets. I don't drive into Cleary Square already because the traffic is so bad. From my home on River Street, I can hear Boston Fire Dept. and EMS vehicles stuck in place, unable to get through the traffic to respond to emergency calls.</p> <p>Seven stories is also just too high, blocking sunlight, creating wind tunnels. River St. is too narrow for such heights making a canyon that will keep any street trees from getting enough light to survive.</p>					
5/9/26	Jose Garcia	<p>I do not support this plan. As a long time resident in Hyde Park, I support protecting the current neighborhood zoning. I am currently experiencing a development project going up right behind my house. The developers will cut down many mature trees and the project will loom over my back yard and my home. We do not need excessive height in Hyde Park, especially not 7 stories on River Street. This should be zoned at 4 stories- the SC zone. My house is just outside the Squares and Streets planning area and there is already way too much traffic and very little available on street parking. We need a comprehensive traffic and parking study NOW-we should not have to wait for an Article 80 process. I want to see more tree canopy in the planning area. Cutting down trees to do development is dangerous to our health. We must increase tree canopy and create a formula: when we increase height and density there should be a certain percentage of more tree canopy required.</p>		<p>Proposing that this area be zoned as S1 does not make sense. I live on Lincoln Street and it is already too crowded, the traffic is terrible, the visibility coming up this part of River Street is very bad. Adding projects that can be 4 stories with unlimited units like the size of B'nai Brith is just too big for this area. This area could be S0, but even 14 units seems excessive. Most of the houses here are single family or 2 family.</p>		<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. While tree canopy is not required in the new proposed zoning, there are specific recommendations in the Open Space and Resiliency, Small Business, and Land Use and Design Framework sections that indent to protect and increase tree canopy. You can read those recommendations on pages 142, 108, and 92.</p>	

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5/10/26	Gail Latimore	<p>I don't urge the City to implement many of the changes that the community, over the last year plus, has asked the City to make to the Squares and Streets zoning. The community, represented by numerous HP neighborhood/civic associations and individuals, has met many times with the City on the S&S plan and has developed a comprehensive and thoughtful set of recommended changes to the S&S plan. I particularly urging the City to think out of the box in relation to the following:</p> <p>(1) Increase affordability requirements for any new or adaptively reused housing developments built once the S&S is in place. The current affordability level is inadequate to meet the huge affordability crisis. Affordability is my number one concern and priority and key to preventing displacement.</p> <p>(2) Limit the building heights along the main business streets/corridor to no more than 6 stories. This will prevent wind corridors and shadowing of the street.</p> <p>(3) Protect existing small businesses from displacement.</p>		<p>I don't urge the City to implement many of the changes that the community, over the last year plus, has asked the City to make to the Squares and Streets zoning. The community, represented by numerous HP neighborhood/civic associations and individuals, has met many times with the City on the S&S plan and has developed a comprehensive and thoughtful set of recommended changes to the S&S plan. I particularly urging the City to think out of the box in relation to the following:</p> <p>(1) Increase affordability requirements for any new or adaptively reused housing developments built once the S&S is in place. The current affordability level is inadequate to meet the huge affordability crisis. Affordability is my number one concern and priority and key to preventing displacement.</p> <p>(2) Limit the building heights along the main business streets/corridor to no more than 6 stories. This will prevent wind corridors and shadowing of the street.</p> <p>(3) Protect existing small businesses from displacement.</p>		<p>Thank you for your comments. Affordability requirements are a citywide policy. You can read about the current Inclusionary Zoning requirements on the Boston Plans website. There area also specific recommendations to create more affordable units on City-owned lots. You can read about these recommendations in the Housing section of the Plan (pg. 99). You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. Finally, anti-displacement is a priority that we are addressing citywide. You can read about these efforts in the Anti-displacement Action Plan for Boston.</p>	
5/10/26	Cathy Horn	<p>Thank you for your comprehensive approach to this project. I appreciate the time you have taken to gather feedback from constituents. A lot of great recommendations have come out of the process. Unfortunately, many of the recommendations that would benefit the Square and the community - new pocket parks, arts district, Neponset River access, etc. - have no real commitment behind them, and I fear they will never come to fruition. The recommendations that are likely to happen are those that people can profit from, such as the zoning changes/development, which have a lot of potential consequences. If this is going to happen, there needs to be a phased approach. For example, allow development on one or two parcels and make a firm commitment to providing one of the community-benefitting projects (like a new pocket park), then pause to see how those changes affect parking, traffic, retail, etc. before moving on to the next phase. The identity and livability of our community depends on it.</p>		<p>S3 - 6 are problematic. There shouldn't be anything taller than 4 stories in the Cleary/ Logan Square areas. Anything taller should be on the extreme outskirts in areas that don't currently suffer from intense traffic and parking issues. To allow 7-story buildings next to Hyde Park's beautiful, and in some cases historic, Victorian homes would be a crime. Displacement of current residents and businesses also needs to be addressed in a more concrete way before development is allowed to occur. There should also be a traffic/ parking study done before changes are made. A commitment to keep the municipal parking lot for five years is not adequate, in my opinion. That is the only lot available to visitors to the business district, and there should be a firm commitment to keep it as parking. I'd also like to see a commitment to ensure these areas are not turned into heat islands. Street trees are not enough. Green spaces and roofs, mature trees and energy-efficient buildings are imperative.</p>		<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. Finally, there are specific recommendations to increase and enhance the current open spaces in the Square and to protect and increase the street trees as well. You can read these recommendations in the Open Space and Resiliency section of the Plan (pg. 142).</p>	

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5/10/26	Craig Martin	Shame on BPDA, for not having conducted a shadow study of their proposed zoning changes to our main streets! Most certainly, our commercial entities will be shrouded from the sun. A survey of successful main streets in the region including Norwood, Needham, Quincy, and towns on Cape Cod shows that those streets are not in shadows. BPDA, after years of working on their main streets plan, has no excuse for not providing time to study this critical matter. BPDA should not be obligating future investors to undertake their own shadow studies under the Article 80 process.				Thank you for your comments.	
5/10/26	Maria Petruzzello	<p>Dear Sir/Madam,</p> <p>I write to comment on the latest Squares and Streets proposal for Hyde Park</p> <p>I am concerned about Affordable Housing, which is not plentiful in these proposals and certainly not enough to address community needs. What is the point of just building and building units if people cannot afford to live in them?</p> <p>I am also concerned about PARKING! Please drop this fantasy that everyone is going to ride bicycles everywhere. This is just not feasible for residents who have already established a life here. And I notice that when city officials attend community meetings, they are ALWAYS coming in cars, yet you think that we should give up ours! Please stop building housing units without corresponding parking spaces.</p> <p>It seems that you really want the current permanent residents to leave the city! I feel like I am slowly being pushed out.</p> <p>Thank you for the opportunity to comment. Maria Petruzzello</p>				Thank you for your comments. There are specific recommendations to create more affordable units on City-owned lots. You can read about those recommendations in the Housing section of the Plan (pg. 99). You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. Finally, anti-displacement is a priority that we are addressing citywide. You can read about these efforts in the Anti-displacement Action Plan for Boston.	

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5/12/26	Brown Family	<p>Mayor Wu,</p> <p>This is far out of control since you took office. Your plans and ideas have totally been a complete failure to the community of Hyde Park! You'll made all of these original plans during COVID when people were fighting for their lives without any notifications to the abutters. Called your office some time ago and never any response to these same questions and concerns. Every week it's something new. Let your developers go into the rural neighborhoods for all of the congested neighborhood plans for housing! Some people have worked all of their lives to enjoy their homes that they put sweat and tears into to turn around and have to deal with all of these changes and high taxes etc.... And now you don't have to submit parking for the new construction??? What are we doing here ? This is a nightmare playing out in front of our doorsteps of this area we call home !!!! When you have a chance please respond, I've been waiting for months</p>				Thank you for your comments.	
5/12/26	Mike Prokosch	<p>The Planning Department should withdraw its draft plan and go back to the neighborhood's draft.</p> <ul style="list-style-type: none"> -Hyde Park residents organized an impressive discussion and consensus-building process, giving the Planning Dept detailed guidelines for Squares + Streets. -The Planning Dept largely ignored those guidelines, expanding the plan area beyond what had been discussed and increasing building height well beyond residents' wishes. -Necessary traffic studies and climate planning were not conducted. <p>Overall, it looks as if the Planning Dept considers Squares + Streets as a device to jam as much new square footage into a neighborhood business district as possible, regardless of residents' well-developed plans.</p> <p>I am not a NIMBY. But if the Planning Department continues to waste our time in processes that it then ignores, the Wu administration is going to get more of the pushback that is already blowing its political capital in neighborhood after neighborhood.</p>				Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.	

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5/12/26	Irene Lowney Esdale	<p>My family and I are the owners of Lowney Medical Associates, a longstanding primary care practice, as well as a small business building on Hyde Park Avenue. Because we serve patients and residents in Hyde Park every day, we care deeply about the future of Cleary Square.</p> <p>While we support thoughtful growth and additional housing, we have serious concerns regarding the current redevelopment proposal for Cleary Square and the Myer Dana site. The area already experiences significant traffic congestion, parking shortages, heavy MBTA and school bus traffic, and daily rush hour gridlock. Adding development of this scale without meaningful parking requirements or a comprehensive traffic study will place even greater strain on an already overburdened area.</p> <p>We respectfully urge the city to reconsider the current proposal and complete a comprehensive traffic and parking study before moving forward.</p>		<p>My family and I are the owners of Lowney Medical Associates, a longstanding primary care practice, as well as a small business building on Hyde Park Avenue. Because we serve patients and residents in Hyde Park every day, we care deeply about the future of Cleary Square.</p> <p>While we support thoughtful growth and additional housing, we have serious concerns regarding the current redevelopment proposal for Cleary Square and the Myer Dana site. The area already experiences significant traffic congestion, parking shortages, heavy MBTA and school bus traffic, and daily rush hour gridlock. Adding development of this scale without meaningful parking requirements or a comprehensive traffic study will place even greater strain on an already overburdened area.</p> <p>We respectfully urge the city to reconsider the current proposal and complete a comprehensive traffic and parking study before moving forward.</p>		<p>Thank you for your comments. For any proposed projects over 50,000 sq ft, the specific transportation impacts will be studied and mitigated through the Article 80 process. While the Plan includes recommendations to solve some of the transportation issues that exist today, we can only mitigate future transportation issues when we can study the specific impacts of any future proposed projects.</p>	
5/12/26	Constance Smith	<p>Including the Providence/Stoughton commuter train as viable transportation to and from Cleary Square is unrealistic. A one way ticket is \$6.50 and the service is spotty at best. Increased density won't guarantee new ridership unless the fares are lowered and more frequent Hyde Park stops are added to the schedule. Adding more buses only contributes to more congestion on Hyde Park Ave. Traffic is currently horrible, and many drivers are frustrated, exhibiting dangerous behavior. I'm not exaggerating.</p> <p>Increasing the population of Hyde Park by building 7 story buildings will not improve quality of life and will create unnecessary congestion on the streets.</p>				<p>Thank you for your comments. The recommendation T-1 in the Plan (on page 125) is to advocate for lower fares for the Hyde Park Commuter Rail Station.</p>	

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5/12/26	Janet Smith	<p>“Small town in the city-“ this has been Hyde Park’s motto for many years. People coming into Logan Airport’s “neighborhoods of Boston” feature read that description. Boston Globe Magazine recently said “with its suburban vibes within city limits, Boston’s southernmost neighborhood is the best of both worlds.” (4/19/26).</p> <p>The Squares and Streets plan recently dumped on our town after years of attending planning meetings (which apparently did not count as actual meetings) was an affront to the hard work our community put in to produce a workable plan to increase housing.</p> <p>Cleary and Logan Squares are gridlocked several times each day, yet there are no parking requirements for massive apartment buildings, and even the municipal lot is eligible for development. Our town center will become unrecognizable, our civic buildings dwarfed by housing blocks. The approach to historic Fairmount Hill will be a view blocked by 5 story buildings on 3 corners. I feel Hyde Park has been targeted!</p>		<p>Seven story buildings do not belong in Hyde Park. The Neponset River should not be blocked off. We should not have large apartment buildings just feet away from houses, blocking their sunlight and view. Beautiful Victorian neighborhoods such as on Hyde Park Avenue across from Dell Rock should not be replaced with apartment buildings. Remember what has happened to so many of Boston’s historic neighborhoods that were destroyed in the name of “improvement.” Hyde Park is already a heat island in the summer. It is not fair to expect one neighborhood to be targeted in this manner.</p>		<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). Additionally, the S1 district on the north section of Hyde Park Avenue has been removed. These changes respond to community concerns regarding building height and development while still supporting the feasibility of balanced growth. The amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context.</p>	
5/13/26	Chantel DaleyGrant	<p>This plan does nothing for the current community that will be impacted. There is already enough congestion in the area and no parking to support the current (small) businesses. Why are we looking to displace current businesses and residents?</p>		<p>With these plans comes no solve for current parking issues for residents let alone patrons supporting the businesses. The traffic is already terrible and this area is very tight. We are tearing down trees which we actually need and there is already a lack of sunlight in the area as is. We need to be building the community up and providing helpful resources vs tearing it apart and displacing so many.</p>		<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. Anti-displacement is a priority that we are addressing citywide. You can read about these efforts in the Anti-displacement Action Plan for Boston. Finally, the amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context.</p>	

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5/13/26	Elaine Cusick	<p>To whom it may concern: I have lived in Hyde Park since 2018, just outside Cleary Square. I love my neighborhood. My family is Guatemalan. I am concerned about the S+S plan proposed for Cleary Square. I worry about the canyon effect that 7 story buildings will have in Cleary Square. I also worry that some of the long term restaurants and shops will be pushed out by new developers who don't about the fabric of our neighborhood. Will these proposed new buildings be affordable? Or can we look forward to more "luxury developments" that are not meant for people like me who grew up in Boston? Traffic in Cleary Square is already a nightmare. The density of proposed housing will make it worse. What are considerations for public transport improvements? For example, will the Hyde Park commuter rail price be brought down to mirror the Fairmount line price? This would encourage people like me to take the commuter rail rather than driving. Will these new developments provide parking?</p>		<p>I feel that the proposed zoning for Cleary Square is too dense and does not account for the traffic impacts. I want more information on the improvements to public transport that can be expected, and more assurances about parking availabilities for the Square. I really hope we don't lose the parking lot across the street from the police station and behind the shops on River Street.</p>		<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. The Plan has specific recommendations to build more affordable units in the Square (pg. 99). Furthermore, anti-displacement is a priority that we are addressing citywide. You can read about these efforts in the Anti-displacement Action Plan for Boston. The transportation recommendations in the Plan intend to increase mobility to and around Cleary, including working with the MBTA to include the Hyde Park Commuter Rail Station in Zone 1A, to address costs (pg. 124). Finally, the amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context.</p>	
5/13/26	Robert Dynes	<p>I am concerned about impact that seven story buildings with no additional parking will have on Hyde Park. Cleary and Logan Squares that are already gridlocked. The River Street Bridge will be closed again as construction begins. The public transportation is inadequate to absorb the extra traffic. Optimistic and vague improvements to the MBTA #32 bus service were mentioned.</p> <p>Impact on existing businesses.</p> <p>What will happen to existing businesses?</p>				<p>Thank you for your comment. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. Furthermore, anti-displacement is a priority that we are addressing citywide. You can read about these efforts in the Anti-displacement Action Plan for Boston. Finally, the amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context.</p>	

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5/13/26	Joseph Smith	<p>I live on Fairmount Hill and I am very proud of my neighborhood. The sign at the bottom of our hill welcomes everyone to our beautiful area. Squares and Streets has decided to dramatically change the complexion of the entrance to our hill with the proposed multistory building effort at each corner of Fairmount Ave. and Truman Parkway. While these dramatic changes are slated all over Hyde Park, I wanted to highlight the changes that are so insulting to the Fairmount Hill Neighborhood Association and focus on the impact that these changes will make to the area immediately in front of the historic "20 Associates Homes" that ultimately established Hyde Park as we know it today.</p> <p>We have been long referred to as "the small town in the city". So much of what this plan is doing will change that description. As a 55 year resident of Hyde Park, I work hard with my neighbors in groups like Keep Hyde Park Beautiful and believe our opinions and our preferences matter. Stop this plan!</p>				Thank you for your comment.	
5/13/26	Patrice Gattozzi	<p>I am totally opposed to any 7-story building in Hyde Park and especially in the center of Cleary Square. Our motto is "a small town in the city" and with the proposed plan, that small town image is completely removed and the quality of life is banished. The cute picture on the front of this report will be a farce with unattractive tall box buildings that remove daylight. Currently, there are several apartment buildings going up and they all look the same—cheap and boring. The one lane streets do not fit the size of the proposed buildings. It is impossible to assimilate over 20,000 people in such a short time and space and keep the cohesion of the neighborhood. Why are you doing this?</p>		<p>I oppose the S4 along Truman Parkway and the Fairmount Station. The Fairmount station has some apartment building and they are adequate as they are below the bridge and they do not block a lot of sky, etc. What is proposed is to completely remove any view or idea that the Neponset River exists. I live on Mt Pleasant Street and come down the hill and I do not want to have tall buildings. Build triple decker homes.</p> <p>I have lived in my home for 33 years and been active in the HP community. As a former executive director of HP Main Streets I understand the importance of small businesses. I think this plan is a mistake.</p>		Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.	

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5/13/26	Mimi E Turchinetz	<p>I have deep concerns about the zoning map and the Small Area Plan as currently proposed by Boston Planning. Much of what is proposed will likely lead to unintended consequences and result in massive displacement of current LMI and BIPOC resident and legacy businesses. I find this unacceptable. As a resident who has been deeply engaged in the community of Hyde Park and an advocate of equity, affordable housing and resilience- I just don't see how the current map or Small Area Plan gets us there. I will address some key points:</p> <p>DISPLACEMENT - I am extremely concerned about the survival of our legacy restaurants and small businesses. I have read the City's Anti-Displacement Plan. It has no clear solutions for these business owners. Displacing these businesses will undermine Cleary Square. Delicias Colombianas is one of our strongest cultural gathering places for the whole neighborhood. It is a gathering place for the Columbian community-and also one of our key anchor businesses. Cont.next</p> <p>Delicias Colombianas Hyde Park must be protected. It is a gathering place for the Columbian community-but it is also one of our key anchor businesses where all cultures and demographics feel comfortable to enjoy great food and wonderful service. What will happen to this business? This business must be retained in our neighborhood. We must have a right to return for this restaurant if displacement occurs. The Hyde Park community voted on a consensus map to keep the zoning here 4 stories. Please zone this as SC. Additionally, we must have an agreed upon strategy to save this business as well as other key businesses in Cleary Square.</p>				<p>Thank you for your comments.</p> <p>Anti-displacement is a priority we are addressing citywide. Current state law does not allow Boston to create a right-to-return policy.</p>	

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		<p>AFFORDABLE HOUSING - There is an affordable housing crisis in Hyde Park as well as across the neighborhoods of Boston. To address this, there must be increased affordability required in the Squares and Streets footprint. One solution could include 1/3 low income, 1/3 moderate and 1/3 market in developments in the Squares and Streets planning area. This would allow more residents to stay in Hyde Park and not be displaced. I support density in the square and also support building more affordable housing. We also need housing that has 3 bedroom units for families, not just studios and 1 bedrooms for individuals and young people. Hyde Park is a family neighborhood and we must maintain our commitment to families through the building of more affordable housing in the Squares and Streets planning area. Boston Planning must be willing to work with the neighborhood long past the map has been voted on and implemented to help shape the community development process moving forward.</p>				<p>Affordability requirements are a citywide policy. You can read about the current Inclusionary Zoning requirements on the Boston Plans webpage. There are also specific recommendations in the Cleary Square Small Area Plan to create more affordable units on City-owned lots. The creation of more housing units in the Square will help with affordability throughout the area. Furthermore, the creation of affordable, family-sized units is something community can advocate for in the Article 80 process.</p>	
		<p>The development in the SaS planning area is not required to include parking. The building that will occur after the mapping is complete will result in increased transportation nightmares. We already experience gridlock in the square several times a day. The kind of build out anticipated requires a comprehensive transportation study for adequate planning. The Transportation Department must deliver on the transportation study as promised in 2019. Planning decisions must be based on data and we need a transportation study to provide us with that data. There are many elders, people with disabilities and families in Hyde Park who need to drive to and park in the Square. They are unable to use Blue Bikes, nor will they be able to conduct their business on the bus or the commuter rail. We must retain adequate parking for these Hyde Park residents. Street parking remains critical for these residents, as does retaining the municipal parking lot for parking and not allowing it to be developed.</p>				<p>For any proposed projects over 50,000 sq ft, the specific traffic impacts will be studied and mitigated through the Article 80 process. While the Plan includes recommendations to solve some of the transportation issues that exist today, we can only mitigate future transportation issues when we can study the specific impacts of any future proposed projects. The transportation recommendations intend to increase all forms of mobility for all residents and visitors. You can read those recommendations on page 124 of the Plan.</p>	

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		<p>TREE CANOPY AND GREEN SPACE - There is currently NO requirement for tree canopy or heat remediation in the Squares and Streets Small Area Plan, nor green space requirements in the zones proposed. This must be remedied before the map and plan are accepted and voted on. According to climate scientists, there must be a balance between buildings and mature trees in order to protect the community from the effects of climate change. The City's Urban Forestry Division heat map of Clearly and Logan Squares shows the highest possible number of unhealthy, heat events during the summer. New construction of much larger buildings will make this worse. Street trees, green roofs, energy efficient buildings and trees help, but it is mature trees grouped together that do the best job of keeping the air clean and cool and preventing flooding. We need a formula for how many micro forests the city should require alongside or close to the new 4-6 story buildings.</p>				<p>We do not have the legal authority through zoning to require trees on private property. However, we can and do require things like permeable area and yards, which provide the space needed to preserve and plant trees. Additionally, increased tree canopy, street trees, and green spaces are all recommendations in the Open Space and Resiliency section of the Plan (pg. 142).</p>	

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		<p>ARTS, CULTURE AND HISTORIC PRESERVATION - The community is concerned that our sense of place and our “Small Town in a Big City” village will be upended by the current proposed zoning. There is not enough of a deep commitment to saving our historic buildings and spaces. Many homes and commercial buildings have historic importance, adding to our community’s quality of life. The increased housing anticipated under Squares and Streets can support these positive features if development is done right: through design review, measures that encourage building reuse not demolition, and investment in needed public improvements such as sidewalks, trees, and lighting. We continue to advocate for a Squares and Streets approach that breaks down City silos and truly involves the whole community in shaping our neighborhood’s future.</p>				<p>Much of the historic buildings (such as the Everett Theater and Riverway Theater) are mapped in the SC district, which encourages preservation by allowing the existing built form (including by removing parking minimums) and not allowing heights greater than the heights allowed currently. Our ability to preserve historic buildings will also be strengthened through the Plan recommendation to complete an area form update (LD-3, page 92). Additionally, the S1 district on the northern part of Hyde Park Ave has been removed to preserve the Victorian homes. This was done in response to community feedback.</p> <p>As for design review, the proposed rezoning does not change the existing Article 80 design review process. There is extensive design review for each project, as well as opportunities for the community to weigh in on design aspects of the proposed building. For smaller-scale projects, the Neighborhood Design Overlay District will also remain and requires design review for any new construction or addition over 750 sq ft which is visible from a public right-of-way.</p> <p>Finally, the Plan has specific recommendations to improve sidewalks, plant street trees and protect existing trees, and add lighting to public areas. You can read those recommendations in the Transportation, Open Space and Resiliency, and Small Business sections of the Plan (pg. 124, 142, 108).</p>	

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				<p>Hyde Park Ave from West Street to Webster Street is zoned S1-which means that development can be 4 stories with no limit to the number of units. The B'nai Brith development is an S1 project. It fills a full city block with 63 units. This kind of development would tower over the historic Victorian homes on Hyde Park Ave. This is inappropriate for our "Gateway to Cleary Square", which is an attractive Victorian row of single and two family homes. This is not a location where big box multi-families belong. This area should not be rezoned and it should stay as is, which is 2F-5000. We must maintain our character and historic sense of place in Hyde Park as we rezone. The plan must consider Architectural Conservation Districts and strict design reviews and incentives for building reuse over demolition. Inappropriate mapping, like S1 on Hyde Park Ave/Victorian row, will encourage demolition and dense mult-family building in this location which makes no sense here.</p>		<p>This has been removed from the map. See the revised map at bostonplans.org/cleary-square.</p>	
				<p>Building height should be carefully considered and we should take into account the following; appropriateness for the neighborhood as compared to the existing buildings, and the effect of shadows and wind caused by taller buildings.</p> <p>Here on River Street, Boston Planning is proposing that the height of buildings allowed would be S4, seven stories and 85 feet. Most of the existing commercial buildings are one or two-stories. Because this a narrow street, tall buildings would likely put River St. in shadow for a good part of the year. A wind tunnel may also result, as well as a canyon effect due to the narrow nature of the street. Another question arises-What is the appropriate height of buildings in commercial corridors and residential neighborhoods? How will the City make sure that we are not turning our streets into shadowy and less pleasant spaces? Where else in the City's neighborhoods do we have 85' building fronting on narrow residential-sized streets?</p>		<p>S4 has been removed from the proposed map and replaced with S3-6 in response to community feedback. Part of River Street is mapped S3-6 rather than SC to support the feasibility of balanced growth.</p>	

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				<p>There are not enough mixed zones in this large swath of S4 zoning proposed on Hyde Park Ave from Akiki to Dana Ave, on both sides of the street. If all of this area were built out, the character of the neighborhood would be negatively impacted. Much of this should be zoned S3.6 with SC zones interspersed. We need variety in our street scape, not S4 7 stories. Much of the side of Hyde Park Ave where the post office is should be S3.6, while the other side of the street would benefit from being zone SC. This would balance the urban feel of the neighborhood and better comport with Hyde Park. Next to the area by the Post office where we want to see an expansion of the performance area, the adjacent parcel should be SC, to soften the area. Once again- not all this area should be zoned S4.</p>		<p>On the revised map, the South West side of Hyde Park ave is mapped S3-6 with much of the South East side mapped SC. Part of River Street is mapped S3-6 rather than SC to support the feasibility of balanced growth.</p>	
				<p>This area is the Municipal parking lot. It should NOT be mapped S4. If the zoning process is iterative and can be changed, let's consider mapping the parking lot at a later point in time. There has been agreement that there will be no development on the Muni parking lot. There has been a promise to retain it for parking. Cleary and Logan Squares NEED this parking to help sustain their businesses. Why would we change the zoning of this lot before a traffic study and before we see the consequences of expanded development in the SaS zoning area? It makes no sense. Please honor your promise and do not map the Municipal lot S4.</p>		<p>Currently, the parking lot is zoned the same use as all of the adjacent private property. Through the Squares + Streets rezoning, we will maintain this existing consistency and continue to match the zoning to the adjacent private property. If the City decides to explore redevelopment in the future, this zoning will accommodate a variety of potential uses and help streamline that process.</p>	
				<p>There is too much of the residential area mapped SC. The Resident Petition filed by the Hyde Park SaS community Working Group created the SC district with Boston Planning and it was intended for commercial areas, not residential streets. It does not make sense to zone much of the residential area of the planning area as SC. This area should be retained as is- most of it is SF 5000- and it should stay that way. Everett St should be the dividing line. Harvard Ave between Everett and Webster should not be SC. It does not make sense. The proposed height and density does not work in this residential area.</p>		<p>Besides a few residential uses on Hyde Park Avenue (which are also proposed as SC on the HPNA map), the only residential parcel North of Everett which is in the proposed SC district is the Pryde. The Pryde is included because the community space and large floor plate mean it fits better in S+S zoning than the existing 2F zoning.</p>	

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				<p>The SO zone proposed for this area between Pierce and Davison is excessive. It could be appropriate for one block up from Fairmont Ave, but not all the way to Walter Street. This area is residential. It is not transitional. The houses are 1 story and would be dwarfed by 4 story buildings. The commercial district would creep up unnecessarily in an area that should be retained as residential.</p>		<p>This has been removed from the map. See the revised map at bostonplans.org/cleary-square.</p>	
				<p>This swath of land by the Neponset River should not be zoned S4. Future development of this height and density will dwarf the river and create a barrier to the river access we are so desperately trying to bring back in Hyde Park. How do we knit this area back together with the rest of Logan Square? S4 is not the way. Some of it could be S3.6, and some of it could be SO and SC. Let's be more creative as we think about how to implement zoning to retain what works about Hyde Park and not create barriers to river access.</p>		<p>It is now S3-6, which also aligns with the HPNA map.</p>	
5/13/26	Nancy McKinney	<p>As a relatively new resident of Hyde Park (nearly four years), I love the diversity of this community and the mix of historic buildings, small businesses and family residences.</p> <p>I am very concerned that the proposed zoning (S4) allowing 7 story buildings on River Street will cause the displacement of several small businesses and two restaurants that bring vitality to the community. Even if the city helps these businesses to relocate during construction, there is no guarantee that they will be able to come back once the project is completed. The proposed buildings would also replace structures that have character and visual interest, particularly the building that currently houses Las Delicias Colombianas and Boston Restaurant Bar and Grill.</p> <p>I live in Hyde Park and I am very concerned that the proposed zoning (S4) allowing 7 story buildings on River Street will cause the displacement of several small businesses and two restaurants that bring vitality to the community. Even if the city helps these businesses to relocate during construction, there is no guarantee in the plan that they will be able to come back once the project is completed. The proposed buildings would also replace structures that have character and visual interest, particularly the building that currently houses Boston Restaurant Bar and Grill.</p>		<p>The Arts Corridor referred to in the recommendations seems to be aspirational; however to make it feasible, practical steps must be taken to protect the historical buildings that house the Everett Square Theatre and the Riverway Theater. I would like to see a zone added for historic buildings that would prevent these structures from being torn down by developers and encourage preservation.</p> <p>The plan's illustrations feature trees and green spaces. However, most of the developments achieve this by inserting "street trees". These are small trees that will take many years to provide the benefits that mature trees provide - e.g. cooling, air quality, habitats for pollinators and birds, and carbon sequestration. The plan should mandate the protection of existing trees. It should also include a requirement that green spaces include trees clustered together, as they are in myawaki forests (self-sustaining urban mini-ecosystems). Single trees planted in sidewalks will not accomplish these benefits.</p>		<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. Anti-displacement is priority we are addressing citywide. You can read about these efforts in our Citywide Anti-displacement Action Plan. The Open Space and Resiliency section of the plan has specific recommendations to first protect existing trees, but also increase street tree planting and coverage. Additionally, there are recommendations to create more substantial open spaces, including expanding the pocket parks in the Square, and creating a new park at the Former Lewis Chemical site. You can read all of those recommendations on page 142 of the Plan. As part of the rezoning process, our Department mapped out parcels that are unlikely to change or be developed with new zoning, this includes historic sites such as the Everett Theater and Riverway Theater.</p>	

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		<p>The plan's illustrations feature trees and green spaces. However, most of the developments achieve this by inserting "street trees". These are small trees that will take many years to provide the benefits that mature trees provide - e.g. cooling, air quality, habitats for pollinators and birds, and carbon sequestration. The plan should mandate the protection of existing trees. It should also include a requirement that green spaces include trees clustered together, as they are in myawaki forests (self-sustaining urban mini-ecosystems). Single trees planted in sidewalks will not accomplish these benefits.</p>					
5/13/26	Annette Therrien	<p>This is my response to "Untitled Question 11": I am in full support of the goals of Cleary Sq. and targeted outcomes, but a comprehensive transportation & parking study is needed in this already overly-congested area. While I am in full support of the storefronts, I am greatly concerned about adding up to 7 stories in this area, because it will limit sunlight and potentially create a wind tunnel down this tight thoroughfare. I think the height in this area should be no more than 4/5 stories.</p> <p>I do like the opening of the area on the Neponset and am open to increasing housing by Fairmount Station. Increasing tree canopy & green spaces is the way to go to make it a desirable place for people to go.</p>		<p>This vicinity shouldn't be more than 4-5 stories in height. The streets are narrow and and this will cause excessive shadows (detrimental to whatever greenery is planted there) as well as a potential wind tunnel effect. The S2 (mixed-use) design would be better.</p>		<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.</p>	

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5/13/26	Christine Sims and Laura A. Sims	<p>NEED GUARANTEES THAT CURRENT RESIDENTS / BUSINESSES WILL NOT BE DISPLACED.</p> <p>7-STORY BUILDINGS BEING PROPOSED WILL CREATE A DARK, UNSAFE CORRIDOR ALONG HARVARD AVENUE, RIVER STREET AND HYDE PARK AVENUE, WITHOUT TAKING INTO ACCOUNT HOW NARROW THIS AREA IS AND WOULD DESTROY THE WELCOMING ATMOSPHERE OF OUR SQUARE.</p> <p>COMMERCIAL SPACE ON FIRST LEVEL AND SECOND FLOOR LIVING SPACES ARE ACCEPTABLENO HIGH RISES OF 7-STORIES ALLOWED.</p> <p>FOR HEALTH, NEIGHBORHOOD TREES AND SUNSHINE ARE ESSENTIAL.</p> <p>HAVE ACCOUNTABILITY TO RESIDENTS.....</p> <p>DON'T MAKE US AN INNER CITY.</p> <p>QUALITY OF LIVING WILL DETERIORATE IF THIS PROJECT NEGLECTS TO REALIZE AFFORDABILITY, COMFORT OF LIVING, EASE OF ACCESS AND PARKING OF VEHICLES FOR TRANSPORTATION.</p> <p>THE CURRENT PLAN SEEMS SUFFOCATING AND NOT WELL THOUGHT OUT,</p> <p>THIS PLAN WOULD MAKE HYDE PARK A "CEMENT CITY",</p> <p>STRONGLY REQUEST RE-EVALUATION OF DESIGN PLANS TO SAVE HISTORIC CHARACTERISTICS , ZONING COMFORT AND TREE CANOPY TO MITIGATE HIGH HEAT IN THIS PLAN.</p>		<p>LEAVE ZONING "AS IS". DO NOT CREATE EXCESSIVE DENSITY .</p> <p>PROVIDE TRAFFIC STUDIES FOR EASE OF VEHICLE NAVIGATION.</p>		<p>Thank you for your comments. Anti-displacement is a priority that we are addressing citywide. You can read about these efforts in the Citywide Anti-displacement Action Plan. Furthermore, you can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.</p>	

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5/14/26	Joan Quagenti Bahadir	Having been involved in this process for a number of years, I am frustrated and disappointed that this process is still going on while building is going on around us here in Hyde Park with apparent little thought to how it will all look at the end. Hyde Park was the last annexed are to the city. This area was a haven for people who were displaced from other areas of the city at the time when the West End was obliterated and promises made to residents that there would be a place for them to return to. What I find now is that this whole process seems to be disguised as something else, however will result in the same thing. Businesses have already been displaced here. Residents have moved to other states for more affordable housing options. This community was built by people with city values who wanted more livable environments. The proposed plans seem to target only certain segments of population while discriminating against others.		Creating the proposed seven story buildings on either side of River Street would create a heat island, a wind tunnel and would reduce the amount of natural light. The street is too narrow to support this type of construction. In thinking of the unintended consequences of this: grocery stores are far enough away that walking to one of them and carrying home groceries or hauling them on a bus does not make sense. Will residents rely on grocery delivery/food delivery making an already congested River Street be even more congested? Having a small grocer move into one of the limited retail spaces might make sense, however their prices will be significantly higher than a large chain. This sounds like downtown Boston living to me. That is not what this neighborhood is about. I run the Grew Park Neighborhood Association and we are very concerned about the future of Hyde Park as a true neighborhood and accelerating to renters living on a commuter rail line stop to access downtown.		Thank you for you comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. The proposed changes will allow for more new shops, including grocery stores, open as-of-right.	
5/14/26	Yovanny Arias	you are closing business in the community, congestion, no parking.				Thank you for your comments.	
5/14/26	Maria Costa & Lucile Costa Hurd	To have 7 story buildings in the main section of the square is totally unacceptable. The area is congested enough as it is. There would be no sunlight between the buildings. Parking now is really bad. The parking lot across from the library is not big enough which will make parking worse if there are new apartments built. Not only that I don't think consideration was taken into to account about people that would be making deliveries for food and other service people, people also that would be visiting and people that you hire such as visiting nurses and so on. Not everyone that lives here works in Boston. I don't think you will be adding value to our city of Hyde Park. Traffic is bad enough now. You're taking a nice area of our city and making it worse, not better. You need to listen to the people that live in our city. There have been more than enough apartments already built and that are in the process of being built. I feel our city is already over built.		Having a building with 7 floors and even 4 floors is totally unacceptable. The area will look closed in with such high buildings and look out of place. You will also be taking away the lack of sunlight in this area as well.		Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square . All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). These changes respond to community concerns regarding building height and development while still supporting the feasibility of balanced growth.	

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5/14/26	Ellen Scalesde			<p>TRANSPORTATION AND PARKING - None of the development in the Squares and Streets zoning area is required to include parking. The public transportation in Cleary and Logan Squares is not adequate. The significant building that is expected to occur will result in increased transportation nightmares. The neighborhood already experiences gridlock in the square several times a day.</p> <p>TREE CANOPY AND GREEN SPACE - There is currently NO requirement for tree canopy or heat remediation in the Squares and Streets Small Area Plan, nor green space requirements in the zones proposed. This must be remedied before the map and plan are accepted and voted on.</p> <p>BUILDING HEIGHT -Building height should be carefully considered and we should take into account the following: appropriateness for the neighborhood as compared to the existing buildings, and the effect of shadows and wind caused by taller buildings.</p> <p>DISPLACEMENT of existing businesses is a concern that must be addressed.</p>		<p>Thank you for your comments. The amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context. While tree canopy is not a requirement under proposed new zoning, there are specific recommendations to protect and increase tree coverage in the Square. Additionally, there are recommendations to increase and enhance the existing open spaces, including improving the connection to the Neponset River (pg. 142). The S2, SC, and S3-6 districts all have an outdoor amenity space requirement for new projects. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. And finally, anti-displacement is a priority we are addressing citywide. You can read more about those efforts in the Citywide Anti-displacement Action Plan.</p>	
5/14/26	Fred Scalese			<p>I would only be in favor of a seven story building if it had specific parking designated for the tenants. Traffic concerns are a major concern for me as the current flow of cars in that area is already congested.</p>		<p>Thank you for your comment. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. The amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context.</p>	

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5/14/26	Alythea McKinney	<p>I am concerned that development enabled by this plan will displace small and independent businesses our community values. When I spoke with BPDA staff about this, they said businesses renting space already run the risk of displacement. However, the City's proposed rezoning makes displacement much more likely. So we need the City to protect our small businesses, ensuring that those facing temporary moves receive the financial support to navigate the full length of the disruption, and ensuring that they can - and can afford to - return to and reestablish themselves in their original locations.</p>		<p>Rezoning these rows of historic homes for four-story buildings is completely inappropriate for this area so close to the urban wild. These yards are home to mature trees which help extend and strengthen the urban wild's ability to sustain birds and other wildlife. A growing number of residents in this neighborhood are cultivating native plants and attracting and supporting butterfly, hummingbird, and other delicate populations. The construction of large apartment buildings so near the urban wild would destroy these ecosystems and these efforts. In addition, the historic homes themselves contribute to the character of Hyde Park. They can and should be restored, not replaced. They could host multiple units, and ADU's could be added as well, while respecting and preserving the existing trees and surrounding environment.</p> <p>The plan points out (on p. 40) that the building housing Boston Bar & Grill and other businesses (at Hyde Park Ave & River St) is beautiful and representative of Hyde Park. Yet the City's rezoning proposal would result in its demolition. It should be preserved, with additional stories built above it. Or at least its historic facade could be saved and attached to the new building (conservators could help), and/or its details could be echoed in new construction, keeping human-scale architectural interest for our community, instead of disrupting it with more of the massive blank boxes built today. When the Pryde couldn't use the original classroom doors as apartment entrances, it still preserved and displayed them; they add warmth, character, history, and human scale to the building. Since the City initiated the proposed zoning, it has the responsibility to treat, and to ensure that developers treat, changes to our community's material culture with at least as much care as the Pryde has.</p>		<p>Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). These changes respond to community concerns regarding building height and development while still supporting the feasibility of balanced growth. Additionally, the S1 district on the north section of Hyde Park Avenue has been removed, in response to community concern of preserving the historic Victorian homes. For projects that are too small to go through Article 80 review, most of Cleary Square falls in a Neighborhood Design Overlay District, which means that design review is required for any addition or construction which over over 750 sq ft and visible from a public right-of-way. The Planning Department is also studying updating triggers for design review for sub-Article 80 projects across the City.</p> <p>For any proposed projects over 50,000 sq ft, the specific transportation impacts will be studied and mitigated through the Article 80 process. While the Plan includes recommendations to solve some of the transportation issues that exist today, we can only mitigate future transportation issues when we can study the specific impacts of any future proposed projects.</p>	

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		<p>I live in Hyde Park. I'm concerned that parts of the plan responsive to the community and existing environment - for example, guidelines calling for diverse rooflines, porches and other gathering spaces, etc. - have no real power as written, while those that would surely lead to the replacement of historic buildings and green space with multi-story boxes would be unstoppable once new zoning is approved. Based on p. 36 and conversation with BPDA staff, projects under 15 units could entirely ignore the design guidelines. Larger projects could only be made to follow the guidelines through Article 80 review processes, taking more of citizens' time. Why have automatic approval for multiple stories, yet fail to create real requirements ensuring that new development respects nature and history and strengthens community? If a review process is the only way to shape projects and bring the design guidelines into reality, one must be established for smaller projects before new zoning is approved.</p>		<p>River Street is narrow. Seven stories is too much. And adding multi-story buildings of any size without first addressing the street itself would result in numerous problems for the community. We need a traffic study first. We also need a wider streetscape to allow sunlight in between any taller buildings. In addition, we need microforests rather than single street trees. Street trees and other isolated plantings would not be sufficient to help counteract the already intense heat island effect that would be exacerbated by additional development in this area. The City needs to insist on biodiverse microforests instead.</p> <p>The historic and architecturally interesting buildings along Fairmount Avenue must be preserved. BPDA staff informed me that zoning them for 4 stories would offer some protection - that, as they are nearly 4 stories already, developers are unlikely to replace them to gain only a story more. But many segments are actually two stories or only one. Also, that is not real protection. We need these buildings for the promised arts corridor and the character and history of Hyde Park. If the city wants to rezone them, it must first guide and support the community in gaining designations for the buildings that will require developers to restore rather than replace them.</p>			

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5/14/26	Y Michaelidis	<p>I live in and grew up in Hyde Park, and I oppose the Squares and Streets plan as drafted.</p> <p>I am not against growth. I want more housing, more affordability, and a busier Cleary Square. This plan will not get us there. It does not protect small businesses and renters at risk of displacement, affordability requirements are too shallow, transportation has not been studied, climate and heat impacts are ignored despite the City's own data showing Cleary and Logan Squares approaching crisis, and the heights are out of scale with nearby residential and historic blocks.</p> <p>Hyde Park came together many times on a community consensus map. This proposal does not reflect that work and ignores concerns we have communicated clearly.</p> <p>Please revise the map and Small Area Plan to protect residents and small businesses, deepen affordability, address transit and climate, and respect the neighborhood's scale and character before any vote.</p> <p>Sincerely, A Dana Ave resident</p>		<p>This area is overwhelmed already, there is unbridled and incredible ugly building happening on this street and the Hyde Park Commuter rail station is in an embarrassing state of disrepair. The city should invest in improving the station and walkways, increasing the schedule and improve the condition of the parking lot. We already have increased crime in our neighborhood, very late night noise and loitering and increased density without any care will make this significantly worse. If you are going to allow all this building, the city needs to invest in the areas that the developers are abusing for profit.</p>		<p>Thank you for your comments. Anti-displacement is a priority we are addressing citywide. You can read about this effort in the Anti-displacement Action Plan for Boston. Affordability requirements are a citywide policy. You can read about the current Inclusionary Zoning requirements on the Boston Plans website. There area also specific recommendations to create more affordable units on City-owned lots. You can read about these recommendations in the Housing section of the Plan (pg. 99). You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. Additionally, the Plan has specific requirements to increase and improve open and green spaces in the Square (pg. 142), and the proposed zoning has new outdoor amenity space and permeable surfaces minimum requirements. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.</p>	
5/14/26		<p>I do not support this plan. The overbuilding with no plan for climate, parks, green space, improved transportation and to protect businesses and spaces for low-income residents make this plan terrible. Please improve these areas and then maybe we can support increased housing.</p>				<p>Thank you for your comment. You can read about our recommendations to improve and increase open spaces in the Square and to improve mobility to and around Cleary. You can read those recommendations in the Open Space and Resiliency section and the Transportation section of the plan (pages. 142 and 124). Additionally, the proposed zoning has requirements for permeable surfaces and outdoor amenity spaces. Finally, anti-displacement is a priority we are addressing citywide. You can read more about those efforts in the Citywide Anti-displacement Action Plan.</p>	

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5/14/26	Lynda Fraley	<p>I and my family of four have lived in Hyde Park for 34 years. I do not approve of the current plan for several reasons.</p> <p>First, using my family as an example, even after all new development, my two adult children could likely not rent or buy here. Both need affordable rate (one 80%, one 60% AMI) 2-3 bedroom units. Many of the limited number (20% of total) of affordable units will likely be only one bedroom because a greater number of smaller units are more profitable for developers.</p> <p>Second, transportation has not been fully addressed. River St. in Cleary Sq is already periodically clogged (recently took 12 min to get across River St. Bridge to Truman Hwy) And, commuter rail trains may have been overrated for many new people. In our family, 2 of 3 working adults could not take the (\$13/day) train to work because their jobs are not on or linked to rail lines. (Yes, they need cars and parking.) Also there is sometimes limited capacity on Cleary Sq trains.</p> <p>cont'd in zoning</p>		<p>continued from Plan comments</p> <p>Third, six to seven story building heights are just too high, particularly at the intersection of River and Hyde Park Ave (HPA) and continuing up River. I have a difficult time accepting that City planners would seriously design such a four corner canyon. Also, rezoning of residential homes should be limited, including the old homes on HPA, due to the loss of neighborhood, historical architecture, and the loss of trees and plants.</p> <p>Last, I am disappointed in the City's process. Our neighborhood association worked hard to communicate with City staff and submitted a final proposal which was aggressive in increasing building heights. Then without further discussion, the City released a final plan that varied significantly from our proposal, with no explanation. Process really does matter.</p>		<p>Thank you for your comment. You can read about our recommendations to improve and increase open spaces in the Square and to improve mobility to and around Cleary. You can read those recommendations in the Open Space and Resiliency section and the Transportation section of the plan (pages. 142 and 124). Additionally, the proposed zoning has requirements for permeable surfaces and outdoor amenity spaces. Finally, anti-displacement is a priority we are addressing citywide. You can read more about those efforts in the Citywide Anti-displacement Action Plan.</p>	

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5/15/26	Rosetta reilly Mark	<p>My family and I moved to Hyde Park over 10 years ago and we absolutely love the area and the sense and feeling of neighborliness and community that we experience when we walk on the streets. We bought a house on Hyde Park Ave. and while it's a busy road we love rearing our family here.</p> <p>We are extremely concerned about the current proposal to purchase demolish and rebuild the heart and soul of Hyde Park. We will lose everything that makes it special. We will lose our light on the main street as the seven story buildings will make narrow Shady streets and we will lose some of our local businesses... Families who have been working here for years. My husband and I are both educators and my husband works extensively in Boston with the homeless on a voluntary basis. We are acutely aware of the need for affordable housing but your proposal to build one and two Room apartments will not facilitate families-those most in need . There needs to be more thought and planning putting into this.</p>		<p>Lack of a canopy of trees, lack of parking, lack of traffic planning, lack of enhance public transport, lack of consideration for those who have been living here for generations. Gentrification of an area, which will price people out of here with an increase in the cost of the units, etc. No consideration or respect shown to the historic nature of this area into the few buildings we have that are beautiful and need to continue being the focus of the squares. Local people need to be involved in this planning rather than having City Hall think they can solve the cities housing crisis by destroying our neighborhood.. very disappointing in this day and age that people can be so shortsighted as to propose seven story building structures in an area that currently feels more like a village. The new buildings that have been built already feel very tall for this small space. Please stop these proposed changes before Hyde Park is irreparably damaged and destroyed.</p>		<p>Thank you for your comments. There are specific recommendations in the Plan to protect and increase tree canopy and open space in the Square (pg. 142). All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). Additionally, the S1 district on the north section of Hyde Park Avenue has been removed, in response to community concern of preserving the historic Victorian homes. You can view the updated proposed zoning map at bostonplans.org/cleary-square. These changes respond to community concerns regarding building height and development while still supporting the feasibility of balanced growth. As for transportation concerns, the amount of parking is determined through the Article 80 process for any new development. Each project is subject to transportation review to determine how parking will fit into the surrounding context. Furthermore, the transportation recommendations of the Plan intend to increase mobility to and around the Square by working closely with the MBTA. You can read those specific recommendations on page 124 of the Plan. The Plan also has specific recommendations to build affordable housing units on City-owned lots (pg. 99), and building more housing will units will help with affordability throughout the area. Finally, the you can read about our Community Engagement process and all the local people we engaged with in the Community Engagement section of the Plan (pg. 19), and in our Full Engagement Report.</p>	

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5/15/26	Jill Lacey Griffin			<p>Please take the S1 district that captures historic homes on HP Ave off the map. The two-block stretch of Queen Anne and Colonial Revival style homes along Hyde Park Avenue (between Webster and Dell Ave) serve as a gateway to Cleary Square and identify Hyde Park in a way that no six-story residential box could. Most were built from the early 1870's to 1900's by local contractor Charles Haley who lived at 1161 Hyde Park Ave for over 50 years. This section of Hyde Park Avenue is located a few blocks from the commercial district. They should not be re-zoned for dense multi-story development.</p> <p>The City and community should work with the City's Dept of Historic Preservation to create future Local Historic Districts to ensure that the sense of place that Hyde Park residents value remains.</p> <p>The City Owned Municipal Parking lot serves a crucial need for the health of our commercial district and allows residents from other neighborhoods across the city to support our restaurants and shops. Although the Planning Department committed to not allowing development on the municipal parking lot, the map proposes zoning for a seven-story building with zoning of S4. Please remove this from the map.</p> <p>The creation of an S4 district along River Street from Hyde Park Avenue to Logan Square- Allowing up to 7 stories on both sides of a narrow two-lane street will significantly reduce sunlight, creating a canyon effect, threaten the tree canopy along the street, and destroying the small-scale, small-town feel of Hyde Park's business district. 7 stories will also significantly dwarf Christ Church (1893) at 1120 River Street, which is listed on the National Register of Historic Places.</p> <p>I do support higher density in the City owned Pingree lot and along Hyde Park Avenue from Shaw's supermarket to the Akiki Gas Station/Webster Street.</p>		Thank you for your comments. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). These changes respond to community concerns regarding building height and development while still supporting the feasibility of balanced growth. Additionally, the S1 district on the north section of Hyde Park Avenue has been removed, in response to community concern of preserving the historic Victorian homes.	
5/15/26	Michael Pelletier-Ozuna	I don't live in Cleary Square but I do travel through this area often. I am in favor of building more housing, more wayfinding signs and pedestrianization of streets, and adding more green spaces that everyone can enjoy.				Thank you for your comment.	
5/15/26	Analia			I am in support of the development, the housing, and would like to support additional biking infrastructure.		Thank you for your comment.	

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5/15/26	Michael Knapp	I am on full support of any proposals to add density, mixed use development, and improved pedestrian biking and transit infrastructure to Cleary Square. Boston needs to move forward with these plans.				Thank you for your comment.	
5/15/26	Tim Smith	<p>General Comment: Process: the plan document is frontloaded with the prep work and research done by the Department and much of this is well documented. Per the timeline schedule P. 23, the Department developed the final plan beginning in June 2024. One of the most important aspects of S&S is the zoning plan which was released in March 2026. For most of two years, I am pretty sure there was not a single zoning plan development meeting held between the community and the City. The community had to do their own planning to help illustrate and educate neighbors about possible zoning options in public open sessions. For a City whose leadership promotes inclusion and involvement, the lack of public process between 6/24 and 3/26 from the City was disappointing and fell well below what one might expect. Over many months, there was a real opportunity to share what the Planners were thinking and the rationale for various zoning proposals. Suggestion: involve people more. We live here.</p> <p>Report: helpful for lay people if you included a "Definitions" section in the report so that people do not have to dig thru the zoning code to understand terms you use. For example: "Outdoor Amenity Space" is used throughout the report. According to zoning docs, this can be either for residents of that property or the public. The way it is used in the report suggests more widespread public use of these properties; however, given financial, management, and litigation issues, it is less likely that a private developer will willingly provide space on their property for public access. I think you give an impression about public access that people get excited about and will support but do not discuss the reality that most OAS will be privatized. There is much in the report that is aspirational, that is, what we would like to see but no where is this tempered by the reality of what is likely to be built. Less use of the word "should" (aspiration); more "must" and "will".</p>		In a previous meeting, I asked for an example where one could find 85' tall buildings on either side of a 50-52' ROW that wasn't an industrial building.		Thank you for your comments. You can find a complete list of all events we held, including multiple zoning educational workshops in English and Spanish, in the Full Engagement Report in the appendices section of the Plan. Regarding other comments, the Plan as specific recommendations to enhance and increase the public open space throughout the Square, including establishing a new park at the Former Lewis Chemical Site (pg. 142). You can read more about the recommendations to support small business and BIPOC and immigrant business owners in the Small Business section of the Plan (pg. 108). As for zoning, all proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). You can view the updated proposed zoning map at bostonplans.org/cleary-square . These changes respond to community concerns regarding building height and development while still supporting the feasibility of balanced growth. Each Article 80 project goes through intensive review and has specific mitigation packages based on the surrounding context that respond to the general concerns of wind and shadows.	

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		<p>P 29, outcome 3 indicates that protections for small immigrant owned and BIPOC businesses are required. I agree. With redevelopment, commercial rents are likely to increase dramatically. This would probably need to be some sort of subsidy: what is the City proposing?</p> <p>There have been comments on this page that somehow to be critical of the zoning map is to be NIMBY or against development in general. This is inaccurate and cheap. Most folks want the best for HP, want development (especially on the affordable housing side of things), accept and invite mid-rise density but located in the right places. Many folks in HP have wrestled with this for over a year.</p> <p>The "catalytic" site at the corner of HP Ave and River may provide the first opportunity to see new development in CS. I can understand how the planners would like to maximize the units in this building, and can understand how they see this benefiting HP. On page 10 of the plan, there is a statement that the plan doesn't guarantee full build out which begs the question: If not much development happens in the square, does it make sense to erect a seven story building if everything around it is 15'-45' tall? Context matters. For many reasons: Five stories makes more sense for these sites.</p>		<p>Sun Angle/River Street: for the sun to reach the north sidewalk of River Street with proposed 85' buildings and proposed min 2' setbacks, the sun angle will have to be approximately 54-55 degrees. The sun angle at the equinoxes in Hyde Park is 48 degrees; it is likely the back of the north sidewalk will be in shadow for 8 months out of the year (apprx Aug 31-April 15). I am sure the Planners know this but need to explain why this is good practice. Loose sketches show buildings stepping back (p 69); the plan discusses "design guidelines" but none of the guidelines indicate how to mitigate shadows. "Guideline ideas" are couched in "shoulds", not musts. Art 80 requires shadow and wind studies but there are no assurances now that any mitigating solutions will be or could be implemented. Furthermore, the sketches shown around River and HP Ave rely on 15' sidewalks requiring the property owner to include 6-7' of public access on their property. No discussion of how this could work.</p>			
5/15/26	Alex Burrelli	<p>Commenting to show support of the proposed plan for squares and streets in hyde park. Thanks for your time.</p>				Thank you for your comment	

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5/15/26	George Dineen	I am against the zoning being proposed on River Street, Hyde Park Ave and other areas that are being proposed as S4, or 7 stories. The result of this zoning will lead to a canyon effect, including wind tunnels and a blocking of the sun on River Street. I believe it will have a detrimental effect on current commercial activity. Once the legacy BIPOC and other small business locations are displaced, the chances of them coming back are slim to none. I also am concerned about the lack of requirment to add tree canaopy in the planning area. Hyde Park has already lost the most tree coverage of any neighborhood and we need a committment to increase our tree canopy in this process. Additionally, building multiple story buildings with no parking requirments will put an unnecessay burden on residents. By adding congestion, it will also impede emergency vehicles from serving the residents of Hyde Park in a timely manner. The streets are already impassible with congestion several times a day.				Thank you for your comments. You can view the updated proposed zoning at bostonplans.org/cleary-square . All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). These changes respond to community concerns regarding building height and development while still supporting the feasibility of balanced growth.	
5/15/26		I fully support the plan. Massachuetsetts is so far behind in housing, Boston included. I have lived here for years I just want to be able to buy property.		Just let us build density, we need housing so bad.		Thank you for your comments.	
5/15/26	Samantha Karpinski	While the prospect of increased investment into HP is exciting, this investment must NOT come at the expense of the residents or small business owners, which seems to be part of the plan. In the plan, I see that the city is ONLY SUGGESTING the things that would keep HP a nice place to live and work (e.g. pedestrian scale storefronts, amenity spaces that are accessible to the whole community, and design guidelines that preserve the historic nature of our town). The plan must REQUIRE these things because the developers don't care about what the town wants, and we are helpless to hold them accountable (just look at what happened with B'nai B'rith). If you, the city, who has the power, doesn't force the developers to do better, they will build private luxury condos that erase all sense of community. If you feel you can't create rules that will force conscientious development, then don't zone for large development. Crossing your fingers and hoping builders will care is naive and ineffective				Thank you for your comments.	

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		<p>HP needs improved transit, traffic conditions, and/or parking before the new zoning takes effect. Although we hear the city say that new residents will use transit and bike, that will not be the case until those options are more accessible. Currently, the Franklin/Foxboro line makes NO inbound stops on weekdays and severely reduced stops in other directions/at other times. Additionally, the bike lanes are a JOKE, and are incredibly dangerous at any time of day, but especially after dark. Let's be honest: it's very telling that everyone/almost everyone from the city who has come to talk about Squares and Streets has driven here. If you don't find the infrastructure sufficient, why would new residents?</p> <p>Until a study can be done AND A PLAN HAS BEEN CREATED TO IMPROVE NON-AUTOMOBILE COMMUTING, the city must recognize that new residents will have cars, and must plan accordingly. I'd love to see HP become less car dependent, but until you make those improvements, plan for reality.</p>		<p>This large S4 section has insufficient protections for current residents or small business tenants. HP is one of the few remaining affordable neighborhoods in the city, and one of the most diverse. If we don't want to effectively evict our neighbors through zoning, there need to be more requirements for (1) affordable and rent-stabilized housing, (2) right of return for anyone displaced by development that results from zoning changes, be they residents or businesses.</p> <p>The affordable housing also needs to be integrated with the market-rate housing. Isolating these units leads to feelings of those being "the projects" and stigma within communities. I know the plan requires a small number of affordable units, but it MUST require a higher percentage. If you need permission from the state, then get it, don't just pass the buck. It's your job!</p> <p>Furthermore, HP already has "luxury" units that won't sell/ lease, so please don't create a carte blanche to gut our downtown for more vacant units.</p>			
5/15/26	Kurt Hoppmann			I think that this proposed zoning is a great step forward for Boston. Boston desperately needs more housing to address our ongoing crisis and this plan smartly adds zoning to support more housing related development near existing transit stations.		Thank you for your comment.	

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5/15/26	Aj Kuta	I support this draft. Creating vibrant and engaging community spaces should always be the goal.				Thank you for your comment.	
5/15/26	Mary Lanzarotta	<p>Our neighborhood engaged in good faith, volunteering our time to be civically engaged and thoughtfully contribute to thinking about the future of our neighborhood of Hyde Park. It seems this is what Mayor Wu, the City of Boston, and the Planning Dept. would hope: that citizens participate, and that citizens care about their communities. Instead, the Planning Dept. pretended we had not participated at all (leaving any mention of neighborhood input out of the final report.) We were direct with the City about preferences around zoning, and held an organized and open community planing process (since none was led by the city). The resulting zoning plan appears to have taken none of the neighbor's ideas and processes into account: one city planner suggested we did not hold legitimate "public planning meetings". A lot of time and resources were applied to this effort.</p> <p>It's beyond disappointing. It's disrespectful.</p>				Thank you for your comment. You can find a summary of engagement events in the Engagement Report section of the Plan Appendices.	
5/15/26	Ben McLean	<p>There are a couple of concerns that the plan generally seems to not address at all, chiefly around transportation. Adding a ton of new housing units will likely add significant traffic to an already frequently gridlocked area, and the public transit is inadequate to meet the increased demand. We need more transit (both additional bus routes and more frequent trains) and non-car infrastructure to help absorb the impact so that our new neighbors are not 100% car bound, which under the status quo they functionally would be. I am also generally concerned about how much this plan seems to depend on developers to "do the right thing", from parking to public space/access (read: a balcony doesn't count) to general aesthetic. To expect them to do anything other than the cheapest thing that they can suck the most money out of is naïve at best and will hurt the community in the long run.</p>		<p>Conceptually I love the idea of reworking the marked area to be more pedestrian safe and the traffic flow simplified. Pelase please please make use of the space beyond just making it a chunk of concrete - if it's left as a paved triangle that would be a wasted opportunity. More generally, if we are going to expect higher density and more business space then foot traffic would be a lot higher - PLEASE work to improve pedestrian and non vehicle (bike lanes?) access and safety both in that specific area and the broader "Cleary Square" neighborhood.</p> <p>Please don't rezone this region - this street is full of beautiful old Victorian homes, and it would be a darn shame if they were torn down and replaced with the soulless boxes that developers are obsessed with these days. This area more broadly is full of beautiful old homes which were built by someone who actually cared, which isn't what we will get if developers buy up the parcels and do as they please with them.</p>		Thank you for your comments. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). These changes respond to community concerns regarding building height and development while still supporting the feasibility of balanced growth. Additionally, the S1 district on the north section of Hyde Park Avenue has been removed, in response to community concern of preserving the historic Victorian homes. Regarding your transportation comments,	

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				The proposed height for the heart of Hyde Park Ave is too much. Building this block up to 7 stories will turn our charming "small town" downtown into a soulless concrete and plastic canyon. In the areas of the plan that are directly on the main streets please lower the height limit down from 7 stories. In other areas, like over by the Fairmount station and across the river from it, that 7 story height is a lot less impactful, so I would ask we keep the largest development to areas that won't loom over people in the same way.			
5/15/26	Chris Vaughan	I fully support the plan as currently presented. We badly need more housing in our city. Seven stories is entirely appropriate near mass transit, as this location is.		Please preserve S4 zoning here.		Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. The S3-6 districts, which allow for the most density, have been strategically placed near the MBTA Commuter Rail stops to promote transit-oriented development.	
5/15/26		I definitely support this and would like to see it happen! Boston has a serious housing shortage and we need more housing.				Thank you for your comment.	
5/15/26	Mark Roberts	Hyde Park Main Streets submits this statement regarding the Cleary Square Draft Plan. Our community engaged in this process for more than two years with the expectation that small business stability, neighborhood identity, and meaningful community input would guide the outcome. The current plan does not reflect those commitments. We are concerned about the displacement of first-generation and immigrant-owned businesses, the loss of critical parking, increased traffic and circulation challenges, and major changes to the human-scale character of Cleary Square. These impacts directly threaten the long-term health of our Main Streets district. We respectfully urge the City and BPDA to pause advancement of the plan and re-engage with the community to develop an approach that protects small businesses, preserves neighborhood character, and reflects the needs and priorities of Hyde Park.		Hyde Park Main Streets submits this statement regarding the Cleary Square Draft Zoning proposal. While we support thoughtful growth, the proposed zoning changes introduce significant risks to the stability and identity of our business district. The lack of protections for first-generation and immigrant-owned businesses, the removal of essential parking without replacement, and the introduction of seven-story structures represent major shifts that could displace long-standing establishments and alter the character of Cleary Square. Additionally, the proposal does not include meaningful affordability requirements beyond existing citywide standards. We urge the City and BPDA to pause advancement of this zoning and work with the community to create a framework that supports small businesses, maintains neighborhood scale, and ensures equitable development for Hyde Park.		Thank you for your comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.	

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5/15/26	Jacqueline Jones	<p>Constituents are entitled to a good quality of life, opportunities to build legacy wealth and stability. We need to support current businesses so that they have an improved impact in the community. As we look to renovate and upgrade, we need to focus on engaging our vibrant and diverse community.</p> <p>Building apartment complexes need to align with the median income in Hyde Park. With only 20% of the apartments allotted to families with low to moderate income, this caters to a very small percentage of residents, if we are hoping to address the crisis that exists.</p> <p>Seven-story buildings in close-proximity will block natural light and create more heat zones in the Square and surrounding communities. A Comprehensive look at this area will allow us to have a better understanding of how best to support Hyde Park residents. We do not want to impose a change of the current residents and diminish their quality of life.</p>		<p>Increasing the housing supply does not decrease rental cost or the cost of a single/multifamily home. It only stabilizes the already high rental cost and the cost for single family homes.</p> <p>Gentrification leads to displacement for people with low/moderate incomes. It attracts residents with higher salaries and will displace current residents.</p> <p>Cleary Square area and along the Hyde Park corridor there are several multi-family apartment complexes already approved for construction close to public transportation.</p> <p>Please consider partnering with developers who are willing to build quality affordable housing for our neighbors; using subsidies and bond bills.</p> <p>I know we can do this and I am counting on you to hear us.</p> <p>Thank you for your consideration.</p>		Thank you for your comments.	
5/15/26	Anonymou s	<p>Hello. I am opposed to any zoning that will allow up to 7 story buildings in Cleary Square. Our character will be lost. We will need to change the sign at Logan that has our motto "Small Town in the City". Please respect the fact that we will feel claustrophobic in Cleary Square if anything above 2 to 3-story buildings are constructed. I am also opposed to the fact that rents will probably not become affordable to the independent businesses that are there - they truly represent the makeup of our community. Don't push them out. Instead, focus on how we move people around Hyde Park / Cleary Square - transportation (which is pretty good!), traffic, and pedestrian safety. That is where we as residents will benefit, instead of developers who will be the biggest winners, benefiting from construction, rent and tax breaks.</p>				Thank you for your comment. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.	

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4/29/202	Ann Marie Menting	<p>Hello,</p> <p>I write to comment on the final building and zoning plans presented recently for Hyde Park and, in particular, Cleary Square. I believe the comment period is still open.</p> <p>I wish to state that I am not in favor of the proposed seven-story structures being proposed for the intersection of River St. and Hyde Park Ave. in downtown Hyde Park. I also am opposed to structures higher than four-stories anywhere along Hyde Park Ave and River Street as you move toward Mattapan.</p> <p>I understand and support in principle the idea of limiting parking available at residential structures but strongly encourage that any planning for improved commuter rail service to Fairmount and Cleary stations be expedited. Buses are not a sufficient solution. we need more trains more often if we are to serve any increase in population in the area. West Roxbury has three stations that provide frequent service throughout the day. Hyde Park has nothing to compare.</p> <p>Thank you, Ann Marie Menting 26-year (and counting) resident of Hyde Park</p>				<p>Thank you for your email/comment. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. Furthermore, the transportation recommendaions of the Plan intend to increase mobility to and around the Square by working closely with the MBTA. You can read those specific recommendations on page 124 of the Plan.</p>	

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5/1/2026	Kristian	<p>It is deplorable that constituents have to beg their legislators to put people before profit. There are unfounded claims and under-researched proposals that would put lives that are already underserved and overexploited, at risk; this 7-story zoning proposal is one of them.</p> <p>Hyde Park already has limited green space and limited recreational space for children and families to enjoy being outside of their homes. Creating a zoning plan/ordinance that would remove a person's ability to see the sky above and the green space around them will have a profoundly negative impact on the health of constituents. There is a balance to maintaining a city's infrastructure and maintaining the safety and health of the people who call it home, and adding more buildings and infrastructure for cars is not a way to do that.</p> <p>I have lived in Hyde Park, MA for nearly 15 years with my parents. I have seen the beauty that exists within Boston and have also seen what can happen when profit is placed before the livelihood of individuals. I have seen Hyde Park's infrastructure shift with the demographic it seeks to bring in as well as push out. I am disappointed.</p> <p>The most vocal constituents with the most time to spare, tend to be the ones doing the most influencing when it comes to policy. Families, children, and elders are busy surmounting systems designed to distract them from engaging with their neighborhoods yet these are the individuals most at risk with this greedy zoning proposal.</p> <p>Environmental protections and precautions within Hyde Park as well as Boston predominantly Black and Brown neighborhoods are already lacking. These deficient precautions are being taken even less seriously now that a lot of the general public and legislative powers have made it clear that capital is more important than valuing people and their quality of life. The emphasis on quantity of life, instead of quality, is apparent in Boston especially with the recent development occurring in Hyde Park.</p> <p>Any project or development, if it is actually trying to consider and cater to the quality of the ecosystem it will impact, would implement an environmental evaluation/ impact report.</p> <p>There is no real reason other than corporate greed to build new infrastructure that further inhibits the ability for natural ecosystems to thrive.</p>				<p>Thank you for your email. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. Additionally, the Open Space and Resiliency section of the Plan includes specific recommendations to increase and expand the open spaces in the Square, including expanding pocket parks and creating a new park at the Former Lewis Chemic Site. The recommendations for open space and resiliency are rooted in studies such as Boston's Urban Forest Plan and Heat Resilience Solutions for Boston. Furthermore, the new proposed zoning has minimum requirements for outdoor amenity space and permeable surfaces to promote resiliency in Cleary. As for community engagement, you can find a complete list of all events we held in the Community Engagement Report. The team was intentional and successful in reaching historically underrepresented voices throughout this process. Finally, anti-displacement is a priority we are addressing citywide. You can read more about those efforts in the Anti-displacement Action Plan for Boston.</p>	

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4/27/2022	Marlon Solomon, Afrimerican Culture Initiative, Inc.	See PDF				<p>Thank you for your email.</p> <p>Displacement Risk: The relationship between zoning, land values, and displacement is complicated, especially in Boston where zoning is historically pretextual and does not predict what is actually developed. However, to-date, we have not seen a clear relationship between rezoning at this scale and increased land values. Additionally, increasing housing supply is key for the City to stabilize housing costs and prevent displacement citywide (see page 31 of Anti-Displacement Action Plan for Boston).</p> <p>Affordability Gap: Affordability requirements are a citywide policy. You can read about the current Inclusionary Zoning requirements on the Boston Plans website. There are also specific recommendations to create more affordable units on City-owned lots. The creation of more housing units in the Square will help with affordability throughout the area.</p> <p>Scale and Neighborhood Character: You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. Additionally the S1 district on the northern stretch of Hyde Park Ave has been removed to preserve the Victorian homes, again in response to community input.</p> <p>Community Vision Not Reflected: The Planning Department has worked closely with the Hyde Park Community, specifically the voices that have been historically underrepresented, to write the recommendations and zoning for this Plan. You can read our full Community</p>	

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						<p>Absence of Defined Anti-Displacement Plan: Anti-displacement is a priority we are addressing citywide. The Plan refers to the Anti-Displacement Action Plan, which outlines specific ways we are addressing this issue both in Cleary Square and in Boston. This plan includes risk analysis and outlines funding opportunities for small businesses. Unfortunately, right-to-return is a state level policy that we do not have the authority to implement directly.</p> <p>Community Vision for Hyde Park: The Small Business section of the Plan outlines specific recommendations to strengthen the local economy while preserving neighborhood businesses. Additionally this section of the Plan, along with the Arts and Culture section have specific recommendations for visitors and tourists to improve accessibility, visibility, and experience. See pages 108 and 115 for those recommendations. The Open Space and Resiliency section of the Plan outlines ways to improve and increase the existing open spaces throughout the Square, including improving the connection to the Neponset River by creating a park at the Former Lewis Chemical Site (pg. 142).</p>	
5/10/202	Christine Pulgini	<p>Dear Ms. Coppinger, Thank you for the opportunity to provide public input on the Squares + Streets processes and hopefully have an impact on the decisions made in Hyde Park. As I understand it, S5 zoning allows for the highest amount of housing to be built, and it is my strong recommendation that this is what Boston should adopt. The more housing created the more people we can house in the neighborhood and the more people that are in the neighborhood will help to revitalize and support our businesses.</p> <p>Best, Christine Pulgini</p>				<p>Thank you for your email. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. The S4 districts have been replaced with S3-6, which allows for up to six stories. This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.</p>	

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5/11/2020	Thomas Broderick	<p>Dear Ms. Coppinger:</p> <p>As a longtime Hyde Park resident, I am writing in support of the Cleary Square Plan and Zoning Map that was released in March 2026. I understand that change like this can be intimidating, however Hyde Park has had virtually no development over the past 20-plus years. This new zoning will support the need for both affordable and market-rate housing in an area that is seriously lacking housing opportunities. Additionally, increased height and density will support more restaurant and retail use, making this section of Boston more attractive to younger residents like me.</p> <p>Sincerely, Thomas Broderick 214 Neponset Valley Pkwy, Hyde Park, MA 02136</p>				<p>Thank you for your email. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. The S4 districts have been replaced with S3-6, which allows for up to six stories. This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.</p>	
5/11/2020	Diarmaid McGregor	<p>Dear Ms. Coppinger,</p> <p>I am a local business owner in Hyde Park, reaching out about the Squares and Streets proposal in Cleary Square. Bringing new housing to this area, especially with density, will help local businesses that struggle to remain open. This new zoning will provide even more customers and foot traffic, making the neighborhood livelier. I see this proposal as a great opportunity to strengthen our local community and businesses. With this location so close to transit, it will encourage more people to come to Hyde Park.</p> <p>I appreciate your attention to this letter, thank you!</p> <p>Sincerely, Diarmaid McGregor 15 Dana Avenue Hyde Park</p>				<p>Thank you for your email. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. The S4 districts have been replaced with S3-6, which allows for up to six stories. This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.</p>	
5/12/2020	Robert Losi	See PDF				<p>Thank you for your email. The Housing and Real Estate (pg. 99) section of the Plan has recommendations to increase the number of housing units in the Square. Additionally, the proposed zoning would allow for more units and more affordable units.</p>	
5/12/2020	Lee Hopwood	See PDF				<p>Thank you for your email. The proposed Plan and zoning will make it easier to add more housing to the area as well as businesses.</p>	

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5/12/202	Thomas Papadopoulos	See PDF				Thank you for your email. The proposed Plan and zoning make it easier to add more housing to the area and include recommendations to support expected growth. There are also recommendations to improve pedestrian experience by creating more open spaces and improving public right-of-ways. These recommendations are outlined in each section of the Plan (pgs. 92, 99, 108, 115, 124, 142).	
5/12/202	Pat Tierney	See PDF				Thank you for your email.	

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5/1/2026	Nate Carlucci	<p>Zoning Comments: - First and foremost: Please reject any requests from the small minority of vocal residents that will ask you to scale back the proposed zoning. By and large, the S4 zoning is the minimum necessary to allow feasible redevelopment on the sites that make sense, and the only way to achieve our collective goals of protecting neighborhood businesses, reducing residential displacement, stabilizing housing costs, and catalyzing new vibrancy. People want Cleary to offer the vibrancy that we see in Rozzie village or West Roxbury - but we don't have Rozzie's density or West Roxbury's household incomes, and we need at least one to succeed. Let's go with the density- that's how to preserve the neighborhood's real character while allowing it to grow. - If you do accept any downscale-type changes, I'd suggest changing the Fallon Building, which offers actual architectural interest, rather than the Dana Meyer buildings that offer significant opportunity for redevelopment. - I am pleased to see the Uhaul and Parkway Medical Buildings included in the S4. To establish real square at Fairmount/Truman and a gateway to Cleary, I suggest extending new zoning to accross the street at 4-14 Beacon and 172 Fairmount. - Additionally, please consider extending the S4 zone on the North side of Truman from Dana to 571 Truman. That would be compatible with existing uses, would provide housing opportunity a close walk to Cleary and Fairmount Station, and its redevelopment potential would be the best way to solve the problem of connecting the gap in the current form of the Neponset Greenway. - The City property at 56 Dana Ave should be included in the S1 zone. These are likely essential services that would take time to relocate before disposition/redevelopment, but the site makes a lot of sense for housing and not a lot of sense for its current uses. The time to zone it for that is now. - Consider rezoning 99-105 Fairmount to S4 or at least S3-6. That project has been renewing its permits for years, not getting off the ground. It's right next to the station, its height would be mitigated by the existing topography, the S4 zoning would improve retail/restaurant opportunities on the lower level, and a new development could be designed to integrate with the transformation of Walnut St/New 2nd Way below.</p>				<p>Thank you for your email. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. The S4 districts have been replaced with S3-6, which allows for up to six stories. This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. We have also changed 99-105 Fairmount St to S3-6 in the updated map.</p> <p>For the other parcels you mentioned around Truman Parkway, we believe it would be more appropriate to rezone these through the Neighborhood Housing Initiative. 56 Dana Avenue is being used by Public Works for essential services which cannot be relocated in the near-term. If there is any possibility of relocating these services and pursuing disposition in the future, we can rezone at that time.</p>	

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5/1/2026	Nate Carlucci	<p>Land Use Design Framework comments: - Page 41 showcases Bow Market as a sample design goal. Page 121 cites a recent study confirming that Cleary Square has a huge oversupply of parking. Yet, Page 47 commits the City to preserving a parking lot in the heart of the square, in the exact location where Hyde Park's version of Bow Market would go. Throughout the plan, there should be more priority of fundamental planning principles and aspiration than there is to appeasing a small but vocal minority of parking space enthusiasts. The vast majority of residents much prefer vibrancy and walkability. - The Catalytic Sites list does not include 18-20 Factory St, presumably because it is subject to a long term lease. The plan should instead commit to working with the landowner/tenant to redevelop the site in similar manner to Whole Foods in Brighton. This would be a transformative project in line with the goal of creating more active entrances to the square. - Page 75 establishes the need for a sidewalk on Walnut St. It needs more than that. It needs a shared use path. Accomodating micromobility is a critical planning goal, especially with the new electrified service coming and Fairmount being its 1A terminus. Let's make sure our priorities focus on connectivity for neighborhood residents, and that we don't let Fairmount Station become functionally a park and ride when the new trains arrive.</p>				<p>The new proposed zoning has removed parking minimums as a means to promote transit-oriented development. Furthermore, the transportation recommendaions of the Plan intend to increase all forms of mobility to and around the Square by working closely with the MBTA to balance feasibility and community priorities. You can read those specific recommendations on page 124 of the Plan.</p>	

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5/1/2026	Nate Carlucci	<p>Transportation Comments: - Page 122 establishes a vague objective of creating bike connections, and clear and accessible connectivity to commuter rail stations. But the plan offers no tangible projects. The plan should establish specific critical points of connectivity and ensure that each of them will be connected by a combination of shared use paths and fully protected bike lanes. - Page 127: The Walnut Street reconstruction options don't include a shared use path. All of them include abundant parking to support a "park and ride" type of station at Fairmount. Instead, the plan should commit the City to building a shared use path along Walnut. Additionally, to working with Blake Estates to continue that shared use path through their property (as is for some reason mapped in this plan) and up Factory Street. This would establish a direct protected connection from the platforms of Fairmount and Hyde Park stations, improving connectivity for transfers and ensuring that bikers and other micromobility users have a safe, efficient path that doesn't interfere with the pedestrian priority of the arts corridor. - Similarly, the plan should commit the City to working with the MBTA/Amtrak to install a foot bridge over the railroad ROW between Factory St and Barry St, in connection with installation of high level platforms. Without that bridge, commuter rail riders currently have to walk nearly a half mile just to get from one mini high platform to the other. The bridge would bring thousands more residents to within the walkshed of both directions of travel. - On Hyde Park Ave - the sentence "The City is beginning to work to identify ways to improve bus reliability and improve safety" should be replaced with "The City is committed to reconstructing Hyde Park Avenue with center-running bus lanes and protected bike lanes along all 4.5 miles". There is no credible argument for anything than these common sense measures to save lives while improving HPA's throughput.</p>				<p>With regard to specific connectivity points, such as pedestrian paths and bike lanes, those are generally built as a result of or in tandem with new development. Providing the transportation guidelines in the Plan will encourage new projects to include those connectivity points in their development. As for Walnut Street, the reconfiguration we landed on is a result of extensive analysis and community input to balance feasibility and community priorities. As the Plan states, the City is committing to continue to work closely with the MBTA to increase mobility for all residents and visitors. Finally, the Plan has already been successful in implementing a crosswalk on Hyde Park Ave and has further recommendations to increase pedestrian safety.</p>	

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5/4/2026	Nathaniel Borders	I approve of this plan. However, as with most of the Squares and Streets initiatives, I wish that we were more aggressive in upzoning and decreasing parking requirements. There is no **good** reason that an area so close to rapid transit should not be S5. We're still not building fast enough by a lot! What it comes down to is politics obviously, but we desperately need to start looking after the good of the whole rather than the good of the few hold outs. Wu isn't going to lose an election by being too aggressive!				Thank you for your email. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. The S4 districts have been replaced with S3-6, which allows for up to six stories. This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.	
5/5/2026	Jess Hamilton	I am in favor of development to bring more foot traffic into Logan and Cleary square. But I feel strongly that 7 story buildings belong along Hyde Park avenue and Truman Highway as Cleary and Logan square are much too congested already and 4 story buildings are a much better fit in that area, and many existing buildings are a single story so going up to 4 stories would add density. Again 7 story buildings make sense to me where Shaws or Uhaul currently exist as single story buildings. And PLEASE can we get a traffic study!?				Thank you for your email. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. For any proposed projects over 50,000 sq ft, the specific transportation impacts will be studied and mitigated through the Article 80 process. While the Plan includes recommendations to solve some of the transportation issues that exist today, we can only mitigate future transportation issues when we can study the specific impacts of any future proposed projects.	
5/14/2026	Dan Farnkoff	I would like to express my opposition to the new zoning map. Seven-story buildings in Cleary Square will fundamentally alter the character of the area in a negative way. There are insufficient provisions for affordable housing in the new plan. Anti-displacement measures are also too weak. According to the Hyde park bulletin the map in its "final" version was completely different from the map that residents were last shown and able to comment on. If true this strikes me as extremely inappropriate and to conflict with the goals of open government and transparent community engagement processes.				Thank you for your email. We released the zoning map on March 17, 2026 as a draft for public comment. We have now updated the map in response to comments. You can view the updated proposed zoning map at bostonplans.org/cleary-square . The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. Anti-displacement is a priority we are addressing citywide. You can read about those efforts in our Citywide Anti-displacement Action Plan.	

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5/14/2022	Joanne McManus	<p>If not for The Bulletin, I wouldn't know what's going on. I only pick it up every once in a while though. I have lived in Hyde Park for 45 years on Huntington Ave off River St and remember the days when The Hyde Park Tribune was delivered to your door every week, you knew everything that was going on. I do remember signing up for a Main Streets Newsletter quite a while back too but I don't think I got more than a few. I say all this out of concern that a lot of Hyde Park residents likely have no idea on all the plans.</p> <p>I did however read the 77 page plan and found it was very thoughtful, describing the preservation of Cleary Square while supporting the growth of local businesses and residents. Lots of good ideas like preserving Everett Square Theatre, having a coffee shop and other stores and restaurants and ensuring the roof forms are not flat roofs. I am very tired of seeing all these 'box' buildings with no character or design features. The proposed zoning map however is what I don't like. I don't think any of the buildings on River St. or Fairmount Ave. between Hyde Park Ave and Truman Highway should be allowed to have more than 2 stories. There are already a number of buildings that exceed 3 and 4 stories and I think that is enough in this area. The zoning map allows up to 7 stories in this area and that is way too much and will ruin the character of the Square, not preserve it. I'm still waiting for the promised retail on the ground level of the new building on River St. at Logan Square too. It would be a perfect spot for a coffee shop but nothing is happening. The existing buildings and businesses should be renovated and that could include adding a second story to the one level buildings but no more! Some sun should shine on the street and sidewalks!</p>				<p>Thank you for your email. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. These new proposed districts have ground floor activation requirements and allow for more land uses, including coffee shops and restaurants. As for your concerns regarding design, large projects that go through the Article 80 review process have extensive design review as well as opportunities for community to weigh in on design aspects. For small scale development, the Hyde Park Neighborhood Design Overlay District will still be in effect under new zoning to ensure new development matches the character of the neighborhood.</p>	

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5/14/2022	Kerry Malloy Snyder / NepWRA	See PDF				<p>Thank you for your email.</p> <p>Open Space Maps: Thank you for this feedback; we have updated the map on page 135 to show Dell Rock and the DCR Neponset River Reservation Parcels and clarified the catalytic sites graphic on page 64.</p> <p>Redesignation of Two Walnut St. Riverfront Parcels We have updated the map to take these parcels out of S1 and instead maintain the existing 2F zoning. The existing 2F zoning has similar use allowances to the CPS and so provides a similar level of preservation. Additionally, although potentially acquiring these parcels for public use would align with the Land Use and Design Framework (as outlined on page 50), the parks department has a limited budget for acquisition.</p> <p>Neponset River Access and Connectivity We have added more specific language about this possible trail to the existing Land Use and Design Framework language on page 54.</p> <p>Strengthen Green Infrastructure Standards and Regulatory Force. Article 80 requires mitigation of project impacts, and that review process can identify opportunities for that mitigation to come in the form of green infrastructure on private lands. The Permeable Area of Lot requirement (which applies to all lots with Squares + Streets zoning), also requires permeability and is our main regulatory tool for requiring green infrastructure on private land.</p> <p>Habitat Restoration Values In terms of prioritizing native species, the City always looks at existing city guidance (such as the Urban Forest Plan), when designing and reviewing new projects. Design of the Lewis Chemical Site will also come after the disposition process.</p> <p>Cost Estimates, Project Phasing, and Performance Metrics While we agree about the importance of clear and transparent implementation, we did not include an implementation table in the Cleary Square plan due to the range of types of recommendations included in the plan. Some recommendations are more visionary and do not have immediate timelines.</p> <p>Superfund Contamination Context</p>	

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5/15/2022	Mimi Turchinetz / HPNA	See PDFs				<p>Thank you for your email.</p> <p>The relationship between zoning, land values, and displacement is complicated, especially in Boston where zoning is historically pretextual and does not predict what is actually developed. However, to-date, we have not seen a clear relationship between rezoning at this scale and increased land values. Additionally, increasing housing supply is key for the City to stabilize housing costs and prevent displacement citywide (see page 31 of Anti-Displacement Action Plan for Boston)</p> <p>We have outlined some specific recommendations to support current residents and business owners in regards to displacement. You can read those in the Housing and Real Estate and the Small Business sections of the Plan. For more information on the city's anti-displacement efforts, you can read the full Anti-Displacement Action Plan for Boston.</p> <p>The Open Space and Resiliency section of the Plan includes recommendations to improve and expand the existing open spaces in the Square, and create a stronger connection to the Neponset River and combat heat island effect. The Plan also has recommendations to plant more street trees and protect the ones that currently exist. You can read those recommendations on page 142 of the Plan. Additionally, the S2, SC, and S3-6 districts all have a various open space requirements, including outdoor amenity space, yards, and permeable area. We do not have the authority to require trees on private property, but these zoning requirements encourage adding or preserving green spaces on lots and provide the space needed for tree growth.</p> <p>Regarding a transportation study, for any proposed projects over 50,000 sq ft, the specific transportation impacts will be studied and mitigated through the Article 80 process. While the Plan includes recommendations to solve some of the transportation issues that exist today, we can only mitigate future transportation issues when we can study the specific impacts of any future proposed projects.</p> <p>The municipal parking will be preserved as such for at least 5 years after the Plan is adopted. Currently, the parking lot is zoned the same district as all of the adjacent private property. Through the Squares +</p>	

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5/15/2022	Elvira Mora / Abundant Housing MA	<p>Elvira Mora elvira@abundanthousingma.org via boston.gov Fri, May 15, 6:33 PM to</p> <p>Greetings,</p> <p>Please accept this comment and support letter on behalf of Abundant Housing MA regarding the Squares + Streets planning and zoning initiative currently underway in Cleary Square. AHMA strongly supports this initiative and appreciates the Boston Planning Department undertaking this important effort. Boston's housing shortage is severe, longstanding, and driven by policies that have ultimately constrained housing production for decades. The Squares + Streets initiative represents an opportunity to turn the page on old policies of the past by legalizing more housing in walkable, transit-served neighborhood centers.</p> <p>We are encouraged by the initiative's stated goals of facilitating urgently needed new homes, strengthening small business corridors, and supporting walkable neighborhoods. Plans that advance these goals are exactly what Boston needs if it intends to remain affordable, economically competitive, and accessible to working families.</p> <p>The current draft plan with its proposed S4 zoning district along Hyde Park Ave makes significant progress towards those goals. However, the exclusion of areas directly adjacent to the Hyde Park and Fairmount Commuter Rail stations, as well as portions of Oak and Pine Streets, is a significant missed opportunity for creating more affordable, abundant homes. Additionally, we are concerned about the length of the planning process to date. The need to build more housing to address our housing shortage is urgent and we must ensure that the Cleary Square rezoning advances on a reasonable timeline.</p> <p>In closing, we commend the Planning Department for their work in developing this plan and we look forward to working with City Staff, elected officials, residents, and other neighborhood stakeholders to develop and implement a final zoning plan that leads to a Cleary Square with a greater abundance of homes, thriving businesses, and regular access to high-quality public transportation.</p> <p>Sincerely,</p> <p>Abundant Housing MA</p>				<p>Thank you for your email. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. The S4 districts have been replaced with S3-6, which allows for up to six stories. This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.</p>	

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5/15/2022	Ken Fields	<p>The goal of accelerating housing development through S+S zoning is a worthy goal. Hyde Park needs more housing and more affordable housing. However, the implementation of S zones through the proposed Planning Department Map reeks of reactionary zoning rather than sound planning. By that I mean calling for S4 as a catalyst is merely reflecting properties that are either for sale or owned by the City – but not good planning and not reflective of community desires. It is actually upsetting that after people in the community worked with Boston Planning for two years to make S+S better, and then seeing a proposed map with inappropriately placed 7-story building zones. Furthermore, calling S+S “mixed use” is a fabrication when the tradeoff for retail and commercial uses is extra tall buildings. I’ll remind those who care that it was the efforts of the Hyde Park Neighborhood Association’s zoning group that led to SC and S3.6 to loosen restrictions on commercial and retail uses on upper floors, which is prevalent throughout Cleary Square. The Planning Department rejected the options for reducing barriers to these facilities of public accommodation until elected official weighed in. Thus the “Public Process” has been dismissive of the community input to date, and the pre-conceived goals of the Planning Department are being forced upon a community under the guise of such process. The area on the east side of Hyde Park Ave. at river street is inappropriately mapped as S4 the River St. corridor in this location should be SC the Winthrop street parking lot should not have an S zone designation but rather good planning might consider this parking area as the type of square did the planning department envisions by connecting the island in Fairmount Ave. river street to the municipal building sidewalk. A square at the Winthrop St. parking lot could conserve both parking and a way to encourage businesses to open up on that side of their buildings with a properly designed square. Parking & gathering this area would represent good planning and provide a proper SQUARE as compared to the River St/Fairmount Ave Island connection. Higher density is appropriate on the West side of Hyde Park Ave. In particular from the post office down to the Mother Brook. Boston planning has mapped this area as such; however, this area would be more appropriately zoned as S3.6 to encourage the commercial development of this area by the train station for transit-oriented development</p>				<p>Thank you for your email. Our mapping strategy involved taking community desires and also analyzing individual properties to determine where we can best leverage development to achieve those community goals (such as improved open space and more affordable housing).</p> <p>In regards to the municipal parking lot, the Plan recommends maintaining all of the existing parking on the Winthrop Street lot for at least the next 5 years. After that point, we could explore other uses, such as additional open space. Currently, the parking lot is zoned the same use as all of the adjacent private property. Through the Squares + Streets rezoning, we will maintain this existing consistency and continue to match the zoning to the adjacent private property. If the City decides to explore redevelopment in the future, this zoning will accommodate a variety of potential uses and help streamline that process.</p> <p>The reason that S4 has a higher Outdoor Amenity Space requirement in comparison to S3-6 (25% vs 20%) is because the larger floor plate allowance in S4 provides more opportunities for on-structure Outdoor Amenity Space (such as roof decks and balconies). S3-6 still has a 20% Outdoor Amenity Space requirement as well as yard, Building Lot Coverage, and Permeable Area of Lot requirements, but these requirements were carefully balanced to provide ample open space while keeping construction feasible.</p> <p>Regarding the Harvard Ave and Webster St. triangle, the only residential parcel in this area included in the proposed map is the Pryde. The Pryde is included in SC because the community space uses and large floor plate mean it fits better in S+S zoning than the existing 2F zoning.</p> <p>Regarding the part of Fairmount Street where Rincon is, we have changed the South side of the street to S3-6 because that is what is shown in the HPNA map. Regarding Walnut Street, since this area is more residential, the active use requirement of S3 may not be appropriate. We’ve also heard some concerns about the height of taller potential buildings and their</p>	

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		<p>Boston Planning has tried to justify the use of S4 on both the east and West side of Hyde Park Ave. by pointing out it provides greater open space requirements for new development. However with S 3.6 being more appropriate it would be a better idea to amend and expand the open space requirements within that zoning district instead. It is hard to understand why when the new S 3.6 zone was added that Boston Planning didn't consider this open space issue. The West side of Hyde Park Ave. going north from the police station is an appropriate place for increased density this area should be mapped S 3.6 especially if it can be modified to match the open space requirements in S4. There should be no further S zones on the West side of Hyde Park Ave. north of where Webster St. meets Hyde Park Ave. Careful consideration should be made for the character of the Hyde Park Ave. Harvard Ave. Webster St. triangle on the east side of Hyde Park Ave. There's an opportunity for greater density on the north side of Fairmount Ave. From the building in which Rincon is located to Davidson Street could be mapped as S3.6. There's an opportunity for greater density along Walnut St., which may not be a good area for commercial and retail, but S3 could work in this area to better accomplish the goals transit-oriented development.</p> <p>Comments on the Small Area Plan Appendices Housing and Real Estate - the section touts leveraging public land in Cleary Square yet omits the frequent message from people in Hyde Park that the Winthrop St. lot is very important to the business community and the functioning of Cleary square and Logan square Small Businesses very strange to see that under the small businesses portion of the appendices there's not one mention of the concern for business displacement which has been expressed to planning staff at multiple meetings in multiple venues. Arts and Culture planning document appears to capture the interest and appreciation for the opportunities to advance arts and culture in Hyde Park. One point to remember is that the greatest need for the pocket park next to the post office is access to electricity which should be given greater priority than expansion if it has to be a choice. More to follow. kf</p>				<p>neight or taller potential buildings and their impact on the nearby small-scale residential area, so the 4-story allowed height of S0 and S1 is more appropriate.</p>	

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5/15/2022	Ken Fields	<p>Continued comments on the Cleary SQ Small Area Plan appendices: The Transportation section seems to have missed the concern from the community the transportation decisions are being made as part of the small area plan and the S+S zoning without the benefit of a transportation study and therefore without any informed decisions at all it also seems to be missing the concept that the area in front of the municipal building should not be connected as it will create a traffic disaster. Furthermore, planning staff should visit river street coming from the Dedham side just before it reaches the Hyde Park commuter rail station which is pretty much having backups most days even before the rush hour commute. Parking is a big issue today - what happens when greater density developments bring more people to Cleary Square when there are no minimum parking requirements? My perspective comes from being accosted by locals when I advocated for lower parking densities during the development of Article 69. More recently, I was told that Planning staff has claimed that the Winthrop St. parking lot is never full. I have the pictures that I showed to Boston Planning staff of the lot being entirely full.</p>				<p>Regarding a transportation study, for any proposed projects over 50,000 sq ft, the specific transportation impacts will be studied and mitigated through the Article 80 process. While the Plan includes recommendations to solve some of the transportation issues that exist today, we can only mitigate future transportation issues when we can study the specific impacts of any future proposed projects.</p> <p>You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.</p> <p>As for your concerns about open space, you can read the specific recommendations we have to improve and expand the open spaces in the Square, including creating a park and stronger connection to the Neponset River. Those recommendations</p>	

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		<p>The Planning Department's approach to transportation issues in S+S uses conceptual ideas, without real world analysis. This is poor planning. If Planning Staff is unaware - Hyde Park needs a Transportation study to inform City decisions. Open Space and Resiliency I've personally and professionally been an advocate for public access to the water throughout my career and my almost 30 years living in Hyde Park. For instance, the blue Harborwalk signs you see around Boston Harbor is a result of a contract that I put out on behalf of the City's Environment Department back in the mid-90's. Access to the Neponset River and the Mother Brook should be more than a recognition it should be part of the plan. The superfund clean up of the Neponset will allow for the Tileston-Hollingsworth Dam to be removed. This will change the flow pattern and width of the river's watershed. The opportunity to turn the valuable asset that is the Neponset into a more accessible and usable asset for the community will be greatest when the clean up process clears and creates new areas for natural vegetation and access designs. I'll reiterate that the greatest need for the P.O. pocket park to work is an electricity supply which should be prioritized over expansion. I'm not opposed to expansion I think it's a wonderful idea but the Planning Department needs to understand what the priority is and that is electrification. Land Use and Design Planning staff should go back and read the input from the community in terms of preservation of our historic areas and our commercial uses, which is inconsistent with having S4 in the corner of Hyde Park Ave. and River Street directly in the heart of our community. Such is not good planning especially when there's so much other space that could accommodate greater density while still letting the neighborhood function as a core commercial area. The section on Community Group Meetings and One-on-One Conversations completely dismisses the multiple meetings that Boston planning staff attended that were organized by community groups and individual meetings with Boston Planning staff to discuss the inclusion of additional S zones that provide greater flexibility for retail and commercial uses. The section fails to recognize that community based organizations organized multiple meetings some of which included 3-dimensional blocks that were scaled to the underlying maps to let people visualize where they thought density could appropriately be located in Hyde Park. The section fails to recognize through multiple meetings arranged by community based organizations generated a proposed S+S map, showing where the community would have consensus for where</p>				are on page 142 of the Plan.	

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5/15/2022	Sydney Miller	<p>Dear Planners, It is <i>*extremely*</i> disappointing to learn about the latest zoning plan for Hyde Park! The Squares and Streets process has included multiple meetings where residents spent <i>*many*</i> hours discussing their concerns and priorities for development in this area. The latest plan seems to dismiss all that has been expressed over the past several years - the need for truly affordable housing in many sizes, including for families, green spaces, parking for those who can't manage their busy lives with public transit alone, ... The latest plan is not only denser, but exceeds the original limits of the proposed footprint under consideration. This imposes additional density in neighborhoods not originally included. Hyde Park is only one of several Squares and Streets designated areas in Boston. Conversations are ongoing for other areas, with similar meetings, hours of testimony, discussions, presentations. In addition to our goodwill and patience, we are asked to trust in the process. Sadly, the Hyde Park plan recently proposed feels like a betrayal of our trust. The City of Boston Planning Department can and <i>*must*</i> do better! Thank you.</p>				<p>Thank you for your email. You can view the updated proposed zoning map at bostonplans.org/cleary-square. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth.</p>	

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5/15/2022	Lisa Evans / We Grow Microgreens, LLC	<p>I am a property owner and small business owner in Hyde Park and a resident of Roslindale. Cleary Square has a lot of historic character and a unique and diverse array of small businesses. If Cleary Square grows to seven stories, these small businesses could get displaced, and the historic feel of the neighborhood will be lost. Additionally, these large buildings will cast shadows on all the trees and plants in the area. Most plants do not do well in the shade. People also need sunlight, and these large buildings will put many small businesses into shadow. A once sun filled store front will be dark and gloomy and less inviting to customers. The height of these buildings should be no taller than three stories in order to maintain the character of these historic buildings. I would like to see a robust landscaping plan that shows lots of trees and shrubs. On Centre Street in West Roxbury, new buildings went up without any green space allotted. This is ugly and causes heat islands. The zoning part of the comment period needs to be redone. This map does not make sense to me and I have some knowledge about zoning. I am unclear what is SC, SO, S3-6, OS-P, LI-2 and more. Without a key, I do not know what these terms mean. I am unable to comment as a result.</p>				<p>Thank you for your email. Anti-displacement is a priority we are addressing citywide. You can read about those efforts in the Anti-displacement Action Plan for Boston. As for the zoning, you can view the updated proposed zoning map at bostonplans.org/cleary-square. The slides at the end of this document summarize what is allowed in each of the districts. The changes to the zoning come from feedback we received from the community and elected officials. All proposed 7-story districts (S4) have been replaced with 6-story districts (S3-6). This change responds to community concerns regarding building height while still supporting the feasibility of balanced growth. For even more detail regarding the zoning, you can read Article 26 (the Squares+Streets zoning) of the Boston Zoning Code.</p>	

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May 15	Frank O'Brien / Hyde Park Historical Society	See PDF				<p>Thank you for your email.</p> <p>Action 1: We have amended the map in response to the map that HPNA submitted as well as the various comments submitted and conversations we have had with residents since we released the draft map in March. The new map more closely aligns with the HPNA map by utilizing S3-6 (6 stories) where the March draft map had used S4 (7 stories). This revised map does still allow 6 stories at the corner of River St and Hyde Park Ave so that the area can benefit from a potential development here.</p> <p>Action 2: Both the Planning Department and the office of Historic Preservation have operating budgets which are allocated by City Council. The area form update recommended in LD-3 will be completed using Boston Landmarks Commissions operating budget.</p> <p>Action 3: There is work underway on Article 80 modernization, which includes work to de-silo review. The Planning Advisory Council (PAC) also still exists and is helping to implement the recommendations of Cleary Square. The Cleary Square Small Area Plan also includes all implementing parties, which are listed under each recommendation.</p> <p>Action 4: The zoning overlays mentioned are included in the Zoning Existing Conditions report and the the MHC Inventory and BOS-ACF are included in the Historic Context Study, both of which are in the plan appendices. Further analysis and mapping will be completed as part of LD-3 (updating the area form), future Article 80 review processes, or any future city-wide updates to flood and climate resiliency policy.</p>	

Date	Name	Comments on the draft Plan:	Translated comments on the draft Plan:	Comments on the draft zoning map:	Translated comments on draft zoning map:	Planning Department Response	Translated Planning Department Response
						<p>Action 5a. We have updated the map to take these parcels out of S1 and instead maintain the existing 2F-5000 zoning. The existing 2F zoning has similar use allowances to the CPS and so provides a similar level of preservation. Additionally, although potentially acquiring these parcels for public use would align with the Land Use and Design Framework (as outlined on page 50), the parks department has a limited budget for acquisition.</p> <p>Action 5b. We have added more specific language about this possible trail to the existing Land Use and Design Framework language on page 54.</p> <p>Action 5c This site is being used for critical Public Works operations for the area (such as snow removal). There are no other Public Works yards nearby and so these operations can't be relocated at this time.</p>	



April 27, 2026

Re: Squares + Streets Rezoning Proposal – Cleary Square, Hyde Park

Dear BPDA and City of Boston Representatives,

On behalf of the Aframerican Culture Initiative (ACI), we submit this statement regarding the proposed Squares and Streets rezoning plan for Cleary Square and Logan Square in Hyde Park.

ACI has been actively engaged in this process alongside residents through the Hyde Park Development Without Displacement initiative. Through years of community meetings, mapping sessions, and public engagement, a clear priority has emerged: development that strengthens Hyde Park while allowing current residents, businesses, and cultural institutions to remain in place.

We support development. However, the current proposal risks accelerating displacement rather than preventing it.

Historical Context

Boston’s planning history shows that development decisions have long-term consequences.

The city’s population peaked in 1950 at 801,444 and declined to 562,944 by 1980 during the era of urban renewal, highway construction, and large-scale displacement. As of 2020, Boston’s population stands at 675,647—still approximately 15.7% below its 1950 peak.

These outcomes followed patterns of redlining, infrastructure removal, and disinvestment that reshaped entire neighborhoods and weakened long-term community stability. This history makes clear that planning decisions must be grounded in the lived realities of the communities they affect.

Key Concerns

1. **Displacement Risk**
Seven-story zoning in the core of Cleary Square will increase land values and rents, placing long-standing residents and small businesses at risk.
2. **Affordability Gap**
Increased density is not matched with stronger affordability requirements in a known at-risk area.
3. **Infrastructure and Traffic**
There has not been a comprehensive, area-wide traffic and infrastructure analysis to support this level of development.
4. **Scale and Neighborhood Character**
The proposed height and density are not aligned with the existing walkable, human-scale fabric of Cleary Square.
5. **Community Vision Not Reflected**
Years of community-based planning and engagement have produced a clear framework for balanced development. This work is not meaningfully reflected in the current proposal.
6. **Absence of a Defined Anti-Displacement Plan**
The proposal does not include a clear, enforceable strategy to address the displacement risks it creates. Without defined protections, the burden of this development will fall on the very residents and businesses that have sustained the neighborhood.



A Community Vision for Hyde Park

The community is not opposed to development—we are defining how it should occur.

Boston has faced similar decisions before. Both the North End and West End were once targeted for large-scale redevelopment. The North End was preserved and today thrives as a vibrant cultural and economic district built on walkability, small businesses, and historic character. The West End was cleared and never regained that same vitality.

Hyde Park has the opportunity to follow the path of preservation and long-term value.

Through extensive engagement, residents have already articulated a clear direction: Cleary Square and Logan Square should remain a **“village in the city”**—a walkable, 19th-century-scaled center where multicultural businesses, local ownership, and community life thrive.

This vision includes:

- preserving the historic village-scale core
- strengthening small business and cultural economies
- maintaining access to green space, including the Neponset River
- improving visitor and tourism access to support local economic activity

It also includes a clear approach to growth. Higher-density development has been identified in appropriate locations, particularly along rail corridors and underutilized industrial areas toward Readville.

This is a community-developed framework. We are not asking the City to define this vision—we are asking the City to work with us to achieve it.

Required Anti-Displacement Framework

If the City intends to move forward with a plan that materially increases displacement risk, it must provide a clear and enforceable anti-displacement strategy.

At present, no such plan has been presented at the level of detail required.

Any proposal of this scale must include:

- a **site-specific displacement impact analysis**, identifying how many households and businesses are at risk
- a **funded relocation plan**, clearly outlining where displaced residents and businesses will go
- a **right-to-return framework**, ensuring displaced residents and businesses have a defined and enforceable path back into the community
- **dedicated funding commitments**, including total funding amounts, sources, and timelines
- **measurable outcomes**, including how many residents and businesses will be preserved or returned

General statements about displacement mitigation are not sufficient. Plans must include clear metrics, funding, and accountability.

Residents should not be placed in a position where they are effectively financing their own displacement through tax contributions without a defined path for stability and return.



Recommendation

Afrimerican Culture Initiative cannot support the proposal in its current form.

We urge the BPDA to:

- pause advancement of the current plan
- conduct a comprehensive social, economic, and infrastructure impact analysis
- **align the proposal with the community-developed framework**, including:
 - preserving Cleary Square and Logan Square as a walkable, village-scale center
 - maintaining the historic, human-scale character of the core
 - strengthening small business and cultural economies
 - improving access to green space and the Neponset River
 - enhancing visitor and tourism access to support local economic activity
 - directing higher-density development toward appropriate areas, including rail corridors and underutilized industrial zones toward Readville
- require a **fully defined, funded, and enforceable anti-displacement plan**, including relocation, right-to-return, and measurable outcomes
- support a development approach that keeps residents and businesses in place while allowing for thoughtful, context-sensitive growth

This is not simply a zoning decision. It is a decision about whether Hyde Park remains a place shaped by its community, or one reshaped without it.

We remain committed to working collaboratively toward a path that achieves development without displacement.

Sincerely,

Marlon Solomon

Founder & Senior Project Engineer
Afrimerican Culture Initiative, Inc.

Kairos Shen, Chief of Planning
Caitlin Coppinger, Deputy Director of Comprehensive Planning
Maya Kattler-Gold, Planner
Boston Planning Department
One City Hall, Ninth Floor
Boston, MA 02201
Caitlin.coppinger@boston.gov

RE: Cleary Square: Squares + Streets Draft Plan and Zoning Map

Dear Chief Shen, Ms. Coppinger, & Ms. Kattler-Gold,

As a Hyde Park resident, I wanted to add my voice to the conversation about housing in Boston.

Our neighborhood centers really bring community members together and something that would help is more housing. Whether it is walking to a local shop or seeing familiar faces around the square, those spaces make the neighborhood feel connected. As the city looks to add more housing, I think it is important to build in ways that support that kind of everyday experience.

There has been a lot of talk lately about how it is difficult for people to find and afford housing, and it is clear we need more options. Squares and Streets seems like it is meeting the housing needs, without losing what makes neighborhoods like Hyde Park special.

Thank you for taking time to consider this.

Best,



Robert Hosi
54 Milton Ave
Hyde Park

Caitlin Coppinger, Deputy Director of Comprehensive Planning
Boston Planning Department
One City Hall, Ninth Floor
Boston, MA 02201
Caitlin.coppinger@boston.gov

RE: Cleary Square: Squares + Streets Draft Plan and Zoning Map

Dear Ms. Coppinger,

As a longtime resident of Cleary Square, I appreciate that the City has already done significant planning work on the Squares + Streets effort over the past two years. However, for many of us, the challenge has been implementation.

For decades, Cleary Square has experienced limited growth, with many underutilized properties and a lack of consistent activity. Meanwhile, Boston's housing crisis has only intensified. The need to translate planning into action has never been more urgent.

This proposed study is an important step toward implementing BPDA's goals by focusing housing and investment in a transit-accessible, historically underdeveloped area. It has the potential to finally bring the kind of vitality and community activity that residents have long hoped to see.

Sincerely,



LEE HOPWOOD
53 BEACON ST.
HYDE PARK

May 12, 2026

Kairos Shen, Chief of Planning
Caitlin Coppinger, Deputy Director of Comprehensive Planning
Maya Kattler-Gold, Planner
Boston Planning Department
One City Hall, Ninth Floor
Boston, MA 02201
Email: Caitlin.coppinger@boston.gov

RE: Cleary Square: Squares + Streets Draft Plan and Zoning Map

Dear Chief Shen, Ms. Coppinger, & Ms. Kattler-Gold,


As a business owner in Cleary Square, I have watched the area struggle with underinvestment and limited growth for many years.

One of the biggest challenges we face is the lack of regular foot traffic. While we serve the community as best we can, the Square simply does not have the level of activity needed to sustain a dynamic business environment. This is especially frustrating given its location in Hyde Park and its access to public transit.

The proposed planning and zoning map offers a real opportunity to change that. By bringing significant new housing to an area that has seen little development over decades, the City can help address the housing crisis while also supporting small businesses like mine.

More residents will bring more life to the streets, more customers through our doors, and a renewed sense of energy to Cleary Square. I urge you to move this plan forward.

Sincerely,


Thomas Papadopoulos
1 Westin house plaza C305
Cappy's Pizzeria
472 Truman Park Pk. P.

Caitlin Coppinger, Deputy Director of Comprehensive Planning
Boston Planning Department
One City Hall, Ninth Floor
Boston, MA 02201
Caitlin.coppinger@boston.gov

RE: Cleary Square: Squares + Streets Draft Plan and Zoning Map

Dear Ms. Coppinger:

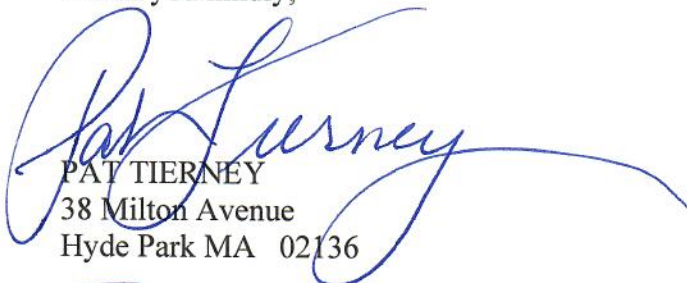
I have owned and operated a business in Hyde Park for many years; I am a Commercial landlord as well as a long-term resident. I am reaching out in support of the Squares and Streets proposal.

This proposal recognizes the need for housing while keeping the neighborhood stable and inclusive. Investing in the public realm creates an environment where more people can live, work, and support local businesses. And where people know the city has an interest in all its neighborhoods.

For Properties and businesses like mine, this will bring more reliable employees, a strong customer base, and benefit the community in a positive way. It will increase foot traffic and opportunities for more residents to live /shop and eat in their own back yard!

I strongly support this proposal and believe it will benefit Hyde Park. I would like to be a part of bringing to life some great, creative and thoughtful architectural additions to my town.

Thank you kindly,



PAT TIERNEY
38 Milton Avenue
Hyde Park MA 02136

*Inight Realty Group
Cleary Square Bldg*



neponset river

WATERSHED ASSOCIATION

May 14, 2026

Hon. Michelle Wu
Mayor, City of Boston

Kairos Shen
Chief of Planning

City Hall
Boston, MA 02201

Re: Cleary Square Draft Small Area Plan: Open Space and Resiliency

Dear Mayor Wu and Chief Shen:

The Neponset River Watershed Association (NepRWA) is a member-supported nonprofit organization founded in 1967, dedicated to protecting and restoring the natural resources of the Neponset River, its tributaries, and surrounding watershed lands for the benefit of present and future generations. Hyde Park — including the Cleary Square planning area — is within NepRWA's 14-town watershed area, and the Neponset River corridor within the Cleary-Logan planning area is a direct focus of NepRWA's on-the-ground programming.

The purpose of this letter is to provide comment and recommendations on the Cleary Square Draft Small Area Plan, focusing on the Open Space and Resiliency Section and Squares + Streets zoning designations proposed for several parcels directly bordering the Neponset River.

NepRWA strongly supports rationale of Squares + Streets: directing needed housing to as-of-right locations near public transit and walkable Main Street districts. Cleary-Logan Squares in Hyde Park as especially well-suited for this approach. Additionally, NepRWA appreciates the priority given to improved access to the river and open spaces, as well as the integration of green infrastructure to both enhance neighborhoods and mitigate stormwater pollution and climate-driven flooding.

At the same time, the Squares + Streets plan offers the opportunity to advance the City's climate and environmental justice goals - together with related priorities as expressed by residents and community based organizations.

Officers & Board

*Jennie Goossen,
Pres., Westwood*

*Heather Audet,
VP., Norwood*

*Stephen Brayton,
Treas., Dedham*

*Julianne S. Belcher,
Sec., Walpole*

*James Green,
Canton*

*Jerry Hopcroft,
Norwood*

*Taber Keally,
Milton*

*Rebecca Kinraide,
Sharon*

*Maria Lyons,
Dorchester*

*Kyle McBurney,
Dover*

*Martha
McDonough,
Readville*

*Robert McGregor,
Sharon*

*Brendan
McLaughlin,
Milton*

*James O. Michel,
Hyde Park*

*Bill Pastuszek,
Colrain*

*Emyr Remy,
Hyde Park*

*Dr. Cathy Stern,
Canton*

The open space and resiliency sections of the Cleary Square Streets + Squares Plan closely align with NepRWA strategic goals:

1. Make our waterways, water supplies, communities, and habitats more resilient;
2. Stop water pollution and restore swimmable water quality;
3. Conserve water, reduce flooding, and restore natural stream flows;
4. Protect and restore habitats for native fish and wildlife;
5. Open up recreational access and facilitate the protection of open spaces; and
6. Build a diverse and lasting constituency through education and advocacy.

We offer the following recommendations on the plan and look forward to working with City officials, residents, all community partners, the Squares + Streets team to strengthen this plan before it is finalized.

Planning Context and NepRWA's Role

As a designated Climate Action Plan (CAP) community partner, NepRWA has engaged substantively with the City's 2030 CAP across two public comment rounds. In those letters, NepRWA's recommendations included: applying a citywide green infrastructure standard to new and redevelopment projects; prioritizing strategic land acquisition and open space protections; supporting Superfund remediation of the Lower Neponset River and coordinate with EPA and DCR to create safe recreational access; and investment in nature-based solutions as co-equal climate resilience strategies rather than supplementary amenities.

NepRWA is actively engaged in Hyde Park through several endeavors, including the Neponset River Access Committee, co-facilitating community workshops on river access and working with the Neponset River Greenway Council toward connections between the Cleary-Logan-Fairmont neighborhoods and the Neponset River Greenway. The recommendations in this chapter intersect directly with that on-the-ground work.

NepRWA also works directly with the City's Office of Green Infrastructure on MVP-funded nature-based solution demonstration projects in the Neponset watershed.

Cleary Square Squares + Streets Planning represents an important opportunity to carry out these CAP and nature-based solution programs. The Neponset River's location in the planning area, the documented loss of urban tree canopy, and the surrounding area's environmental justice and new immigrant resident presence gives both special urgency and possibility for this work.

NepRWA Recommendations

Open Space Maps: The Open Space Map (page 135) should include DCR's Neponset River Reservation OS-P parcel on Walnut St. and the City of Boston Urban Wilds OS-UW at Dell Rock and at Blake Estates both public and private sections along Mother Brook and the Neponset River. These sites are within or directly border the Squares + Streets planning area. Blake Estates OS-UW riverfront parcels should also be indicated on the "Catalytic Sites" map. (Small Area Plan p. 64).

Redesignation of Two Walnut St. Riverfront Parcels

Two privately-owned, vacant or significantly underutilized Walnut St. parcels directly border the Neponset River and DCR's Neponset River Reservation land. These two riverfront parcels have significant natural resource elements and should be designated as Conservation Protection (CPS).

In the "Catalytic Sites" section of the Small Area Plan these two parcels - identified as "N" - are described as "very unlikely to change" as the parcels are "constrained by flood regulations". (Small Area Plan p. 64).

These parcels likely fall within the stringent Riverfront Area protections under state Wetland Protection Act and City of Boston Local Wetlands Regulations.

A new Open Space and Resilience recommendation should be added as OR-6: ACQUISITION OPPORTUNITY: City of Boston to proactively work to acquire these two undeveloped and underutilized riverfront parcels to advance commitment to stated river protection and river access goals. (Small Area Plan pages 48, 50).

Parcel No.	Address	Sq Ft	Current	Proposed	Recommended
1809222000	40 Walnut	22,528	2F-5000	S1	CPS
1809221010	Unnumbered	3,315	2F-5000	S1	CPS
Total	Total	25,933	2F-5000	S1	CPS

Neponset River Access and Connectivity

A new Open Space and Resilience recommendation should be added as OR-7: ACCESS AND CONNECTIVITY OPPORTUNITY: City of Boston to proactively work to create trail system connection between the City's West St. Urban Wild and the Fairmont Station.

This action will implement Plan Design Guidelines Goal #1: "Enhance pedestrian connections to the Neponset River and the nearby Urban Wilds to encourage recreation along the river." (Small Area Plan pages 48, 54).

Strengthen Green Infrastructure Standards and Regulatory Force.

Issue: OR-3 calls for incorporating green infrastructure — vegetated surfaces, subsurface infiltration, and porous paving — into all public space improvements.

This is a welcome goal, and aligns with the CAP's green infrastructure strategy and the OGI's published design standards. However, the recommendation applies only to public space improvements. It does not extend the green infrastructure standard to private redevelopment in Cleary Square, which is where the largest impervious surface areas are likely to grow. NepRWA raised this same concern in both CAP comment rounds, noting that the OGI standard exists but lacks regulatory reach on private land.

NepRWA recommends that the City extend OR-3 to require green infrastructure compliance for private redevelopment projects in Cleary Square as part of the updated Squares + Streets zoning standards — building on the plan’s existing yard, outdoor amenity space, and permeable area lot requirements.

Habitat Restoration Values

The chapter’s open space recommendations focus on public recreation and climate resilience but not habitat value, native plantings, ecological connectivity, or habitat restoration along the Neponset River corridor.

Habitat protection and restoration is a key NepRWA Strategic Goal and the river corridor through Hyde Park offers meaningful opportunities for native habitat recovery as remediation proceeds.

Green infrastructure envisioned under OR-3 could also support habitat functions if designed appropriately, but the plan does not direct this outcome.

NepRWA recommends that OR-3 be amended to require that green infrastructure installations — vegetated surfaces, stormwater features, and street tree planting — prioritize native species, consistent with NepRWA’s habitat restoration program standards and the City’s Urban Forest Plan. Additionally, a habitat restoration design standard should be added to OR-2, requiring that any new open space at the former Lewis Chemical site include a riparian buffer with native vegetation as a condition of public agency or nonprofit ownership transfer. Finally, the plan should reference the CAP’s nature-based solutions framework, recognizing that open space improvements can simultaneously serve climate resilience, water quality, and habitat goals.

Cost Estimates, Project Phasing, and Performance Metrics

With the exception of reference in OR-4 being “implemented in 1-3 years,” the five open space recommendations do not yet include cost estimates, phasing milestones, or measurable performance targets.

NepRWA provided similar input on the CAP in September 2025, noting that without cost, timeframe, and benefit information there is no basis for evaluating whether strategies are working.

The same recommendation applies here: the Open Space plan five action items - and new action items which may be added - will benefit from initial cost estimates, project phasing detail, and accountability-progress metrics.

Additionally, NepRWA recommends adding a phasing matrix to the open space recommendations, categorizing each recommendation as near-term (1-3 years), mid-term (3-7 years), or long-term (7+ years), consistent with the format used elsewhere in the S + S plan. Additionally, the City should establish measurable performance metrics for each recommendation — for example: acres of new canopy added, linear feet of green infrastructure installed, acres of river-adjacent open space secured, or percentage of public space improvements meeting the OGI standard. Finally, the City should identify potential funding sources or funding pathways (capital budget, MVP grants, private development contributions) for each recommendation, with OR-2 (Lewis Chemical site) receiving particular attention given the complexity and cost of brownfield-to-park conversion.

Superfund Contamination Context

The plan's Recommendations OR-2 and OR-5 call for creation of public open space and improved public access at the former Lewis Chemical site and along the Neponset River corridor.

The plan will benefit from inclusion of a section noting that the Lower Neponset River is an active EPA Superfund site, Recommendations for publicly accessible open space and kayak/canoe access along the river may be identified now, but final locations, design, and construction will be part of an overall post-superfund planning effort.

- NepRWA recommends adding
- an explicit action item identifying City of Boston role in engaging with EPA, DCR, and community stakeholders as formal partners in open space design process for the river corridor — consistent with NepRWA's CAP comment calling on the City to “work with the EPA and DCR to create safe walking paths and recreational spaces.”

Include Community Partners in Implementation Structure

The plan will benefit from explicit inclusion of NepRWA, the Hyde Park Neponset River Access Committee, the Neponset River Greenway Council, and all other participating Cleary-Logan organizations as responsible parties or implementation partners — as these organizations are actively engaged in precisely the work the plan envisions: Greenway connections, river access, community engagement, and ecological stewardship.

The plan references community groups “already working towards” river connections without naming them. This omission weakens implementation accountability and misses an opportunity to advance positive collaboration between the City and existing organizations and resident stakeholders.

- Partners could partner with the City to implement OR-2 (Lewis Chemical site), OR-3 (green infrastructure), and OR-4 (street trees along Hyde Park Avenue), reflecting NepRWA's existing programmatic work in these areas.
- Additionally, the plan should identify the collaborating entity for ongoing engagement, such as the Planning Advisory Council (PAC) included in the Roslindale S + S Small Area Plan. (p. 117).

In sum, NepRWA commends the City, Hyde Park residents, groups, and the Squares + Streets team for the significant work expended to date, culminating in the Draft Small Area Plan. The alignment between this plan's goals — river access, green infrastructure, tree canopy, and public space activation — and NepRWA's strategic priorities a strong ground on which to partner. The recommendations in this letter are offered to strengthen the chapter's credibility, specificity, and implementation capacity.

NepRWA looks forward to continued partnership with the City of Boston — through the CAP community partner program, through our work with OGI, and through our on-the-ground presence in Hyde Park — to protect the Neponset River and build a more resilient and equitable Cleary Square for all residents.

Thank you for your work advancing equitable, sustainable development in Boston.

Sincerely,

A handwritten signature in black ink, appearing to read "Kerry Malloy Snyder". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Kerry Malloy Snyder, JD

Managing Director for Community Resilience

May 15, 2026

Boston Mayor's Office
One City Hall Square, Suite 550
Boston, MA 02201

City of Boston Planning Department
One City Hall, Ninth Floor
Boston, MA 02201

Re: The Hyde Park Neighborhood Association states that a community consensus for Squares and Streets is required for success in Hyde Park and urges that the Planning Department should return to the community with a consensus map and revised Small Area Plan for the future of Hyde Park's zoning and land use policy.

Dear Mayor Michelle Wu and Chief Kairos Shen:

On April 8, 2026, Mayor Michelle Wu walked into the Hyde Park Municipal Building to address the standing room-only crowd that was there to listen to the City of Boston's Planning Department present their proposed Squares and Streets zoning map and Small Area Plan for the planning area of the Squares and Streets zoning initiative. She sensed the palpable frustration and anger in the room that had been building for the past 2 ½ years, the amount of time her planning department has been talking at the community about their new zoning proposal.

The Mayor attended the meeting for about 20 minutes. She addressed the crowd and said that she was committed to a transparent process, that no decisions had been made yet about the final zoning map, that everything was on the table and that all concerns and comments from the community would be considered. There must be a consensus, she promised the crowd.

Upon her leaving the meeting, the mood turned sour as the Boston Planning Department's staff did not convey the openness of the Mayor, but instead dug in on their proposed map and process. There was no guarantee of transparency or consensus. The presentation was confusing, focused primarily on the Small Area Plan and glossed over the proposed zoning map. After the presentation, over 25 residents stepped up to the microphone to express their confusion and displeasure with the plan and the process.

Our District 5 City Councillor Enrique Pepen joined the chorus during the comment period at the meeting and agreed that a consensus must be reached. He implored the Boston

Planning Department to listen to the residents and modify the map and the Small Area Plan to comport with concerns of the community. He said he stands with the community and will work towards a consensus.

In a multi-cultural, multi-racial, intergenerational presentation of neighborhood unity, all residents expressed skepticism and deep concern about the proposal and the unanswered questions that have been posed over the past 2 ½ years. Why did this map propose 7 story buildings on River Street where the neighborhood asked for 4? Why was the municipal parking lot zoned to be 7 stories as opposed to being protected for public parking? Why were there proposed 4 stories and no limit on units in the historic section of Hyde Park Ave between West and Webster Streets? Why had there been so little explanation of the unintended consequences of the plan? Why was there still no parking requirements for all the anticipated new development?

Displacement of legacy BIPOC businesses, no requirement for tree canopy to address the known expanded heat island effect, no expanded affordable housing requirements; these issues were not addressed nor were answers or remediation provided. The community is confused, angry, perplexed and still waiting for a consensus and an honest discussion about the future of land use in their neighborhood.

Hyde Park residents are fiercely loyal to their neighborhood and their neighbors. The Hyde Park Neighborhood Association (HPNA) is merely one of the many neighborhood associations that helps to represent this neighborhood of over 30,000 residents. We play a role in educating the community, providing a forum to debate issues and engaging elected and appointed officials in discussion and debate. We are committed to providing the neighborhood with an open forum to democratically engage in civic matters.

HPNA has provided a forum for community residents to learn about and engage in the Boston Planning Department's Squares and Streets rezoning initiative. With participation from the Aframerican Cultural Initiative, Inc, the Allendale Coalition, the Southwest Boston CDC, the Hyde Park Board of Trade, the Grew Park Neighborhood Association, the Roseberry-Ruskindale Rd NA, and many others, a democratic planning process was initiated to complement the planning process led by the Planning Department. This process resulted in hundreds of residents engaging in over 11 community meetings and a community planning process where a consensus map was voted on in a community meeting at the Pryde on January 22, 2026 and sent to the Planning Department to demonstrate our vision and collaborative effort, embracing growth, height and density in the spirit of cooperation.

The Boston Planning Department's proposed Small Area Plan and zoning map do not adequately reflect the wishes of the neighborhood. While there are positive components of the proposal, many of the fundamental questions have not been answered, nor has there been an adequate community-wide public discussion and debate with the Planning Department to get to the coveted consensus. We call for one.

The following zoning and planning questions and issues still need to be addressed before the plan can be finalized:

- How can we find a consensus on the zoning map that allows for growth but respects the desire to protect our low and moderate-income residents and legacy BIPOC businesses and limits the unintended consequences of upzoning?
- What anti-displacement requirements will be instituted to protect our residents and business owners in the planning area and beyond?
- How will we implement more protections for increased tree canopy and heat island remediation in the planning area?
- When will the Transportation Department provide the comprehensive traffic and parking study it promised to the community prior to the pandemic?
- Will we receive a guarantee not to eliminate parking in the Municipal Lot which has been proposed to be zoned S4-which means that development up to 7 stories will be encouraged.
- How do we limit displacement and demolition across the residential, historic streets of the planning area that have been zoned S0, S1 or SC in areas that are inappropriate and do not reflect consensus, nor an understanding of residents' desires to retain the historic nature of our neighborhood.
- The seven stories that are proposed in the heart of Cleary Square on River Street will result in a canyon-like feel and not support the pedestrian-friendly experience that the Planning Department is seeking. Can we agree to four stories here?

This is not a comprehensive list of all of the unresolved issues as the Boston Planning Department closes out its comment period. As Mayor Wu said, all issues should still be on the table if her administration wants the Squares and Streets outcomes to result in a consensus. At the Hyde Park Board of Trade meeting which took place on April 28, 2026, a resident asked whether the Planning Department would hold an in-person open meeting to discuss and debate the plan and map. There was a commitment to hold such a meeting. We are hopeful that such a meeting will lead to several others and a final result of community consensus.

The community has engaged in the Squares and Streets planning process for over two years. We have acted in the spirit of cooperation. We seek a consensus Small Area Plan and

zoning map. We are hopeful that the Boston Planning Department also seeks this outcome. Let's wind down this planning process with a democratically agreed upon map and Small Area Plan.

Thank you for your attention to this matter.
I am, sincerely yours,

Mimi Turchinetz
President HPNA

Cc

City Councillor Enrique Pepen
Representative Rob Consalvo
At Large City Councillor Ruthzee Louijeune

Summary - Hyde Park Squares & Streets Community Process

The Hyde Park community has been deeply invested in the City's Squares & Streets Initiative since the zoning amendments were announced in late 2023. Since then our community response and engagement motto has been "move at the speed of trust." For over two years, our efforts can be summarized as follows:

Community-Led Meetings



Jan 29th, 2024



Nov 15th, 2025

Between January 2024 and January 2026 neighborhood groups including Afrimercian Culture Initiative Inc., Southwest Boston CDC, The Community Input Board, The Hyde Park Neighborhood Associations and The Allandale Coalition organized **11 Community Meetings** (1000 + attendees) to educate and voice our concerns regarding the City's already adopted (but not mapped) Squares & Streets Initiative.

The interactive meetings covered many perspectives so we could better understand our options and gather community input. Included in multiple meetings were built-to-scale 3-D architectural maps of Cleary and Logan Squares to realistically visualize height and density choices; an analysis of the City's Displacement Risk Mapping Tool (March 2025) coupled with presentations on Boston's historic displacement patterns that when overlaid with the City's riskiest displacement projections the map shockingly mirrored the redlining maps of the 20th century; guests from the surrounding communities of Mattapan and Roslindale to tell us about their S+S experiences, and a culminating community mapping session in January 2026 where a map was voted upon favorably as our collective choices for which S+S zones to map in Hyde Park.

Resident Petition

Concurrent with the community-led meetings was the filing of a **Resident's Petition**, a strikingly democratic legal mechanism that allows any resident or property owner to propose a change to the city's Zoning Code. After 18 months of filings and re-drafts, the Resident's Petition successfully had the Planning Department add two new options to the Squares & Streets city-wide toolkit: the Small Commercial (SC) District and the Active Main Streets (S-3.6) District. The BPDA publicly stated, "This amendment was based on feedback and a

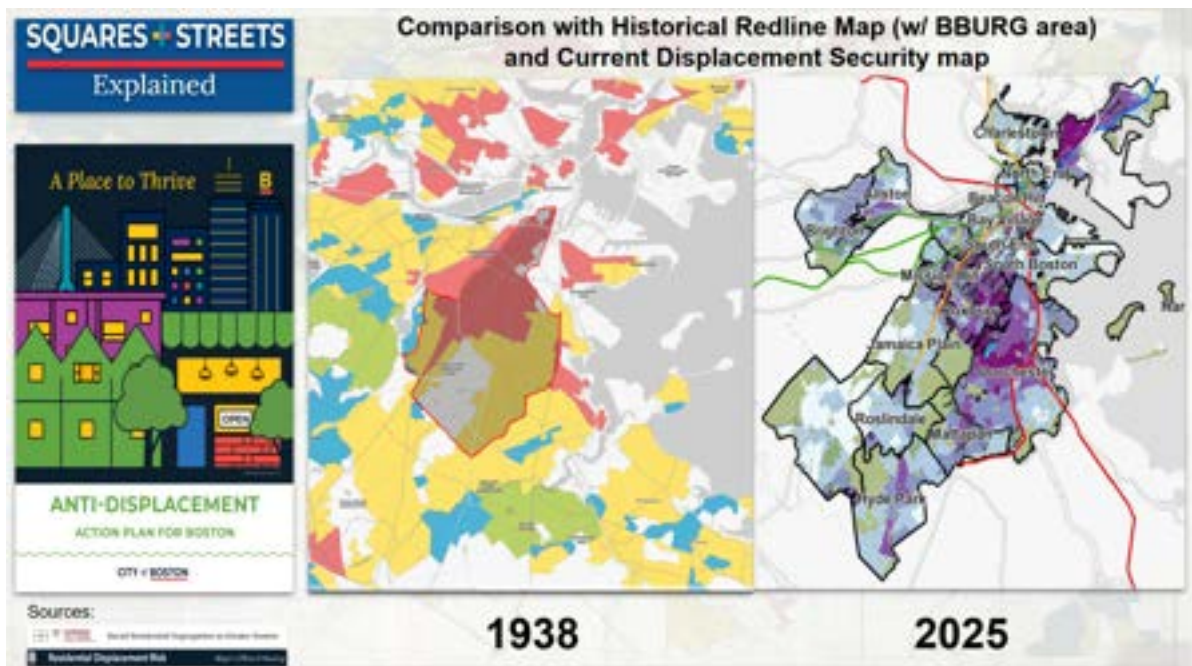
zoning petition from Hyde Park residents submitted during the Squares + Streets planning process for Cleary Square. The amendment met the residents' request for more zoning options for small-scale commercial areas.

Public Testimony at City Hall

On March 31, 2025, Hyde Park residents and community organizations spoke before the Boston City Council's Planning, Development, and Transportation Committee. This testimony brought forward many of the same concerns reflected in this document and placed them on the public record.

- Residents raised concerns about:
 - displacement
 - zoning scale and building heights
 - long-term impacts on neighborhood stability
- A key part of the testimony included a **map comparison analysis** showing:
 - Boston's historic **redlining map (February 1, 1938)**
 - the **Boston Bank Urban Renewal Group (BBURG) lending area (1968)**
 - the City's current **Residential Displacement Risk Map (March 2025)**
- The comparison revealed clear similarities:
 - areas that were historically redlined
 - closely align with areas now identified as being at **highest risk of displacement**
- This shows that:
 - past inequities are still shaping present-day outcomes
 - current planning decisions risk reinforcing those same patterns if not addressed
- In response, **Devin Quirk, Deputy Chief of the BPDA**, stated that:
 - the BPDA does **not want to participate in creating conditions that exacerbate infrastructural racism**

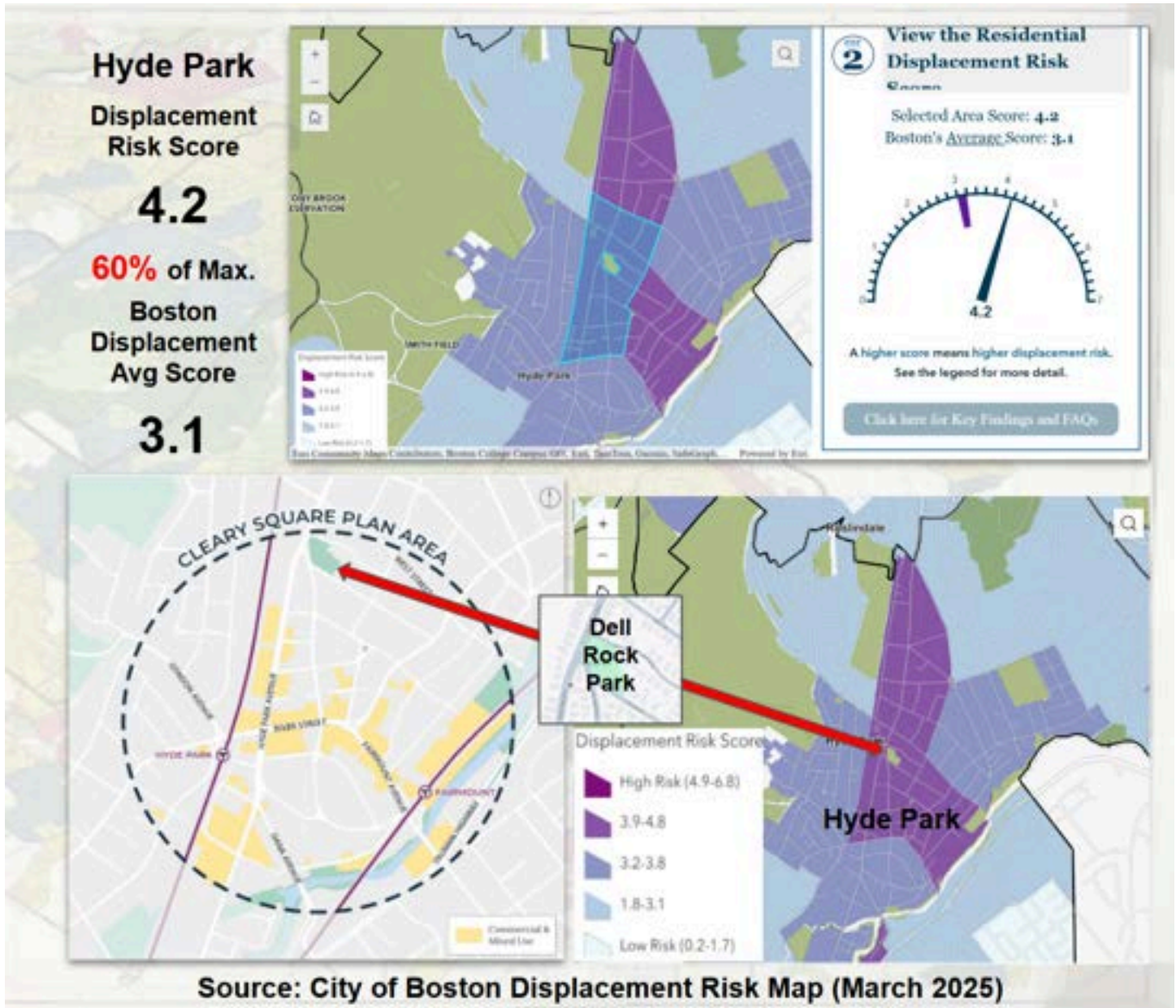
These concerns were clearly presented to the City in a public forum. As the process moves forward, the expectation is that the final plan reflects both this testimony and the commitment to avoid repeating patterns of the past.



Written Correspondence with the City

Coupled with the community meetings and the Resident's Petition there were **3 in person meetings** with the Chief Planning Officer and his zoning staff plus **7 correspondence packages** sent by the neighborhood's organizing efforts to Mayor Michelle Wu, the Boston Planning & Development Agency (BPDA), our City Councilors, and various city agencies. Some key issues raised include:

Displacement



- Data has shown that new developments force out long-term renters and small business owners due to rising costs. We need protections for our largely BIPOC residents (78%) and businesses.
- Need for "Right to Return": Advocates are calling for guaranteed return policies for displaced tenants, a city-funded assistance fund, and tax relief for those struggling with new development costs.
- Current city requirements (20% affordability) may still be too expensive. Residents propose a 1/3 low-income, 1/3 moderate, and 1/3 market-rate model to ensure true inclusivity.

- Require additional tree canopy to mitigate the dangerous increase in heat island that will result from increased density.
- A formula for the number of new micro forests to be planted based on new building sizes and height.

Preservation & Infrastructure



- Historic Preservation: To maintain Hyde Park's character and to be thoughtful about our historic sense of place.
- The plan needs to consider Architectural Conservation Districts and strict design reviews and incentives for building reuse over demolition.
- Neponset River Access: As the EPA begins Superfund cleanups next year, it is vital that new developments do not block public access to the riverbanks, trails, and reservation lands or adversely shadow these natural resources.
- Public Investment: The community is calling for "silo-breaking" cooperation from the City to ensure investments in sidewalks, lighting, and arts infrastructure.

Going Forward

On March 18, 2026, the City of Boston released its proposed zoning map for Hyde Park along with the Small Area Plan. The City's map proposes heights beyond what the neighborhood envisioned, and mapped residential areas we were led to believe were off limits from the S+S maps.



Our initial concerns are:

- The “canyon effect” of 85 foot tall buildings mapped on both sides of River St.
- The Planning Dept mapped residential areas that we were not on previous BPDA maps (HP Ave North, Victorian Row, River St South, Davidson-Pierce Area)
- The primary commercial land owner in Cleary Sq. is packaging tracks of commercial real estate to be developed, potentially resulting in demolition and displacement.
- Large scale development in the center of historic Logan Sq (S3.6, Rockland Bank site)
- It's inconceivable that after years of public meetings the map the City proposed was not better reflective of what the community wanted.

Why This Matters

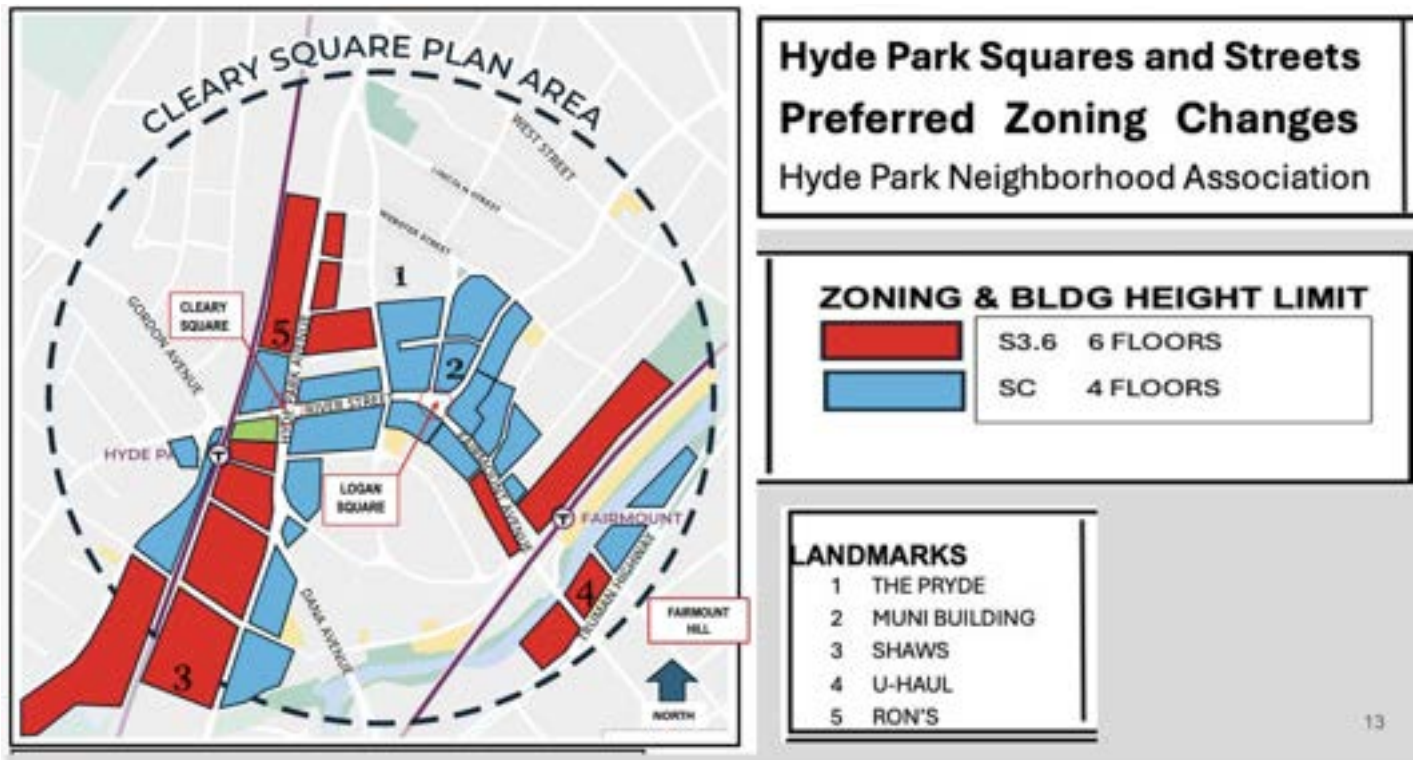
Community participation led to a consensus map should be the starting point of the community vision discussion. This will provide additional housing, making Hyde Park a destination while moving at the speed of trust..

If everything gets built to the maximum height proposed by the City we don't get a better Hyde Park—we lose what makes it Hyde Park. And remember Hyde Park isn't just streets and buildings, it's the Neponset River, Mother Brook and parks and green spaces.

But if we protect the historic core with the map proposed by the Hyde Park community and we direct growth to the right areas and connect it with our green spaces then the result is new housing with buildings at a human scale; economic growth with a historic village center and a walkable neighborhood with a character that still feels like a place people belong.

We should build on that—not replace it.

Community Consensus Map- January 2026





BPDA six zone map (January 2025)



BPDA Map March (2026) -S districts expanded significantly from previous BPDA maps

Overlay of both city maps where expansion of S+S districts are clearly visible



HYDE PARK HISTORICAL SOCIETY

FOUNDED 1887

35 HARVARD AVENUE HYDE PARK, MASSACHUSETTS 02136



May 15, 2026

The Honorable Michelle Wu
Mayor, City of Boston

Kairos Shen
Chief of Planning

City Hall, One City Hall Square
Boston, Massachusetts 02201

Re: Cleary/Logan Square Squares + Streets Plan

Dear Mayor Wu and Chief Shen:

Thank you for your work advancing sustainable equitable development in Boston.

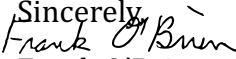
The Hyde Park Historical Society is writing to provide comment on the City of Boston's Squares + Streets planning initiative for Cleary Square and Logan Square in Hyde Park.

Along with other residents and organizations we were pleased by Mayor Wu's assurance at the Hyde Park meeting April 8, 2026 that all decisions on Cleary Logan S+S remain open for continued review and community dialogue. With the Mayor's assurance in mind, HPHS offers comments and recommendations, summarized below and detailed on the attached.

- HPHS supports the community-generated S+S Map developed through an extensive, open, and inclusive public process. We respectfully recommend that Boston Planning adopt this community map as the preferred zoning plan for Cleary-Logan;
- HPHS recommends that Boston Planning provide a \$125,000 planning grant allocation to the City's Office of Historic Preservation in order that OHP advance the studies and related steps recommended in the Small Area Plan Historic Resources section (Appendix IV);
- Building on the Small Area Plan findings across all community development areas, HPHS recommends that the Wu Administration establish a joint City-community working group to break down silos especially within Article 80 review, and integrate actions to address displacement risk, ensure maximum affordability, protect and expand urban tree canopy and achieve overall Climate Plan, Neponset River access, and historic preservation goals.

The Roslindale S+S Small Area Plan included a Planning Advisory Council, and we see great merit in that approach to sustainable, equitable development.

Thank you for the work thus far on Squares + Streets, and HPHS together with all residents and organization looks forward to continued positive collaboration.

Sincerely,

Frank O'Brien
for Hyde Park Historical Society

Cleary/Logan S+S: Hyde Park Historical Society - May 15, 2026

The Planning Context: The Historic Context Study included in the March 2026 Draft Small Area Plan documents Hyde Park as among the most historically significant and architecturally cohesive of Boston's neighborhood centers.

The Squares + Streets planning process now underway offers the opportunity to advance needed affordable housing while ensuring that the district's historic features will be preserved, improved, and appropriately updated, as opportunities for re-use may arise.

The Hyde Park Historical Society respectfully recommends that Mayor Wu and her administration move forward on S+S by incorporating Small Area Plan findings into binding commitments across the range of interconnected community development elements, with advance notification and time to implement changes: zoning, and de-siloed Article 80 review, providing needed affordable housing while mitigating displacement harms, advancing interconnected climate action goals, historic designations and design standards.

Action 1: Retain Existing Scale of Cleary and Logan Squares by Adopting Community Consensus S+S Plan

The consensus community S+S zoning map for Cleary/Logan retains existing scale, and HPHS recommends that this consensus zoning map be supported by Mayor Wu, the Planning Department and in communication with the Zoning Board.

The existing scale of Cleary and Logan Square is not incidental to the district's character. It *is* its character. The consensus zoning plan directs increased height and density to the periphery of the district - still within easy walking distance to the core and to transit - and to vacant or underutilized sites where displacement risk to existing residents and businesses is either much less or non-existent. Activation to enhance a vibrant area.

Action 2: Boston Planning provide a \$125,000 planning grant to the City's Office of Historic Preservation to advance the studies and related steps recommended in the Small Area Plan Historic Context study (Appendix IV .)

Historic fabric supports neighborhood economic vitality. Historic districts generate higher property values, support more diverse and stable small-business ecosystems, and attract both local patronage and visitor spending at rates that exceed comparable non-designated areas.

The Historic Context Study lists recent examples in Cleary/Logan Squares: the restoration of the Everett Square Theatre marquee, the rehabilitation of the Hyde Park High School as The Pryde and the 2012 restoration of the Vertullo Building/Bonnie-Keith Block by Historic Boston, Inc., both using federal and state historic tax credits.

Significance designations also help eligibility for funding under the City of Boston Community Preservation Act.

The Context Study makes specific, practical steps for action, starting with updating the Area Plan for Cleary/Logan. (BOS-ACF). (Copy attached).

Cleary/Logan S+S: Hyde Park Historical Society - May 15, 2026

As the S+S initiative may set in motion development forces which put historic resources at risk, a Planning/BPDA budget allocation of \$125,000 to the Office of Historic Preservation will help advance the studies and expert inventories needed to incentivize adaptive reuse rather than demolition.

Action 3: De-Silo Project Review Under Article 80: Review Coordination

Building on the Small Area Plan findings across all community development areas, HPHS recommends that the Wu Administration establish a joint City-community working group to break down silos especially within Article 80 review, and integrate actions to address displacement risk, ensure maximum affordability, protect and expand urban tree canopy and achieve overall Climate Plan, Neponset River access, and historic preservation goals.

The Roslindale S+S Small Area Plan included a Planning Advisory Council, and we see great merit in that approach to sustainable, equitable development.

Mayor Wu's May 2026 Climate Action Plan - and closely related City commitments expressed in the Urban Forest and Heat Plans, nature-based solutions, and quantified goals for decarbonization and net-zero new construction and retro-fits - all have value in guiding the comprehensive community development approach within the Cleary-Logan S+S district.

The S+S relies on Article 80 and design review to integrate all sustainability and equity goals for individual projects. The Small Area plan should list all relevant steps in Article 80 review - such as review by the Landmarks, Conservation, and Parks Commissions review and corresponding staff review and recommendations to these respective Commissions.

The final Small Area Plan should list all applicable City review bodies and state specific commitment by the BPDA/Planning as project lead to ensure early, comprehensive project review consistent with Mayor Wu stated commitments.

Action 4: De-Silo Project Review Under Article 80: Jurisdiction Delineation

The next version of the S+S Small Area Plan should include a comprehensive list, with narrative discussion and accompanying map exhibit indicating all relevant jurisdictional delineations and statewide initiatives.. These include:

- Conservation Commission: Wetland Protection Act, Local Wetlands Ordinance
- Parks Commission: Review under Municipal Code Section 7-4.11; Article 97
- Commonwealth of Mass: DEP Waterways c 91; EEA: Article 97
- TBD: Overlay Districts: Greenbelt Protection, Riverfront Protection, possible future Inland Flood Protection
- Reference to presentations by Massachusetts Climate Chief Melissa Hoffer that address the importance of native soils, mature trees, restoration and nature-based solutions-addressing the critical intersections of climate change, community resilience and historic preservation.

The next Cleary/Logan Small Area Plan should include two new, separate exhibits with historic resource delineations for the S+S Planning Area:

Cleary/Logan S+S: Hyde Park Historical Society - May 15, 2026

1. Base Map: Existing Conditions: Existing Neighborhood Design Overlay and the BOS-ACF proposed historic district, showing all Mass Historic Commission inventory sites, without the new proposed S+S zoning districts;
2. Base Map: Proposed S+S Zoning: The proposed S+S zoning areas as a layer on existing Neighborhood Design Overlay and the BOS-ACF proposed historic district, showing all Mass Historic Commission inventory sites.
3. Integration of metrics and maps to model climate risk and history of climate events-how proposed development may increase high hazard areas and tax infrastructure; and how zoning and policy changes may help safeguard property.

Action 5: Measures to Protect + Enhance Neponset River Values.

The Boston Landmarks Commission enabling legislation - Acts, 1975 - Chap. 772 - specifically includes landscapes and natural features as among categories eligible for landmark designation.

In Hyde Park, the Neponset River - as well as Mother Brook - have historic significance in addition to their substantial natural resource and environmental justice values.

The S+S planning area includes a major section of the Neponset River together with portions of City of Boston urban Wilds and state DCR Reservation land.

In alignment with the Neponset River Watershed Association, HPHS respectfully recommends the following Neponset River measures with a historic protection nexus:

Action 5a. Redesignation of Two Walnut St. Riverfront Parcels: Two privately-owned, vacant or significantly underutilized Walnut St. parcels directly border the Neponset River and DCR’s Neponset River Reservation land. These two riverfront parcels have significant natural resource elements and should be designated as Conservation Protection (CPS).

In the “Catalytic Sites” section of the Small Area Plan these two parcels - identified as “N” - are described as “very unlikely to change” as parcels “constrained by flood regulations”. (Small Area Plan p. 64).

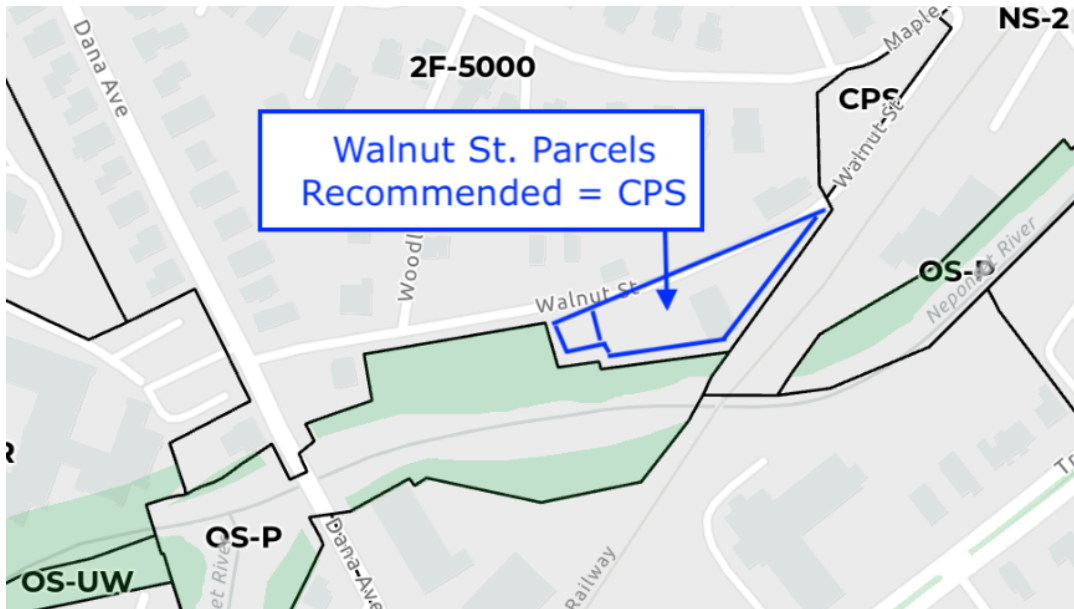
These parcels likely fall within the stringent Riverfront Area protections under state Wetland Protection Act and City of Boston Local Wetlands Ordinances, and may be Commonwealth resources with additional protections and public trust rights.

A new Open Space and Resilience recommendation should be added as OR-6: ACQUISITION OPPORTUNITY: City of Boston to proactively work as a priority acquisition of these two undeveloped and underutilized riverfront parcels to advance commitment to stated river protection and river access goals. (Small Area Plan pages 48, 50).

Parcel No.	Address	Sq Ft	Current	Proposed	Recommended
1809222000	40 Walnut	22,528	2F-5000	S1	CPS
1809221010	Unnumbered	3,315	2F-5000	S1	CPS

Cleary/Logan S+S: Hyde Park Historical Society - May 15, 2026

Total	Total	25,933	2F-5000	S1	CPS
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Action 5b. Neponset River Access and Connectivity: A new Open Space and Resilience recommendation should be added as OR-7: ACCESS AND CONNECTIVITY OPPORTUNITY: City of Boston to proactively work to create trail system connection between the City's West St. Urban Wild and the Fairmont Station.

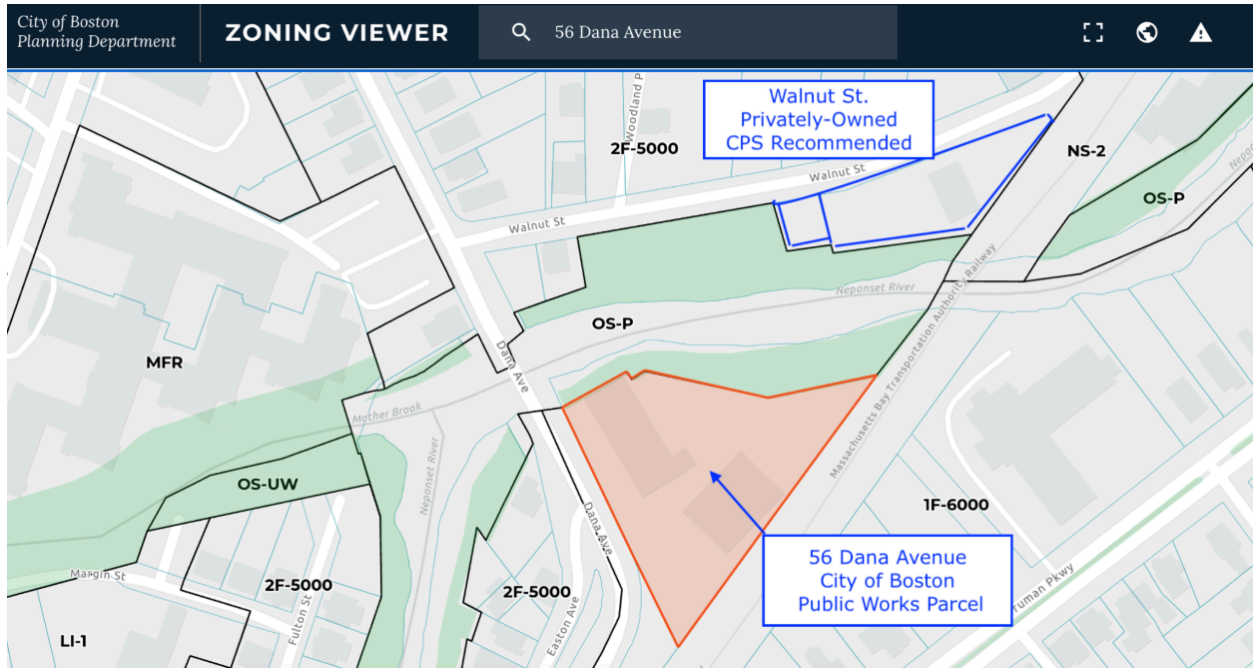
This action will implement Plan Design Guidelines Goal #1: "Enhance pedestrian connections to the Neponset River and the nearby Urban Wilds to encourage recreation along the river." (Small Area Plan pages 48, 54).

Action 5c. Publicly-Owned Land: Joint Housing - Open Space Site: City of Boston 72,056 sq ft riverside parcel at 56 Dana Avenue (APN: 1809224000) within the planning district. A new Joint Housing and Open Space and Resilience recommendation should be added as H-6 & OR-8: CREATING JOINT HOUSING - OPEN SPACE + RIVER ACCESS OPPORTUNITY: City of Boston to study feasibility of relocating existing Public Works facility for joint housing-open space use. (Publicly-owned land pages 44, 50, 64)

Similar to 24 Pingree and Walnut St. City of Boston sites, while relocation options require analysis. This public parcel, currently zoned 1F-6000, is a strong medium-term target parcel for development without displacement or need for ground-floor active use. An S3 designation appears initially feasible at the parcel, subject to a significant OS and river buffer design.

NOTE: The 56 Dana Avenue site includes materials storage which may generate harmful runoff to Neponset River. Collaboration between Public Works and Office of Green Infrastructure is a priority short-term measure to identify best-practices and measures to protect Neponset River water quality.

Cleary/Logan S+S: Hyde Park Historical Society - May 15, 2026



Conclusion

The Hyde Park Historical Society recommendations are intended to focus on positive incentives to protect, improve and re-purpose historic resources within the context of an integrated approach to sustainable, equitable development through the Squares + Streets planning.

We appreciate the opportunity to participate in this process and look forward to continued positive collaboration around shared goals.

Selected References

1. MHC MACRIS Form BOS.ACF — Cleary Square–Logan Square CLG Eligibility Opinion (September 1995, MHC concurrence October 1995)
2. City of Boston: Climate Action Plan. May 2026
3. City of Boston Squares + Streets — Cleary Square Draft Plan Document, Historic Context Study Appendix (March 2026)
4. BLC Study Report Inventory, compiled from boston.gov (updated May 8, 2026)
